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THE DAILY MAIL

SUBSCRIPTION RATES.

To all parts of Canada and Newfoundland, \$2.00 per year; United States of America, \$3.50 per year.

WEATHER REPORT. Toronto (noon)—Increasing S. E. winds, milder; showery to-night and Friday.

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ST. JOHN'S, NEWFOUNDLAND, THURSDAY, APRIL 9, 1914.

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PLACENTIA FISHERMAN LOST AT SEA

Washed Overboard By Mountains Seas Which Swept the Deck of the Schooner Corona.

With the largest halibut fare of the winter, and rivaling Capt. Bob Wharton's big trip, schooner Corona, Capt. Wallace Parsons, is here from the Grand Banks with 45,000 pounds of the finest kind of fish and 5,000 pounds salt cod as well, says the Gloucester Times.

Sad Home-Coming

It was a sad home coming for the Corona's crew, nevertheless, her colors which floated at half-mast indicating the loss of William Morrissey, one of the crew who was washed overboard on Green Bank, during the heavy low of February 17.

Capt. Parsons has been under the weather himself most of the trip, but though very much improved, keenly feels the loss of Morrissey. It happened about 3 o'clock in the afternoon of February 17, while the vessel was hoisted to that Morrissey was lost. The unfortunate man was standing forward alone and about an hour later, when some of the men went forward to take in the jib, Morrissey was gone. It is supposed that he must have been washed overboard, for the seas were running a tremendous high, the like of which none of the crew have rarely experienced before.

Native of Placentia

The lost man was single and a native of Placentia, N.F. The Corona was five weeks out and not until a week ago was she able to fish. The weather moderated and cleared with the short period of a week and the big catch was secured. The largest haul on one set was 14,000 lbs.

On account of the big arrivals, halibut took a drop, the Corona's trip selling to the New England Fish Company at nine cent a pound for white and seven for grey.

British Railways Recognize Unions

London, April 6.—For the first time in their history the British railways have formally recognized trade unionism. They have appointed a joint committee to discuss with the National Union of Railwaymen a new conciliation scheme and other matters.

The unions claim that this abandonment of non-recognition of their organizations is due to the fact that the majority of the railway men are now members of the unions.

The new development is commented upon as being of the greatest importance and the trades union people are very much elated.

DAILY MAIL ADVERTISING PAYS

WIRELESS PLANT HAS A RADIUS OF 2700 MILES

Can Beat Submarine Cable in Speed of Transmission, Which Is 150 Words a Minute.—Masts Are 150 Feet High.

Newcastle, N.B., April 7.—When complete the new wireless station at this place will flash 150 words a minute across 2,700 miles of sea to the corresponding station at Ballybunion, on the south-west coast of Ireland. There is much discussion now over the question as to whether the wireless will do away with the cables. The commercial speed of the wireless at this station when in use will be in the neighborhood of 150 words a minute. The greatest speed now worked by cables across the Atlantic is 50 words a minute.

Five Hundred Feet

The big steel tower at Newcastle is 500 feet high, and is surrounded by six auxiliaries. Between these towers is strung a network of 120,000 feet of wire. A large number of trenches have been dug on the grounds and another 140,000 feet of wire has been laid in them to secure the proper ground connection.

On the outside of the line of towers the power house is situated, and is equipped with two 225 B.H.P. diesel motors, each weighing 50,000 pounds, of the largest design, directly coupled to two 1,000 volts D.C. generators supplying power to the operating instruments.

Radius of 1,000 Miles

The fly wheels of these engines are eleven feet in diameter and weigh seven tons. In wireless signaling, stations that can reach a ship 1,000 or 2,000 miles at night cannot reach over 200 or 300 feet in the daytime. This is supposed to be caused by the electrification of the ether by the sun's rays, which presumably makes it more difficult for the artificially created waves to travel through the ether, and also causes a greater absorption of energy by the ether. The total cost of the station amounted to \$175,000.

Asquith Returned By Acclamation

London, April 8.—Premier Asquith was returned by acclamation for East Fife at noon to-day.

An interesting coincidence is that to-day is the sixth anniversary of his assumption of the Premiership.

ADVERTISE IN THE DAILY MAIL

British Aviator Meets His Death

London, April 8.—Sergeant Dean of the British flying corps, was killed to-day at the Brooklands aerodrome, while making a final flight as a pupil, before receiving certificate.

Capt. W. Kean Believes Wireless Telegraphy Would Have Saved Life

Would Have Known Over a Day Ahead Whether His Men Were Safe or Not.

COULD THEN HAVE DONE SOMETHING TO HELP THEM

Thought Until Thursday His Men Were All Safe On The Stephano.

The inquiry into the sealing tragedy was continued yesterday, when several members of the crew of the Newfoundland were examined. The principal feature of yesterday's sessions was the statement by Capt. W. Kean, of the Newfoundland, under oath, regarding the circumstances surrounding the tragedy.

Captain Kean declared that his ship were equipped with wireless telegraphy he believed that the loss of life would have been at least minimized if not prevented altogether.

Captain Kean on the Stand

I am master of the S.S. Newfoundland and prosecuted the sealers in her this year. I cleared from Westleyville on March 12th, with a crew of about 186. The position of the ship on Tuesday, March 31st, was about 45 miles S. E. by S. of the Funks.

The weather that morning at 7 a.m. was beautifully fine. The sky was not absolutely clear, but showed every indication of a fine day, and the barometer was fair.

The Stephano bore from us about N.W. about four miles. The Florizel was east of her, the Bellaventure to the westward, the Bellaventure to the south where it was a bit hazy. I could only see the latter at times.

Signalled Seals

On the previous day I received a sign from the Stephano that there was a patch of seals near her, and our ship was working towards the Stephano until we got jammed and could go no further, so on Tuesday morning I called the second hand and said, "Isn't this hard that we're so near these seals and get there now," and he replied, "Sure, Captain, it's no trouble to walk there now," which was just what I wanted him to say.

I said, "Now, then, George, you go down and lead the crowd and make right for the Stephano, and from that you'll be able to know exactly where the seals are, and find out all from father. I can't give you any order as to what you will do when you get there. I leave it all with you."

All Hands Out

I then went on deck and ordered all hands out. I said, "Get ready and follow your master watches," and they all went away.

I said to Tuff in the barrel, "Now, George, in case you get in the seals

and are panning for any length of time, you reckon on the Stephano for the night and get us."

I said nothing about the weather that I remember of. I might or might not, but I have an idea that I did. We are always telling the master watches in case of weather to make for the nearest ship if they can't find their own.

The men left our ship about 7 a.m. and went towards the Stephano. Twenty-nine returned about 1 o'clock. One said, "We didn't see anything to go on for." Another said, "We saw the crowd ahead pinnacling," which means no seals; another said, "The first crowd got a good distance ahead, we saw the weather coming on, and saw nothing to go on for."

Censured Them

I said, "Well, boys, you had a right to follow your master watch. If a master watch had come back I would have blamed him, and not you; the crowd that went ahead got on board

Sick Exeused

I also told them I had no objection in case anything happened to a man, such as falling in or injuring a limb, to see that man return with two or three others to keep him company; or when you are ordered to go in the morning, if any man was not equal to the walk, to let me know, and I would only be too glad to let him remain. I then went in the cabin.

Afterwards one of my men, I think the bosun, came to me and said these men feel pretty bad; they didn't understand what they were supposed to do, and wouldn't have wished it for anything.

When these men got back to the ship it was pretty thick snow, could not see the Stephano, could see a man about half a mile. During the afternoon it gradually got worse, and at night was a terrible storm.

None of the men that reached the Stephano came back that day. I had no anxiety about them. I was sure they were aboard some other ship, as there were ships where I sent them. Storm continued bad until 3 p.m. Wednesday, when it cleared a little, but blew hard.

Save a Little

The ice where we were gave a little, but not enough for us to get under way. Even then I had no anxiety about the men.

At times I could see the Stephano or Florizel, sometimes between the snow squalls, was not sure which, bearing N. by E. To the south I saw a ship which I thought was the Diana, it was clearer to leeward and I could see with the glass better. The wind was N. W., a gale.

I think I saw the Bellaventure about N. W. by N. from us. Later on just before sunset, the snow cleared off, and I recognized the Stephano as this first one seen. She was further east than on Tuesday, perhaps two or more miles, this might have been caused by wheeling ice. It was clear enough on Wednesday to see signals from Stephano, but not to distinguish correctly.

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ADVERTISE IN THE DAILY MAIL

Business Side of the Movement Towards "Votes for Women"—Have a Balance to Their Credit of More Than \$27,000.

London, April 4.—The Women's Social and Political Union has issued its eighth annual report, showing increased expenditures for the year of \$15,000, which it is said was due to "greatly multiplied and heightened activities." The increase in income of more than \$40,000 leaves a balance for the year of something over \$27,000. The total year's income is said to have been "considerably over \$200,000." The press department, which publishes the Suffragette and other educational literature, including Cristabel Pankhurst's 'Great Scourge' turned over more than \$35,000. The projects for the immediate future are announced to be a special effort to increase the circulation of The Suffragette, the sending of a deputation to the King in May, a great money-raising effort, and a self-denial week in June.

The paid staff of the W.S.P.U. is said to number 95, including 45 organizers. The average salary is less than \$6 a week. The paid staff includes a number of young girls who work the telephone and others who act as messengers. Still others who are working on probation do not as yet receive a full salary. Others with private means get nothing.

ULSTER THINKS THAT HOME RULE IS QUITE DEAD

Doesn't Anticipate Further Attempts at Coercion—Interesting Description of Military Activities in the Province.

Montreal, April 5.—A special cable from Belfast says: "Home Rule is Dead. We admit that now, but I am afraid there is coming a reckoning far more costly than there would have been had the Government shown a firm hand in Ulster." This is what a prominent Nationalist, who is a Belfast councillor, told me to-day.

Censure the King. From the Nationalist point of view it is the King who has "saved Ulster and the Empire." According to the covenanters recent disclosures here put beyond a doubt the fact that Ulster was to have been sternly invaded. Ammunition for heavy artillery has been unloaded from destroyers now in the harbor. Engineers who could keep open the lines of communications, bridge builders, and other scientific units are not generally sent to guard military stores, yet some of the best of the British Army are now dangling their heels at Carrickfergus, Holywood and Bangor. It is to a coup that failed and

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FEAR OF ILLNESS CAUSES STRIKE IN FACTORIES

70,000 Workers Are Out of Employment in St. Petersburg as a Result of Mysterious Malady.

St. Petersburg, April 5.—The strike caused by the epidemic of a mysterious malady in factories here is spreading rapidly.

Many factories are affected and the number of workers who have quit through fear of contagion is now about 70,000. There have been several demonstrations in the streets, and the workers clashed with the police. One hundred of the rioters were arrested. Some were injured. The owners of the Trugonik Rubber Factory, which is one of those affected, have granted a holiday, with pay to the employees.

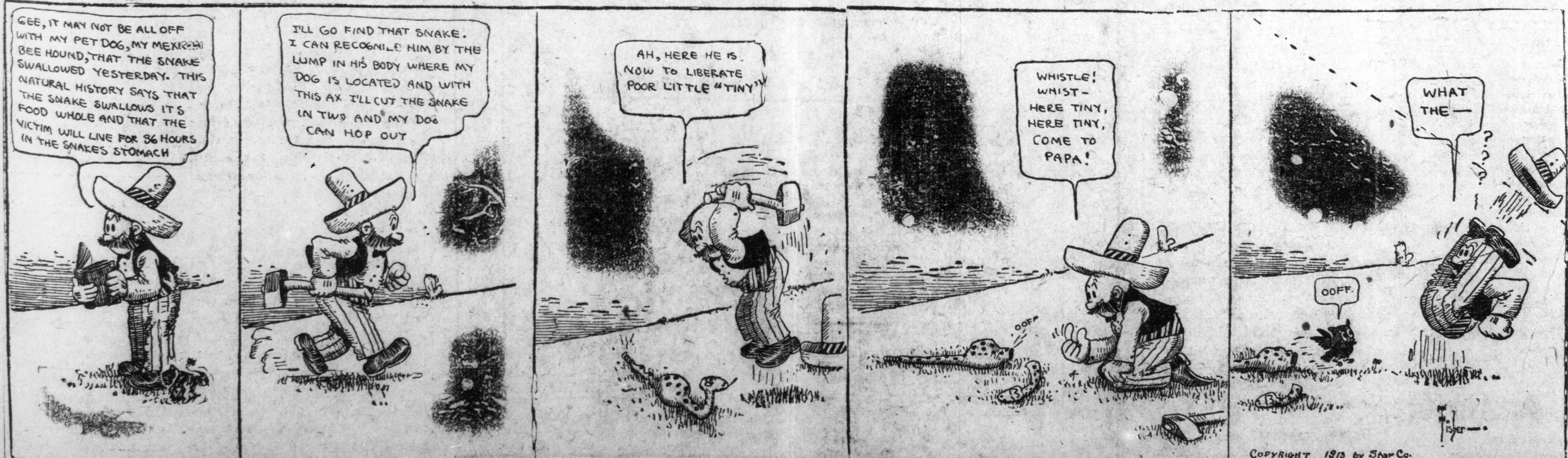
"Halifax Herald" Opens Relief Fund

Halifax, April 9.—The Herald has started a subscription to aid the widows and children of the Newfoundland sealers who were victims of the "Newfoundland" disaster.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

SPRING NOW OPENING in our Shoe Departments New Styles, Latest Approved Models in Smart Boots & Shoes. Knowing's Shoe Stores

Jeff's Natural History Investigations Surprise Him! By "Bud" Fisher



GEE, IT MAY NOT BE ALL OFF WITH MY PET DOG, MY MEXICAN BEE HOUND, THAT THE SNAKE SWALLOWED YESTERDAY. THIS NATURAL HISTORY SAYS THAT THE SNAKE SWALLOWS ITS FOOD WHOLE AND THAT THE VICTIM WILL LIVE FOR 36 HOURS IN THE SNAKE'S STOMACH.

I'LL GO FIND THAT SNAKE. I CAN RECOGNIZE HIM BY THE LUMP IN HIS BODY WHERE MY DOG IS LOCATED AND WITH THIS AX I'LL CUT THE SNAKE IN TWO AND MY DOG CAN HOP OUT.

AH, HERE HE IS. NOW TO LIBERATE POOR LITTLE "TINY"

WHISTLE! WHIST! HERE TINY, HERE TINY, COME TO PAPA!

WHAT THE—

OOP!

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