

ROYAL Baking Powder Saves Health and Saves Money and 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 20th 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 captain. We tried to get in that direction, but our steamer became jammed and we could not do anything. Early on Tuesday morning I went up in the barrel. I saw the Stephano and Bonaventure and the Florizel. I saw 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 actions of the men that they were at work. I allowed the Stephano to be between four and five miles from us. I came down and reported what I had seen to the captain. He went up in the barrel and I went to get a mug-up. After getting my mug-up I went on deck, the captain was coming out of the barrel and I went up in the rigging and met him. The captain said "George, didn't I tell you to see that the men of these ships are in the seals and we can do nothing." I answered "No, nothing, Captain. I saw them go and lead the men, George?" I was glad to get 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. There was no conversation about 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 beautiful morning, the sun was shining, and the steam was flying out of our decks. There was not enough wind to know what way the wind was. The smoke was going up straight. There may have been a little draft from the S.E., but very little. I did not notice the appearance of the sky at that time. I did not look at the glass that morning. I had no information from anyone on board as to its condition. When we left the ship's side I was at the head of the men. We went N.W. direction straight towards the Stephano. All the way the weather continued fine. I had on heavy glasses, and whether there was a peck of snow or not before we reached the Stephano or not I cannot say; I did not see it. I saw the sun

minutes' walk. It was just before 12 when we left the Stephano. After travelling for twenty-five minutes we struck a nice spot of seals. I ordered the master watch that was behind. Bungy, to commence to kill these seals, and about twenty-five men remained with him; I went on with the balance of the men about three or four then getting worse and I commenced hundred yards. The weather was so thick about it and use my judgment, and stopped all hands. I had a chat

with the men. I said, "Boys, the weather is getting worse, and it looks as if it is going to be bad now"; and I said, "Never mind the seals, we'll make for our own ship." We could not see her at this time. The snow 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 to the men, which was a quarter to one, I looked back and the Stephano was not in sight. I don't think I looked back before. At a quarter to two 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, and I said, "I am going to stay till a hinder man." I said, "Hurry on a quick as you can," and I said, "Never mind them fellows who are killing them seals; they will catch up to us again," which they did shortly after. The master watch I put in the lead was Thomas Dawson. My reason for not knowing up to this time that any of our men had gone back, but I do not remember if it was just before or after we left her. I think it was after we got out of the Stephano and all the men were together that they talked about it and some one told me the captain said that he had seen the men on board the Stephano. I went on the bridge; Captain Abraham Kean was on the bridge. Before we got on board the ship, I saw the men on the ice and said, "Come aboard, my men, and I will give you your dinner and put you on a spot of seals." I had a little conversation with him on the bridge. He said, "George, see that all the men get aboard and get down below and get their dinner." He looked over the bridge and told his own men to see these men got their dinner and show them where to go and get it, and I said after you get your dinner I will put you on a spot of seals where you can pan a thousand or more and go on board your own ship. He said he 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 I 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 ready to go, that is the men who 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, "The starboard side is the best side to get out." Captain Kean then said, "All hands over the starboard side." One reason I thought the starboard side was the best was because it was the leeward side; another reason was that she listed a little to the starboard and it was easier to get over. The leeward side is always the easier side for getting out and getting in because the little wind presses the ship on the leeward ice. I went upon the bridge again after getting my mug up, and the captain told me the seals lay to the S. W. two miles, but they turned out to be not more than a mile. After getting out of the Stephano we went across her bow and went to the S. W. about twenty-five

What Would You Think?

of a man who started for a Fire Insurance Agent, when his house began to burn, or a man sick in bed, sending for a Life Insurance Agent? Do not wait for the extremes; have your eyes tested now free by our Boston Optician. Owing to the dreadful storm, our shipment of Optical goods have been delayed, and a number of people could not avail of our sale. We have decided to continue our sale of \$5 for \$1 for two weeks more. We would like the people of this city to understand that our Optical 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 of the 400 customers are not satisfied with the glasses purchased from The Central Pharmacy, Wadden's Drug Store, please come back and get your money refunded.—ap6,4,1eod

here, when the weather lit up. Bungy saw us to leeward, he left the pan with several men and came out. 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 like the Stephano. We started for it except two who were too weak and dying. Our march 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 men with us on the hand of dying. The weather began to get fine all at once. I got on a pinnacle, looked to windward and saw the Bonaventure about two miles off. I said, "Boys, cheer up we're all right, the man will see us and he'll come." I then told them to stay and came for the ship. I'll take Collins the smartest 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 go with him and I could not go. I went towards her, and had to pass through all the men on the ice. On the first pan all the men were dead, they have had a dose or more. When I reached a pan with live men and urged them to cheer up, as a steamer would soon be to them, told them to put up a flag on the rafter, no one was inclined to do it, being in low spirits, so I went to do it, could not get a flag, but got a pair of overalls belonging to some man I put 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 get up, but while all standing on the ice about four hundred yards to windward, were 40 or more men on another pan some alive, others dead. There was a flag on this pan. (Cheered them all I could and five of them got up on the rafter with me, where we stayed a little while, then I went on towards the Bonaventure. Collins was with me all the time. Some men came on the pan before we left and said, "Mould must be nearly on board," but I did not stop, went on or half a mile, and the ice got so loose we could not get about, so I said to Collins, "Mould must be on board," and looking towards the steamer we could see him and four men quite near her, so we went back. I then tried to get a flag, the men always asking if the steamer was coming. All at once she slewed and went away from us. I did not tell them then, but waited till I saw Mould retreating. The ship was only a gun shot from Mould. I then said, "Boys, Arthur is coming back; the steamer can be coming back." (See next page.)

THE GREATER QUESTION.

At this season of the year for Farmers with up-to-date ideas is, what are the best means to use to get the best returns from the land. Farmers 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 leafy crops, about one and a half cwt. per acre is the best quantity to use, and this should be applied when the plants are making their 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 quantity should not be exceeded. It is a good plan to reduce the Sulphate to a fine powder, and mix with four or more times its own bulk for the purpose of diluting the manure, which is very powerful. For potatoes the following mixture is strongly recommended:— 40 lbs. Superphosphate. 26 lbs. Fine bone meal. 10 lbs. Carbonate of Magnesia. 15 lbs. Sulphate of Potash. 21 lbs. SULPHATE OF AMMONIA. — 1 cwt. 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 potato culture. For turnips use the following:— 66 lbs. Superphosphate. 13 lbs. Fine bone meal. 13 lbs. Sulphate of Potash. 20 lbs. Sulphate of Ammonia. — 1 cwt. Apply at the rate of 10 to 11 lbs. to square yards. Sulphate of Ammonia of excellent quality is now made by the St. John's Gas Light Company, and may be obtained at very reasonable terms. Full particulars may be obtained at the Gas Works, or at the Board of Trade Building. Ask for special booklet on the use of Sulphate, it will be found of great value in securing the heaviest crops. mar26,14

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