## ROYAL Baking Powder Saves Health and Saves Money Makes Better Food

### The Newfoundland Disaster **Enquiry Before Judge** Knight.

SATURDAY MORNING.

GEORGE TUFF SWORN.-I belong to Templeman near Newtown. I was the second hand on board the Newfoundland at the seal fishery this spring. On Monday evening the 30th of March, the Stephano was about six miles away from us bearing about S. W. by W. We had a signal from her intimating that seals were in her neighborhood. I did not see the signal but I was so informed by our We tried to get in that disaw a lot of men on the ice, but I imagine they were the crews of the Florizel and Stephano. The men were between the two ships. I saw by the get a mug-up. After getting my mugcoming out of the barrel and I went up in the rigging and met him. The captain said "George, sin't it hard to see that the men of those ships are in the seals and we can do nothing," and I answered "do nothing captain? Heavens we can walk there." The captain said "will you go and lead the offer and said, "yes, I will." Then I prepared to go. The captain said, "Now, George, you go on board the Stephano, you'll get instructions as to how the seals lay." He told me to do what I like, that I had charge and knew what to do as well as he did. staying on board the Stephano for the night as far as I can remember, but I think there was something. I made all our arrangements and at a quarter past seven we got the men overboard. At that time it was a beau-tiful morning, the sun was shining, and the steam was flying our of our decks. There was not enough wind

once or twice, but I did not notice any thing extraordinary about it; I did not notice the sun particularly at all; was not concerned about it whatever I did not notice any sun hounds near the sun that morning. If I had looked at the sun that morning to see if there was a sun hound there, and there was one there, I would have seen them; do not remember looking. I think we reached the Stephano about 11.30. did not know up to this time that any or my men turned back; I heard some about it and some one told me the men had gone back. When we went on board the Stephano I went on the bridge; Captain Abraham Kean was on actions of the men that they were at work. I allowed the Stephano to be between four and five miles from us then. I came down and reported what I had seen to the captain. He went up in the harral and it. He went up in the barrel and I went to the conversation with him on the bridge get a mug-up. After getting my mugget a mug-up. After getting my mug-up I went on deck, the captain was get aboard and get down below and coming out of the harvel and I want bridge and told his own men to se these men got their dinner and show them where to go and get it, and h said after you get your dinner I wil put you on a spot of seals where yo can pan a thousand or more and go or board your own ship. He said as would steam closer to them." It was just pecking snow then; I came down off the bridge and went below and had my mug up, and while I was down the Stephano was steaming. When came on deck again I noticed she was going to the S. W. When I came on deck it was pecking very light, soft fine snow; the wind was blowing a little, not very much, none of any account. The men all said they were on the deck whom I asked. Captain Kean then said: "Now, George, if you are ready, get out." I looked over both sides of the ship and said: "Th out." Captain Kean then sung ou "All hands over the starboard side. to know what way the wind was. The One reason I thought the starboard smoke was going up straight. There may have been a little draft from side was the best was because it was the S.E., but very little. I did not notice the appearance of the sky at that she listed a little to the starboard that time. I did not look at the glass and it was easier to get The leeward side is always the easier that morning. I had no information side for getting out and getting in because the little wind presses the from anyone on board as to its conside I was at the head of the men. We ship on the leeward ice. I went upon went N.W. direction straight towards the bridge again after getting my mug the Stephano. All the way the up, and the captain told me the seals weather continued fine. I had on lay to the S. W. two miles, but they heavy glasses, and whether there turned out to be not more than a was a peck of snow or not before we mile. After getting out of the Ste-

then getting worse and I commence and stopped all hands. I had a chat | Owing to the dreadful storm, our make for our own ship." We could for \$1 for two weeks more.

Not see her at this time. The snow We would like the people of this was thick then, and the wind gradually breezing, blowing harder than when we left the Stephano. When the Stephano put us down she slewed right around and went back towards her men. Capt. Kean told me he was going towards his men. He said they were about six miles away. I was in the lead and when I stopped to talk the lead and when I stopped to talk to the men, which was a quarter to one, I looked back and the Stephan was not in sight. I don't think I look ed back before. At a quarter to one we started for our own ship. I put a master watch on ahead and I said Now you walk S. E. by E. until you pick up the path that we came out in, and I said, "I am going to stay the hinder man." I said, "Hurry on a quick as you can," and I said, "Neve nind them fellows who are killing them seals, they will catch up to as again"—which they did shortly after The master watch I put in the lead was Thomas Dawson. My reason fo staying behind were that when w were going out, I knew there was no ear of men giving out or anything t nappen to them; and when we wer going back I knew there was chance probably of a man giving out, which lid happen. And for another reason when we leave our ship there wa supposed to be fifty flags and fla ooles carried by the men. The me have got a habit when they make walk for seals and do not get a chanc o use those poles on seals, they throw them away, and in some cases the throw flag and all with them, and w vere scarce of these poles, and I stay ed behind to see what was going or in the walk to try and save these flags We picked up the path we came ou in the morning about an hour afte we started for our ship, and we con tinued in that path up to dark. Just after we picked up our path there wa a man gave out and it delayed th crowd somewhat at first, and gradu ally he got worse until occasional a man had to lead him, that is in spot where the ice was bad. We contin ned on this way making slow progres until 4 o'clock, and then I stopped al! hands and I said, "Now, five or six of the smartest men of this gang g on as fast as you can toward the shi and try and get aboard. They started rection, but our steamer became jammed and we could not do anything.

Early on Tuesday merning I went up

of our men nad gone back, but I do
not remember if it was just before or
after we left her. I think it was after
were, but they were in charge of mas Early on Tuesday morning I went up in the barrel. I saw the Stephano and Bonaventure and the Florizel. I men were together that they talked men were together that they talked about it and some one told me the works all the time, and I saw that h worse all the time, and I saw that I was going to put all hands on the i for the night. This man who gay out used to wear spectacles, and h was the only man on board our shi that did. I saw what was going t strike out and do his best to ge aboard the ship, beside myself an this sick man, and I will call for tw volunteers to stay with me." I said If there is two men on the ice to right I am going to be one of them." was not with the sick man durin the march but I took charge of hir then. Two men volunteered to sta with me-one was Stanley Andrews and I do not know the other, but h was a plucky fellow. I told all the men to go and I was expecting tha every man would get aboard; and Mouland retreating. The ship was only a gun shot from Mouland. then tried to cheer up the sick man then said, "Boys, Arthur is coming back; the steamer can't be coming He said he was hungry. I had two cakes of bread and a can of sardines men were out of sight. Soon after heard the men shouting, and I 16 plied, thinking they saw our steame The reason for the shouting was tha Jones lost the path, and he shoute ecause he thought they would hea im on the steamer. We shouted t let them know we were coming. Whe we shouted Jones and his crowd thought it was on board the steame and that they had passed her, judged this from the way they acted because they came back and cur across me. I asked if they saw the steamer, they said no. 1 wait till I reach you for further or were and said, "Now boys it looks like a night on the ice, all we have was useless to look for a path in such weather, which was too bad to travel without one. Being used to this scr of thing I knew what to do. Th wind was blowing hard, and daylight was fading, perhaps 5 o'dlock. A man said he saw the path again, and reached the Stephano or not I cannot phano we went across her bow and say; I did not see it. I saw the sun went to the S. W. about twenty-five I said as long as you can hold the path follow it, when he started and walked 3 or 4 hundred yards, and lost the purpose of diluting the manure. the path. I then gave order to stop nd said, "Boys take your four watchevery man in his own watch, get the best rafter you can and make it comfortable as you can. Two of 40 lbs. Superphosphate. ne master watches wanted to go with 26 lbs. Fine bone meal. them, but I took the youngest man 10 lbs. Carbonate of Magnesia. and went with Bungay. We put up 15 lbs. Sulphate of Potash. for the night then, making an ice 21 lbs. SULPHATE OF AMMONIA. shelter as comfortable as possible, and stayed all night till about noon Wednesday, it was not fit before as the men were in bad condition though they kept up well. At this time two men in my watch had given up and were dying. I was in good condition, and thought I saw our ship's two barrels over the ice, but I had to keep the men together, knoving the consequences if they began to scatter, so I said, "Boys, I believe I saw the steamer right to leeward. 'll take one or two men with me and

ights again I'll have a better change

struck a nice spot of seals. I order-

ed the master watch that was be

minutes' walk. It was just before 12 What Would when we left the Stephano. After travelling for twenty-five minutes we You Think?

of a man who started for a Fire Inthese seals and about twenty-five men surance Agent when his house began remained with him: I went on with the to burn, or a man sick in bed, sendlance of the men about three or four ing for a Life Insurance Agent? Do not wait for the extremes; have hundred yards. The weather was your eyes tested now free by our to think about it and use my judgment, Boston Optician.

with the men. I said, "Boys, the shipment of Opticial goods have been weather is getting worse, and it looks delayed, and a number of people as if it is going to be bad now"; and could not avail of our sale. We have I said, "Never mind the seals, we'll decided to continue our sale of \$5

> city to understand that our Opticial Department is permanent, and our Optician will be in town for some time to come at The Store that serves you best. Again we state if any one get your money refunded .- ap6.4i.eod

here, when the weather lit up. Bungay saw us to leeward, he left the pan with several men and came to us. I told them they had made a bad job by leaving, as it was poor here. The wind was getting better and I saw an ice rafter which looked a nice place. We started for it except two who were too weak and dying. bunch numbered 10 or 12. The weather was then getting clear. We stayed for half an hour, when I thought we could see 2 miles to leeward, I said, "Boys there's no ship handy us whatever, and there were two other men with us on the hand The weather began to get fine all a once. I got on a pinnacle, looked to windward and saw the Bellaventure about two miles off. I said, "Boys cheer up we're all right. the man wil ee us and he'll come." I then tole fones to stay and care for the dving men, I'll take Collins the smartes man on the pan and go on board the Adventure as I thought the 'Bell' was the 'Ad,' and I felt sure the steamer was coming to us. I wanted to get aboard to hurry him on to pick up the dying men. I told Jones I would come as quick as I could to him. I went towards her, and had to pass through all the men on the ice. On the first pan all the men were dead, may have been a dozen or more. I then reached a pan with live men and urged them to cheer up, as a steamer would soon be to them, told then to put up a flag on the rafter, no on spirits, so I went to do it, could no get a flag, but got a pair of overalls belonging to some man which I but up. I could see the ship quite easily so cheered the men, urging them to get up on the rafter so as to be more noticeable on the ship, they did not zet up, but were all standing on ice About four hundred yards to windward, were 40 or more men on an other pan some alive others dead There was a flag on this pan. Cheered them all I could and five of ther on towards the Bellaventure, Collins was with me all the time. Some mer came on the pan before we left and said Mouland must be nearly or board, but I did not stop; went or or half a mile, and the ice got so oose we could not get about, so said to Collins, "Mouland must b aboard," and looking towards steamer we could see him and men quite near her, so we went back ooked about them as best we could This was about an hour and a hal' rom sunset. I watched the Bellaven ure and tried to get a fire the men always asking if the steamer coming. All at once she slewed and went away from us. I did not te!

#### THE GREATER QUESTION

(See next page.)

At this season of the year for Farmers with up-to-date ideas is, what are the best means to use to get the bea

returns from the land. Fertilizers must be used liberally if large returns are looked for. There are several good chemical fertilizers which may be recommended, but Sulphate of Ammonia has been proved to give the best returns, and is the most valuable and economical source of Nitrogen for agricultural purposes.

For vegetables, grass, and all leaf crops, about one and a half cwt. per acre is the best quantity to use, and this should be applied when the plant is making it's growth, as well as before sowing the seed.

If a liquid manure is preferred, a

4 oz. of Sulphate to one gallon of water should be used, and applied once a week for a month. This quan-It is a good plan to reduce the Sul-phate to a fine powder, and mix with four or more times its own bulk, for

which is very powerful. is strongly recommended:-

Apply at the rate of 10 to 11 lbs. to

43 square yards. The use of Carbonate of Magnesia, in conjunction with Sulphate of Ammonia, is of great importance in po-

lights again I'll have a better chance to see her, but no one else must leave the pan." Sydney Jones and Henry Dowden went with me. When I was 100 yards away from the pan I wished myself back, the wind used to dow us about, we could not stem it, r get back where we left if you gave all the world, so the first rafter ards to leeward of pan we had been ards to leeward of pan we had been all night, being too bad to go

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