

Ladies! Attend Our Mid-Week Exhibit Of Evening, Party and Street Dresses

Which will be held in our SHOWROOM on TUESDAY, WEDNESDAY and THURSDAY.
An Exhibit merely to show you how thoroughly we are stocked with all the Latest dictates of Fashion for 1914.

THIS UNMATCHABLE EXHIBIT AGAIN DEMONSTRATES OUR COMMERCIAL SUPREMACY

A galaxy of the rarest Styles, wrought by the happy Combination of English ingenuity and American creations. Every piece in this exhibit a poser for value, and an expression of the Latest Style Creations for Spring 1914.



DON'T OVERLOOK THE FACT THAT THE EARLY BUYERS GET FIRST CHOICE

To attempt to describe these, winsome and impressionable Styles, would be impossible, were we to devote a whole page to the task it would still be inadequate, to give any idea of the rare beauty and attractiveness displayed in this exhibit.

This Exhibit is for You
Wander Free Thro' Our
SHOWROOM.

James Baird
LIMITED

For Three Days Only
Tuesday, Wednesday and
Thursday.

PRES. COAKER OUTLINES THE UNION PROGRAMME OF SEALING REFORMS

Mr. Coaker—Mr. Speaker, I beg to move the second reading of this Bill. The Bill is based upon the Sealing Agreement that was entered into between the owners of the sealing steamers and the F.P.U. a couple of years ago.

It deals with the food to be used on board the sealing steamers, and for some alteration in the Act respecting the dates of sailing and the prohibition of the killing of hoods for two years.

Now, with regard to section 1, dealing with the food and accommodation, I don't think there will be any objection on the part of the owners of the steamers. I have already gone into the matter with them, and they seem to be very anxious to do all they possibly can to meet the wishes of the Legislature and of the sealers.

Sleeping Quarters

Sub-section (a) of Section 1 states that the sides of the ships where men sleep shall be sheathed internally with wood. Well, until we made this agreement with the merchants the usual thing was that the men were permitted to sleep almost anywhere in a ship, and in the larger ships, where the berths were under iron decks, it was found that the frost upon the iron often melted and dropped down upon the men sleeping beneath.

The sealers asked that some means be effected of keeping the berths dry, and that is why we asked that the decks should be sheathed with wood where the men slept. That has been done during the last couple of years, under private section (b) sets out that decks not permanently sheathed shall be sheathed temporarily, for the voyage, with three-inch plank properly secured.

Frame Berths

Sub-section (c) states that all ships shall be fitted with portable iron frame berths for the sleeping accommodation of the crew. All the large steamers are meeting that provision now, and it is giving a great deal of satisfaction. Some of them may not be just up to the qualification that we require, but I think that with very little expense those ships that have not got them now, can have them properly fitted.

Sub-section (d) provides that hatchways shall be boarded in to protect men from draughts and weather, and that all hatches shall have water tight coverings. There has been a lot of complaint in this

connection, and the reason that we ask to have that provision made is because so many men fell ill at the seal fishery and attributed their illness to draughts and weather from the open hatchways.

Covered Hatchways

Now we ask that the hatchways be covered and that the companion-way be boarded in. That has been done in some of the steamers, the Bowring steamers especially, who have adopted a splendid arrangement. Instead of taking off the hatches they have a shut down which they put the seals in, and the men have not been put to any inconvenience.

Some complaint has been made about the tarpaulins used, not being what they ought to be, and that provision is inserted there, so as to make it imperative that good water-tight canvas be put on the hatches.

Sub-section (e) provides that the sleeping quarters of the crew shall be heated by steam pipes. In most of the steamers they have had time to get them fitted, and now all the men's sleeping quarters are heated with steam.

For the Sick

Sub-section (f) states that a room shall be supplied for sick and disabled men. That is a very important point. All the owners have not lived up to their arrangements in that respect. Some of them fitted some sort of bunk to meet the requirements.

If a man is taken ill he doesn't want to be left where all the crew are coming and going. He wants a private place and special attention, and the idea is that there shall be a room fitted in each of those large steamers to take the place of a hospital or private nursing room.

Regarding Rifles

Sub-section (g) provides that the use of rifles by the crew, or any member thereof, for the purpose of killing seals, shall be prohibited. What was asked was that the killing of seals be prohibited all round, in wooden ships as well as in steel ships, but the owners of the wooden ships claim that if their ships are prohibited from killing seals with guns it would be just as well to keep them in port, that very often a fair, saving voyage is secured by going after old seals with guns, while if guns were prohibited they would not make enough to pay expenses, and that after a couple of years the crews, finding that it would be hopeless to expect to make any money would refuse to

go out in these ships at all and they would have to lay at the wharves.

Preservation Measures

It is necessary for the preservation of the old seals that guns be prohibited from being used by the steel ships. Again, the men claim that if these ships are permitted to use guns it means that the voyage will be prolonged, because if the ships do not strike the seals successfully in the first instance, they will remain out until probably the 20th April. If they are permitted to use guns it means that just as soon as the young seals are cut up, the voyage will practically be over, which would be much more convenient to the men.

Now, I find that the business men are quite satisfied that the large ships should not prosecute the killing of the old seals, and generally speaking the conditions that we laid down in connection with the item are being accepted.

Sub-section (h) states that wherever practicable a doctor shall be carried in each ship. Well, most of the ships do that now. The owners are doing the best they can to provide a doctor in each ship. Sometimes it is impossible to get a passed medical man, but they get students, and generally they do their best.

Should Carry a Doctor

It is imperative that every ship should carry a doctor, if it is at all possible to secure the services of one, or at least some one who is able to look after men that happen to get ill.

Sub-section (a) of section 2 deals with the amount of soft bread, (one pound) which shall be served to each member of the crew three times per week. Most of the larger ships

did supply that last year, and gave general satisfaction. It seems to me too bad that this arrangement with regard to giving the men soft bread at the ice did not come into effect years ago.

I found that the business men were very willing to take up matters of this sort with me when their attention was called to them, and prepared to do everything reasonable in connection with supplying good food to the men prosecuting the seal fishery. The only difficulty in the way of supplying soft bread was due to the fact that some of the ships were unable with the fit-out which they carried to supply the quantity they required.

Question of Bakeries

Of course, the larger ships have a bakery on board to accommodate passengers in summer and there was no complaint with regard to these, but in the smaller ships bakeries had to be put in. I see no reason why the small ships should not supply soft bread as well as the larger ones. There is a sort of bakery now being imported which would meet all the requirements. It does not cost a great deal of money, and each of those ships should be compelled to carry one so that the men could be supplied with soft bread.

Sub-section (b) states that beef, pork, potatoes and pudding shall be supplied for dinner three times each week. It is almost ridiculous that we should have to come in here with a bill providing for the food which the men at the seal fishery should receive, but we thought it best to go into details, so that there should be no misunderstanding.

Details of Food

Sub-section (c) provides that stew-

ed beans and fish brewse shall be supplied for breakfast on alternate days. A couple of years ago we made an arrangement to have beans supplied for breakfast, but found that the men tired of sitting down to beans morning after morning, although it is very good food and gave quite a deal of satisfaction. The men consider that fish and brewse every second morning will be quite an improvement.

Sub-section (d) set forth that onions, potatoes and turnips shall be ingredients in the soup supplied on Saturday.

Fresh Beef

Sub-section (e) states that fresh beef shall be supplied to each member of the crew once each week. Now, that is a new item. It was not amongst the provisions contained in the agreement of a couple of years ago, but the owners are quite willing to comply with it, and I feel sure that the poor sealers will be delighted to know that at last the day has come when they will have fresh meat for dinner on board those sealing steamers on Sundays.

Sub-section (f) provides that cooks shall be prohibited from any other work than cooking. Formerly the cook was taken from his work when it suited convenience of the officers, and put on the ice to kill seals or haul them on board, and as a result he could not properly attend his duties as cook, and this provision is intended to prevent him from being called away from his proper work and I think the men will be greatly the gainers.

Must Observe the Law

Section 3 provides that it shall be the duty of the owner, master or person on whose account any steamer shall, prosecute the seal fishery in any year to observe, or cause to be observed, the regulations set forth in the two preceding sections. It is not necessary to point out the advantage of that, because someone must be held responsible for the carrying out of these sections.

Section 4 provides that the owner or master of any steamer offending against any of the regulations set forth in sections 1 and 2 shall be liable for a penalty of not less than five hundred dollars, nor exceeding one thousand dollars for every such offence, to be recovered in a summary manner by any person who shall sue for the same before a Stipendiary Magistrate.

Section 5 provides that sick men and disabled men on wooden ships shall be transferred, when possible, to steel ships belonging to the same owners as the wooden ships. For instance, in the case of Bowring's fleet, if any of the men on board their wooden ships became ill, and the Florizel or Stephano were in the vicinity, the sick men could be transferred to the steel ship, and put in the room prepared for sick men.

(To be continued)

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