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Dardanelles Operations Are Progressing

Mount Dardanos Forts Silenced---No Serious Damage Done Ships

Germans Lose Twelve Thousand Around Grodno in Western Poland

London, Mar. 9.—The Admiralty reports that the Dardanelles operations are progressing. On March 6th the Queen Elizabeth attacked the forts Hamidieh, Tabia and Hamidieh Three, firing indirectly across the Gallipoli peninsula. Meanwhile inside the Straits French and British ships attacked the Saundere and Mount Dardanos batteries.

On March 7th the weather was again fine. French ships engaged Mount Dardanos batteries and concealed guns. The former was silenced. The Agamemnon and Lord Nelson engaged the two narrow forts at 12,000 yards. Explosions followed in both forts,

ships were struck on both days, and both were silenced. Various but the damage was not serious. The East Indian Squadron continues its attack on the Smyrna batteries, many being silenced.

The French Government reports progress in Lorraine and in Vosges, where the enemy suffered extremely heavy loss; further progress also in the region of Perthes.

The Russian Government reports the enemy repulsed on the Northern front, and the enemy offensive checked in Western Poland. In the fighting around Grodno, the losses of the Germans in the 21st Army Corps, is estimated at 12,000 to 15,000 killed.

The Russian fleet has bombarded Black Sea ports, destroying four batteries and eight steamers.—HARCOURT.

American Warships for Mexican Water

Washington, March 9.—American warships are being despatched to Mexican waters to-day as the latest move on the part of the American Government in the Mexican crisis.

This action, the officials hoped, would bring assurances from Carranza that conditions in Mexico City, which have become acute, would be ameliorated.

Jap Cruisers in South Pacific

With Hostile Intent Are Seeking German Cruisers Dresden and Prins Eitel Frederick

San Francisco, Cal.—A report of five Japanese cruisers guarding the South Pacific lanes of travel and looking for the German cruisers Dresden and Prince Eitel Frederick, has been brought here by Captain William Stevens, of the British steamer Maitai, which arrived yesterday from Sydney, Australia.

Captain Stevens said he had been in communication with several of the Japanese warships while in the South Seas and that he had been told by radio to have no fears for the safety of the Maitai, as the cruisers were within easy steaming distance.

At Tahiti, Captain Stevens said he had learned that the Japanese cruisers made frequent calls at the French Society Islands. The cruiser Dresden was the sole German survivor of the naval battle fought off the Falkland Islands with British ships. The Prince Eitel Frederick has been variously reported on the Atlantic and Pacific Oceans.

Germany and Italian Neutrality

Suggests Holding a Conference by Germans, Austrians and Italians to Discuss Matters

London.—The Frankfurter Zeitung, in a leading article suggests that Austria make territorial concessions to Italy to insure the latter's neutrality, according to the Amsterdam correspondent of Reuters. The paper is quoted as saying:

"It is not conceivable that the correction of the frontier should be in any way prejudicial to the position of Austria-Hungary as a great power, seeing that she has recently so brilliantly displayed her strength against mighty Russia."

"The article suggests the holding of a conference by Germany, Austria and Italy to discuss their grievances. A despatch from Geneva via Paris says: 'Austria will follow Germany's lead in its treatment of neutral shipping in the Adriatic, although possessing few submarines, says a despatch from Innsbruck.'"

It is reported that Emperor Francis of Germany and Emperor Francis of Austria-Hungary, with their staffs, soon will hold a conference at some town near the frontier between the two countries. The rulers have not met since the war began.

May Consider Cotton Question

London, March 2.—The British government may reconsider its ruling permitting the entrance of cotton into Germany. This was intimated in the House of Commons this afternoon by Harold J. Tennant, under secretary of war.

Mr. Tennant stated that when the decision was reached not to make cotton contraband, the government believed that the requirements of Germany were already satisfied, but he added, "this attitude must be revised from time to time."

Germans Make Heavy Attacks

Follow Bombardment of Trenches By Infantry Attacks, Without Avail

London, March 9.—A special to the London Express from Rotterdam says the Germans made a heavy attack on the Allies in the Dunes on Sunday night. They began bombarding the trenches at half past eight o'clock and followed this up by three infantry assaults.

Fighting continued yesterday morning, but there was no indication that the Germans had gained the slightest headway as they repeatedly failed to recover trenches they had lost.

TO SET FORTH PEACE TERMS

London, Mar. 9.—The "Daily Telegraph's" Paris correspondent says he learns that Dr. Von Bethmann-Hollweg, German Imperial Chancellor, will make a statement in the Reichstag to-day, setting forth terms of which Germany is will to make peace.

German Submarines' Activity On British Coast

Three Steamers Sunk—37 Men Lost

London, Mar. 9.—An official announcement just issued shows that German submarines yesterday (Tuesday) sank 3 steamships. The statement follows:—

The steamer Tangistan was sunk by a German submarine off Scarborough at 12.20 on the morning of March 9th; only one man out of a crew of 38 was saved.

The steamer Blackwood was sunk by a submarine, without warning, off Hastings at 6 o'clock on the morning of March 9th; the crew of 17 were saved.

The steamer Princess Royal, of Glasgow, was sunk, without warn-

Talk of Peace ---The Optimist

London, March 9.—The correspondent of the Daily Telegraph at Copenhagen telegraphs a high official who has connections with best German sources that he learns that there is great talk of peace where it seems to be considered that the war will be ended by June.

It is said to be certain that the Germans will not risk another winter campaign in Russia.

HAS NO DOUBT JAPAN'S HONESTY

London, Mar. 9.—Speaking in the Commons this afternoon in reply to a question, Foreign Secretary Grey said that he had no doubt but that Japan would observe the treaty of 1905, under the terms of which Japan and Britain guaranteed the integrity and independence of China, together with equal commercial opportunities to all nations.

Flour is now Cheaper at G. KNOWLING'S.

ADVERTISE IN THE MAIL AND ADVOCATE

British Government To Commandeer All Factories

Drastic Measures Adopted --- Success of War Depends on Output of Ammunition

Government Will Organize Entire Engineering Community

London, March 9.—A drastic amendment to the Defense of the Realm Act was unexpectedly presented in the Commons this afternoon, by Lloyd George. This proposal was that the Government be empowered to commandeer all factories required for war purposes.

Up to the present time, firms and factories, already producing war material, could be taken under Government control. The

Amending Bill of the Chancellor extends this power to cover all other concerns which the Government may wish to utilize for this purpose.

Lloyd George laid emphasis on his statement that not only the duration, but the success of the war depended upon the output of munitions. The Government, he declared, proposed to organize the entire engineering community, through a committee, headed by business men, with the idea of assisting in an increased output. The Amendment Act passed all its stages.

Panic in Constantinople---Shops Closed---Banks Removed---Populace Forced Into The Army

London, March 10.—Panic in Constantinople has been increased by stories told by large numbers of refugees arriving from the Balkan district, says the "Daily Mail's" Saloniki correspondent. Most shops in Constantinople are closed and bank have been trans-

Irvine Cobb, War Correspondent, Urges Big Army For Uncle Sam

Irvine Cobb, war correspondent and humorist, came out flatly for the "big, strongest navy that men can man and money can buy," and an army that need not be the biggest in the world," but should be "the last word of perfection for its size" at the close of his lecture on the European war before a large audience at the Auditorium last night.

He said he'd hate to see the United States like a "big, rich, flabby oyster without a shell" in answering questions relative to his reasons for advocating American preparedness. "There is a difference in being prepared for war and being prepared against war," he reminded his questioners, some of whom appeared to be pacifists. "The best life insurance for peace is preparedness for the other thing."

No Glory in War.

Before making his statements Mr. Cobb explained carefully, with numerous illustrations, that his experience had cured him of any belief in the glory of war. He urged as a matter of common prudence that military drill be made a part of the curriculum in large American schools and colleges. "What was the cause of the war?" asked a member of the audience.

"Human passions, human tempers, and human greed," responded Mr. Cobb, who in other expression made it clear that he does not expect the present conflict to curé the underlying causes of war or to end in a millennium. He believes the losses in the war are even greater than have been admitted.

In paying a high tribute to John T. McCutcheon, which evoked applause, Mr. Cobb said that to find the real worth of a man "you should play a game of poker with him or go camping with him when it rains."

Mr. Cobb's description of the horrors of an emergency hospital and of hospital trains caused one woman to become hysterical. She fainted and, after being revived, was removed from the theatre. He raised a hearty laugh when he described a be-medaled German general, "beside whom John Philip Sousa would have appeared absolutely nude."

War a Red Mill.

Mr. Cobb's view of modern warfare, as he described it, was that "war to-day is nothing but terrific day labor, where soldiers in the trenches fire day after day at an enemy they never see, or where picked troops hurrying to the front die before they ever reach the enemy."

War has stripped of all its glory," said Mr. Cobb.

"Whenever I saw a line of box cars carrying men to the front, with loaded box cars on another track carrying back the maimed victims, I could think only of the great red mill with the first line carrying to it the raw material for the hopper and the second line of cars carrying back the bloody, broken grist."

Mr. Cobb predicted that the war will last for years. "I am going to Russia this summer. A German officer said to me: 'It is so discouraging to fight the Russians. If you kill a million of them nobody misses them—not even Russia.'"

Gamest White Man.

"I went camping with McCutcheon and it rained all the time—part of the time it rained bullets," said the lecturer. "McCutcheon didn't show as much yellow as there is in the tip of a canary's wing. He is the gentlest, kindest, and gamest white man I ever knew in my life."

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Samuel Hiscock, Carbonate; Geo. Atkins, Geo. Dawe, North River, Clarke's Beach; Jas. Shute, Denis Mealey, Walter S. Moore, Wm. Bennett, Patk. J. Caravan, St. John's; Orland Pilgrim, Giquet; Albert Noseworthy, Hr. Grace; Arthur Slaney, St. Lawrence.

This brings the number of names now on the roll up to 1266. Yesterday was devoted to some considerable drill practice. It is expected that the Volunteers who have had leave to visit their homes in the near settlements will be returning by today's trains.

British Cruiser Color Scheme

Bands of Alternating Colors Make the Ships Practically Invisible by Night---The Scheme of Coloration Described

Passengers arriving in New York by steamships these days have had an unusual opportunity when outside the harbor limits of taking notice of the exceedingly practical new color scheme that has been adopted by British cruisers off this port. So effective and unusual is the new idea in disguising a vessel that it makes her what appears to be an entirely different craft—a phantom ship.

Instead of all gray which has marked the war color of warships of nearly all nations, the British are having recourse to black and gray, so distributed as to break the color line, or, in other words, disturb the continuity which otherwise would prevail.

Marine men who have noticed the new color scheme declare that the effect is to make a vessel almost invisible at night.

The British idea is the present war is to paint gray from the bow in a curve aft to a distance of about twenty-five feet, then paint the side of the hull black within twenty-five feet of the stern, when gray is again used.

Bands Disturb Continuity.

The turrets have the gray body broken by black vertical bands, and the funnels are swept by waves of black bands upon the gray undersurface.

The rails fore and aft are painted gray. This gray band extends from bow to stern and borders the black amidship section. Even the tops have vertical black bands.

Viewed from forward the cruisers are wholly gray; that is to say, the forward presentation from the bow to aft, embracing the outward sweep of the sides, the bridge, conning tower, forward side of turret on forecastle deck, pilot house and top, are all done in gray.

The stern presentation is the same as that of the bow—all gray. A British cruiser coming up astern would appear all gray. Running away from one she would also appear all gray, but when passing or being passed broadside, on the color scheme vanishes, fades away as it were, so that at night the vision is unable to discern the outlines of the cruiser.

Gray of a shade that would melt into the horizon was adopted by the blockade runners during the American civil war. The same shade was adopted by the United States cruisers during that struggle, but following the close of the war black was resorted to for the corvettes and frigates.

His Conscience Troubled Him

New York, March 1.—Love for the country of his adoption and the protests of his American bride made Richard P. Stegler deter from proceeding to Britain on the Lusitania and secure information upon which German submarines were to make a daring attack upon the British fleet.

Stegler was arrested for obtaining a fraudulent passport. Papers found on him bore the signature of Capt. Boyd-Ed, personal representative of Count Von Bernstorff, the German ambassador. Stegler is a native of Germany, but had taken out American citizenship papers.

In a statement made to the police, he said that Boyd-Ed asked him to go to Britain and locate the British fleet, believed to be hiding in St. George's Channel. The information was to be cabled to New York, and acting on this the German submarines were to act.

The matter will be brought to the attention of the authorities at Washington.

With the building of the new navy of the United States which was adopted, and the first fleet of new cruisers of steel construction, the Chicago, the Atlantic, the Boston and the Dolphin, followed by the Yorktown, was known as the "White Squadron."

White was adopted because it was found that in hot climates there was a difference of as much as 10 degrees in temperature in favor of a steel vessel painted white over one painted black.

At the beginning of the war with Spain, in 1898, all American naval vessels in active service were painted gray, and this color remains in use to-day for ships of the navy. One of the first acts of Admiral Dewey when lying in Hongkong prior to leaving for Manila was to paint all the ships of his squadron gray.

The British during peace times have had recourse for many years to black for hulls, faced with white bands. During the last ten years, however, the British have painted all their ships gray, and this maintained their craft ready for immediate service.

The breaking of the gray by black interims is regarded by marine men here as the result of experiments, which have demonstrated to the British that a vessel so painted is less distinguishable under varying conditions of weather and atmosphere than when recourse is had to a solid color scheme.

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THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 10, 1915-2.

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Come and see the patterns—we are sure the qualities will give entire satisfaction—you can select a piece here to make a man's coat, a pants, or a pants and vest and it is just possible that the piece you'll select will give you from two to five years constant wear—you know how a well-woven piece of pure-woolen tweed wears, better than we can tell you.

When you call take your time and look through the lot of eight hundred pounds, because the very pattern you are needing may be at the bottom of the pile—we'll wade through them and help you to be suited—a piece large enough for a man's pants may weigh 2 pounds and perhaps much less.

Removal Sale Price a pound \$1.00.

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We also have a special lot of Union tweeds, in Men's Suit Lengths, in a variety of neat dark patterns. Regular a pound 90c.

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The History of Sealing in Newfoundland

By James Murphy

"The stormy month of March is come, Boys, muster and prepare To leave your homes, o'er seas to roam And take the sealers' fare."

The above lines were published in a song written by Mr. George Webber, in 1842, seventy-three years ago. Mr. Webber at that time edited the "Conception Bayman," a newspaper published at Harbor Grace. He was the grandfather of Mrs. Nurse, widow of the late Rev. Mr. Nurse. In the days written of by Mr. Webber, the seal fishery was prosecuted with vigour. A mere handful, nowadays tread the frozen pans compared with those who went in search of the "golden fleece" in days gone by. The first mention of a seal fishery in history is made by L. Abbe Raynal. He says that in 1763 some English fishermen used to repair to certain parts of the coast of Newfoundland during the winter, for the prosecution of the seal fishery. In the year 1795 the total catch was 5000 seals. Small schooners shortly afterwards took the place of boats. These schooners carried from twelve to fourteen men each and left port about the 21st of March. As the fishery became more and more productive, larger vessels took part in it, until to-day we have ships like the "Florizel," "Nascopie" and "Beothic" going in search of the icefloes' wealth. The introduction of steam took place in 1863. In the early part of the last century St. John's sent a great number of vessels to the ice than any other port in Newfoundland, namely 126 sail. They were lively times. We had not the grandeur then, as now, which oftentimes proves a curse instead of a blessing and steals the love which fellow-men should bear to each other. However, the old folk managed to get along independent of the frills which their offspring are enamoured with to-day. They lived long lives, wore a rugged and a healthy people, and we shall never see their like again. If we believe in the Bible, we must admit of its veracity in relation to the race getting weaker and wiser, for this is what we are seeing around us. As I remarked, St. John's had not then achieved the pomposity which its present residents parade. The merchants then sold, as a Yankee writer once stated, "everything from a needle to an anchor, rum, sugar, soap, bluchers, pumpkates and sparobills." The garb of the toilers was rougher than it is now—mole-skin trousers, blanketing drawers, plaid worsted and white flannel shirts, grey worsted stockings, homespun jackets and canvas jumpers, were the common apparel of the fisherman, the "back-bone" of Newfoundland. We have men amongst us now, and women also, who would turn up their noses if they were told that their fathers donned such a dress, but they need not be ashamed of the garb of the men of bygone times. Clothes can never make the man. As Burns puts it:—

"What though on hamely fare we dine,
Wear hoddens grey and a' that,
Gie fools their silks, and knaves their wine,
A man's a man for a' that."

Who ever spoke more truly than my favorite bard? Yes, "a man's a man for a' that." What men in this country can we look up to in our "darkest hour" but the men who, since their boyhood, have sailed the salt sea waves? Do we respect them as we should? If you respect yourselves, boys, you must respect them. Remain no longer "hewers of wood and drawers of water." Eighty years ago the class of vessels prosecuting the seal fishery averaged from 40 tons to 100 tons. A few were slightly larger. Then the sound of the caulking hammer and the ring of the blacksmith's anvil was heard throughout the land, watering and ballasting the vessels. Blasting channels to get them down the harbour was all the rage. It must have been a splendid and a soul-stirring sight to witness the bustle and commotion then in evidence. Lieut. Bonnycastle, in his history tells us that hundreds of men were coming to St. John's with bundles of clothes on their shoulders supported by stout sticks seven or eight feet long to be used as "bats" to kill the seals. They also carried the old time sealing guns, flint locks, many of which I saw in my boyhood. The sealers' voices sounded musical on the frosty air. Their merry "anchors ye ho" as they raised the heave and their favorite ditties when warping the ships down the channel, was a treat which we know nothing about. A verse of a favorite song is as follows:—

"O now my boys, we're sound and clear
And then give Larry all his gear,
We'll make a bill this very year
And then give Larry all his gear,
So early in the morning,
The Larry mentioned in the verse was

the late Hon. Laurence O'Brien, an Irishman and at one time President of the Legislative Council. He had some fine vessels, amongst them being the "Kingslock" and the "Michael Anthony Fleming," called after Bishop Fleming. It must be remembered that the old sealing vessels, after ice time, made trips across to Liverpool, London, Waterford, Cork, Hamburg, Genoa, New York, and other places, and were commanded by the men who were masters of them at the ice. This is a thing which we rarely see nowadays. Houlihan, Lynch, Burke, Knight, Feehan, French, Cole, Wood, and the famous "Capt. Bill Ryan" who left Terry behind to paddle his own canoe, were Master Mariners, besides many others whose names I have not at hand just now. Eighty years ago the vessels sailing to the ice took from 20 to 30 men each. Some of the best known, when a few old-timers may remember, were the "Dick," "Drake," "Goose" and "Gull." These four vessels measured 107 tons each. The largest vessels out of St. John's at this time was "The Lady of the Lake," Capt. Butler, known as the "bulky boy." He was the grandfather of Joseph Perez, of the Reid & Co. Electric Light Department. The "Kingslock" was next in size to the "Lady of the Lake." Then came the "Nine Sows," "Angler," "Amity," "Shaver," "Adelaide," "John Stewart," "Mary," "Britannia," "Calypto," "United Brothers," "Daniel O'Connell" and the "Eliza," owned by Richard Howley and called after his wife, Eliza Burke, mother of His Grace the Late Archbishop Howley. She was a vessel of 97 tons, in charge of Capt. Thomas Foran. Some of the captains names of the time was as follows:—Healy, McLoughlin, Brien, Burke, Houlihan, Brier, Parcell, Cummins, Knight, Carew, Furneau, Furness, Butt, and "Paddy Murphy" who commanded the "Hope," owned by Molly Woodley, 78 tons, carrying 18 men. The names of the supplying merchants were:—Newman & Co., H. Aisop & Co., Remie, Stuart & Co., W. Watson, R. P. Hunt, C. P. Bennett & Co., Bennett, Morgan & Co., Cadner Jennings, John Bulley, John Nicholas, Stewart & Chestham, McBride & Kerr, Richard Howley, Ewen Stabb, Baine, Johnston & Co., A. J. Kerr, Pennerd & Boag, J. Stewart & Co., W. & H. Thomas, John Barron, John Ryan, Patrick Jordan, William Blake, Bulley, Job & Co., Howley & Co. Black & Tobin, Laurence O'Brien, Patrick Morris, John Mitchell, John Eales, John Brine, James Hogan, John Wyatt, Mary Woodley, John Harvey, Mudge & Co., A. Horwood & Co., J. Butler & Co.

The sealers were charged berth money in the early days of the seal fishery. A strike or two ensued in consequence, brought about principally by its being raised more than usual. It was finally dispensed with. In 1842, on the 18th of March, 2000 sealers assembled on the Barrens and struck to get the berth money lowered. They marched around the town to the tune of a fiddle and drum, and the merchants lowered the berth money from £3 to £2 and the bow gunners went to the ice free as before.

The standard price in those days for a seal, large, medium or small, was five shillings. Bills of forty and sometimes as high as sixty pounds were made. An old citizen, since gone to his eternal rest, informed us a few years ago that berths were had by boys of fifteen in his time far easier than men can get them to-day. The year that Piccott, of Portugal Cove and his crew were lost, which was 35 years ago, there were a goodly number of boys who went with him. Piccott was in the "True Blue." He was spoken to coming down the shore off Cape Spear by Pat Mackey in the "Devonport." Piccott had 5500 seals on board. It was very stormy and blowing a blizzard, and snowing fast. Piccott was behind Mackey and shouted, "Aren't you going to run in, Pat?" "No," replied Mackey, "I don't think it is safe." "It's safe enough for me," said Piccott. "Good luck to you," shouted Mackey. The latter put to sea. Although he was a brave man, yet he was a careful one. Piccott ran for the land and was never afterwards heard of, and he and all his crew met a watery grave.

In the old days, there was a rivalry shown between the captains, stimulated by the merchants, who presented a flag to the captain who brought in the greatest number of seals for the season. I find that in 1833 Capt. Carew, of St. John's was presented with a prize flag by R. B. Job, Esq., for bringing in port the year before the greatest number of seals.

Sometimes persons of note took trips to the ice in the old sailing vessels. We notice that as far back as seventy years ago, John Johnson, Esq., of the firm of Balne & John-

ston, left for the frozen pans in the champion "Cape Corbin." Speaking about Johnson reminds me that on about the same date the late famous native shipbuilder, Michael Kearney, launched a handsome vessel of 160 tons from the shipyard on the South-side of St. John's, for Mr. Johnson. She was christened "Gauntlet" by Harcourt Moony, Esq., then a well-known lawyer. Lieut. Chambers and Asst. Surgeon Martin also took a trip to the ice in the old sailing vessels. Coming down to the sixties we find a larger class of vessels at the ice, the largest ones of St. John's being the "Henry Thomas," "Elizabeth G. M. Johnston," "Triumph," "Eleanor Davys," "Dumbarton," and "Christian," two of which were over 200 tons. The others were bordering on the 200. At this time, St. John's had a fine lot of sealing captains, and many amongst us will remember them to-day. They were the Houlihans, Quinlan, Staunton, Goss, Connors, Gallishe, Geran, Burke, French, Hallern, Jackman, Prior, Ryan, Duff, Woodford, Feehan, Glinden, Rhodes, Mealy, Callahan, Colbert, Sheehan, Joy, Lynch and Capt. Mullowney, the father of the wife of my esteemed friend, Hon. M. P. Cashin, Finance Minister. Some very funny songs were sung in the early years of the seal hunt, one composed by a sealer of the "John and Martin," of Carbonear, written in 1845, reads as follows:—

"When we got into the 'Jam'
The 'soles' was very thick,
And the Captain, he cam for'ard
With a junk of a stick,
He said, 'You burnt all my 'lassy,
And you roasted all my pork
So now, you mortal sons of gons
I'm going to make you work'
To my ring too ra laady, to my ring
too ra lee."

When a ship came in from the ice in the old days she notified her arrival by firing guns. Here are a few lines of a song written about the same:—
"Whist! there's the guns! Be off for
buns,
Now, Kilty, don't be long,
Get a pound of 'lay,' the best Bohay,
Your daddy likes it strong."
A verse of another song in vogue about forty or fifty years ago was
"Greenspond is a pretty place,
And so is Pinchard's Island
My! ma, we'll get a new silk dress,
When da comes home from swillin'."

God help us, 'tis not many new silk dresses the present race of women can get when their husbands come home from "swillin'." The game now is hardly worth the candle, and every year it seems to get worse. A verse of a song which I often heard sung when I was a boy, was as follows:—
"The 'Eagle' is gone to Pool's Island,
Commanded by Capt. Bill Kneec,
Arthur Jackman is gone in the 'Falcon'
The 'Head of the 'Star of the Sea'
in the year 1860, 291 vessels, 34,854 tons and 14,121 men was the outfit to the ice. The vessels went from St. John's, Hr. Grace, Brigus, Carbonear, Bay Roberts, Trinity, Hant's Hr., Channel, Harbour Main, Catalina and Greenspond.

As my readers know, many lives have been lost since the beginning of the seal fishery. There is one pathetic incident recorded in which a noble Newfoundland dog took part. It happened in 1867. Two women went with a number of men in search of seals

off Catalina and Ragged Harbour. One of the women was found dead with a dog standing over her body. The other woman perished also. When her body was found, the dog refused to move away from her late mistress. A gaff was used freely to compel the animal to go away, and it was finally done, but not before the dog had bitten one of the men in the leg. What a faithful animal! How truly Byron wrote on the monument over the Newfoundland dog buried at Newstead, London. Speaking first of the rich man's death he said,

"When all is done, upon the tomb is seen,
Not what he was, but what he might
have been."

He then records the dog's faithfulness in the following lines:—
"But the poor dog, in life the firmest friend,
The first to welcome, the foremost to defend,
To mark a friend's remains these stones arise,
I never knew but one—and here he lies."

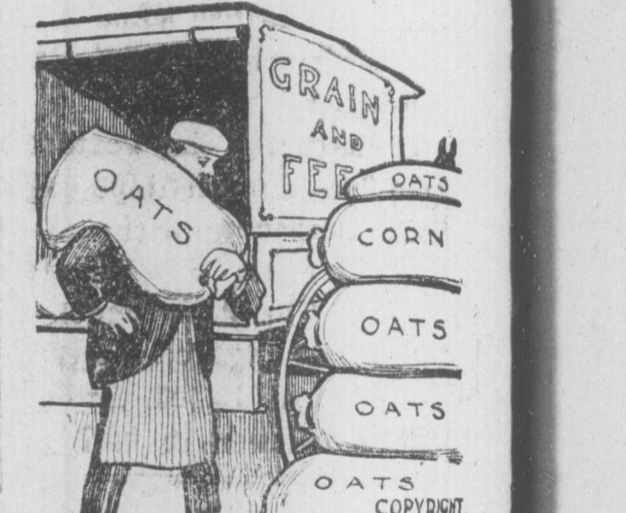
Here we have one of the grandest minds ever created declaring that a dog was his best friend. And for one would take sides with him, for I and hundreds of others have seen more kindness shown by a dog than by some so-called Christians, and this is a fact which we see in evidence every day.

As the space in the Mail is limited, I must soon close my narrative, but not before showing, as far as I believe, that the seal fishery is a lottery, and that many of the best men get left. In 1861, the "Mary Ann," Capt. Winsor, left Pool's Island on March 5th. She carried away her spurs shortly after leaving. She put into Greenspond and made repairs. She sailed again on the 12th and returned loaded with seals on the 24th. The "Echo," Capt. Greene, got jammed in the ice on one occasion. All the other vessels got clear. Some days after the "Echo" got clear, ran into the young harps, and got a full load, while the other vessels made poor trips. In 1862, the "Naomi," Capt. Parsons, carried away her main mast off the Narrows of St. John's. She put in here for repairs. The captain was almost crying, but what happened? Why he got 4000 seals. After he left St. John's, Mr. Thomas told Capt. Parsons that all things worked together for the best. Michael Carroll tells us that sealing is a game of luck, that he has known men who have started to go where they would get the seals, and on the way a gale had sprung up and they had been driven into thousands of seals, while had they reached the place where their minds had appointed, they would not have got enough fat to grease their boots.

There are many spring known in the annals of seal fishing as notable ones, less of lives and vessels having taken place. In the spring of 1838 the Association of Underwriters sent a vessel to White Bay laden with provisions and clothing to the assistance of a number of St. John's vessels who were icebound at White Bay. Seals have struck in near the land on many occasions. In 1862 thousands were hauled ashore by the people of Green Day. In 1841 numbers of seals were near the Coast. The Methodist clergyman at Grates Cove, killed and sculpted a great number of them. Seals

were numerous outside of St. John's the spring before the 9th of June, 1846. The "William Warren," Carroll, Master, which lay a few miles off the Narrows, was boarded by William Vinnicombe and James Cantwell, pilots, who told the captains where the seals lay. Carroll placed his men on the ice, one crowd to kill and sculp, the other to haul. He got a load and the pilots were complimented on their courage in boarding the vessel. In the 'sixties, Calemson of Trinity, was driven into White Bay on the 4th of April by a gale of wind. He tied the vessel to a pan of ice and the seals around him were so numerous that every vessel in the country could have got a load if they had been in that vicinity. Here then, is another case of a man's judgement in relation to seal hunting.

If I have made only one person happy by my compilation of the old sealing days, I shall be pleased, for in any case to me it is a labor of love to dilate on the achievements of the past, of which we all should feel proud. I must now finish, as I have trespasssed already on more space than I expected the Mail to allot me, and before doing so, I wish our noble captain and their hardy crews, an abundance of good luck, bumper trips, and a safe return to their loved ones, one and all. Sometimes it depended on the disposition of the captains or a captain, who used persuasion in a marked manner; oftentimes he kept back his man from "manusing"; other captains became rash and bullied their crews.



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100 Sacks Crushed Corn.
50 Bags Oil Meal Feed.
50 Bags Gluten Meal.
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300 Sacks White Hominy Feed.
50 Sacks Molassine.
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Straightforward and Manly Talk

Mr. Coaker to Sir E. P. Morris

March 9th, 1915. Rt. Hon. Sir E. P. Morris, K.C., Prime Minister.

Dear Sir,—I am in receipt of the report by the Attorney General to the Colonial Secretary, dated March 5th, in relation to the petitions asking for the arrest and trial of Capt. A. Kean for Criminal Negligence in relation to the crew of the S.S. "Newfoundland."

As to the inquiry held by Magistrate Knight, it appears to me that reference is made to it in the report referred to merely for the purpose of dragging in reference to Mr. Morine, and Dr. W. F. Lloyd, and in some manner making it appear that they were responsible for the findings of the Magistrate and endorsed them because they took part in the enquiry and did not protest against the findings. It is sufficient here to say that Mr. Morine took no part except at the commencement of the inquiry, and that it was neither the duty nor the privilege of Dr. Lloyd to make any protest.

Presumably, the inquiry and report by Magistrate Knight were not satisfactory to the Government, for it appointed a special Commission of three Judges of the Supreme Court to go over the same field of enquiry. Can you, Sir, furnish any other reason than this for the second enquiry? Why, then, does your Attorney-General now base his reply in part on a discredited enquiry and report?

Your Attorney-General's report refers to the findings of the Commissioners in a manner which suggests that he has not yet mastered the true inwardness of those findings. He flippantly explains that the majority hold Capt. Kean guilty of "a grave error of judgment" because he had voluntarily assumed obligations towards the crew of the S.S. "Newfoundland," while the minority report held that there was no such obligation. The truth is, of course, that the majority held Capt. Kean liable for grave error of judgment in his conduct towards the men after they reached the "Stephano," and referred to his invitation to the men to come to his ship for the purpose of showing that he owed a duty to them, a duty voluntarily assumed. Misrepresentation of the findings of the Commissioners is a discreditable subterfuge for any man.

I am instructed that "a man may by neglect of duty render himself liable to be convicted of manslaughter." Two Judges of the Supreme Court have decided that Capt. A. Kean owed a "duty" to the crew of the S.S. "Newfoundland." The question to be decided is, did he neglect that duty, did he omit doing what a reasonable man in his position ought to have done? The petitioners pray that Captain Kean may be tried before a jury of his countrymen on the charge of neglect. The petitioners appeal to the Courts. Your Attorney-General replies by misrepresenting the facts.

Your refusal to render justice and properly safeguard the lives of three thousand sealers this year permits Capt. Kean to sail in charge of two hundred and seventy men, with a probable influence over hundreds more when at the icefields,—a man whose conduct your own Sealing Commission has found in error. Your action will be the signal throughout this Colony for a struggle which will not subside until you are sent into that political oblivion which, unfortunately for the Country, you were not consigned to six years ago, before you were enabled to develop the plans which have now well-nigh strangled the independence of our Native Land.

Upon you rests the responsibility of permitting Abram Kean to again play with the lives of our bread-winners. Upon you will fall the curses of the bereaved fathers, mothers, brothers, sisters, widows and orphans, whose loved ones were last Spring sent into eternity through the conduct of the man whom you and your manufactured Attorney-General hold blameless and innocent. Your refusal to respect the reasonable demand of the electorate must for ever stamp you as the most worthless Prime Minister who has ever held office in this Colony.

Your name will live long, not as the defender and up-lifter of your Country and Countrymen, but as the man who despoiled the electorate of its constitutional rights and privileges, who scorned the wishes of the people respecting a proper punishment for conduct which sacrificed one hundred breadwinners, and who absolutely refused to recognize the findings of Chief Justice Horwood and Mr. Justice Emerson, Commissioners appointed by yourself to investigate and report as to whether anyone was guilty of improper conduct in connection with the catastrophe which befell the crew of the S.S. "Newfoundland," and who thereby once again permitted the lives of our sealers to be played with by a man whose arrest has been already demanded by 4000 of his fellow countrymen.

You are welcome to all the comfort which your atonement in this matter will bring you, and to the string of blessings which an insulted and outraged electorate will bestow upon you. I have done my duty to those who appointed me to represent them in their demands for Kean's punishment. All Constitutional means to that end have been exhausted for the present, but the day may not be so far off when the peoples' will shall prevail, and when that time arrives, be it soon or late, Abram Kean shall stand at the bar of Justice to answer the charge of having enticed a ship's crew from its ship, placing it on the icefloe in a blizzard, and steaming away, leaving it to a fate which a human being would not permit a dog to endure.

W. F. COAKER, President F.P.U.

THE SEALING COMMISSION RECOMMENDATIONS RE NEW LEGISLATION

1. It shall be unlawful for the Master of a steamer engaged at the seal fishery to send upon the ice or permit to be sent upon the ice any members of the crew of such steamer a distance greater than that which is reasonable to enable them to perform the work ordered or required of them and to return to the said steamer within one hour after sunset of the same day as that upon which they were sent or permitted to be sent as aforesaid. (Penalty, on summary conviction by and to informer.)

2. It shall be unlawful to kill any seals found upon the ice or to take any seal pelts therefrom, or to remain upon the ice in charge of any seal pelts except between the hours from sunrise to sunset; and no person being a member of a crew of any steamer engaged at the seal fishery shall, without lawful excuse, be or remain upon the ice or away from ship after one hour after sunset or before sunrise. (Penalty, on summary conviction by, payable to informer.)

3. In the event of any member of the crew of a steamer engaged in the seal fishery not having returned to his after one hour from sunset, suffering injury from exposure on the ice

(a) If death results from the injury, if he leaves any dependents wholly or partially dependant upon his earnings, the owners of the ship shall pay the sum of \$1,000 as compensation to the dependents, the said sum to be recoverable as hereinafter set forth invested and distributed in manner similar to that provided with respect to sums payable under the Workmen's Compensation Act, provided that the injury causing death is not attributable to his serious and wilful misconduct, and provided also that the amount of any weekly payments and any lump sum paid in redemption thereof shall be deducted from such sum.

(b) When total or partial incapacity for work results from the injury a weekly payment shall be made by the owners of the ship during the incapacity, not exceeding fifty per cent. of his average weekly earnings during the previous twelve months, such weekly payments not to exceed five dollars, provided that in case of partial incapacity the weekly payment shall in no case exceed the difference between the amount of his average weekly earnings before the accident and the average weekly amount which he is earning or able to earn in some suitable employment or business after the accident. When any weekly payment has continued for not less than six months the liability therefor may, on the applications by or on behalf of the owners of the ship, be redeemed by the payment of a lump sum to be settled in default of the agreement by the Supreme Court or a Judge thereof, and such lump sum may be ordered to be invested or otherwise applied in manner similar to that provided under the Workmen's Compensation Act provided that the said weekly payments and the lump sum together shall not exceed \$1,000, and provided that the said injury or accident is not attributable to his serious and wilful misconduct.

(c) Any party suffering injury as aforesaid and, where death results from the injury, his dependents may proceed in the Supreme Court either by personal action agreeable to the owners of the ship or against the ship in an action in rem on the Admiralty side of the said Court for the recovery of compensation as aforesaid, and shall have a lien therefor upon the ship and her cargo in like manner and with the same priority as in the case of claims for seamen's wages. Costs to be in the discretion of the Court or Judge.

4. Proceedings for the recovery of compensation for injury shall not be maintainable unless notice of the accident has been given as soon as practicable after the happening thereof, and before the sealer has left the ship after the conclusion of the voyage and unless the claim for compensation with respect to such accident has been made within six months from the occurrence of the accident causing the injury or, in the case of death, within six months of the time of death and within two years from the date of the accident. And provided always that

(a) The want of notice or any defect in or inaccuracy in such notice shall not be a bar to the maintaining of such proceedings for the settlement of the claim that the ship is not, or would not if an amended notice were then given and the hearing postponed, be prejudiced in its defence by the want, defect or inaccuracy or that such want, defect or inaccuracy was occasioned by mistake, absence from the Colony or other reasonable cause;

(b) The failure to make a claim within the period above specified shall not be a bar to the maintaining of such proceedings if it is found that the failure was occasioned by mistake, absence from the Colony or other reasonable cause.

5. Every steamer engaged in the seal fishery, whenever any of her crew is or are absent after dark or in fog, mist or falling or drifting snow, shall make with her steam whistle or other steam sound signal, at intervals of not more than two minutes, a prolonged blast. Penalty.

The above suggestions are intended by the Commissioners signing the foregoing as additional to the other remedial measures therein suggested.

Quit Your Fooling--- Be Ye Men For Once

A Fervent Call on the Government to Act as Befitting Their High Position—Cease Trifling and Vain Self Seeking—Look to the Poor and the Interests of the Country

There is no country in the world where the affairs of the people have been mismanaged more flagrantly by incompetent, inexperienced, dishonest, and unscrupulous politicians than Newfoundland. The outstanding features in local politics for years have been; amateurism, and corruption.

The men in whose hands, for the most part the interests of the people have been placed in the past, have been like children playing at being men. They have aped and mimicked the mannerisms, and tried to imitate the accomplishments of the statesmen and politicians of other countries. They have played here and hounds with the baubles of title and preferment, and society—the St. John's puny parody of the real thing—more openly and childishly than any set of men far and near.

These men have wrung their ill-gotten wealth out of the bloody toil, and desperate poverty of the poor, and flaunted their pride and prosperity in the faces of the very poor upon whom they have fattened, and enriched themselves. God pity the poor and curb the ever encroaching injustice of the rich!

There is a cry of "Bread" in our streets. Gaunt, haggard hunger is in our midst. The little children are crying for the necessities of life; and yet, forsooth, we must be "patriotic," and give, give, give. Out of the blood of our infants we must give, as the rich give out of their unequal gains.

Strong men are struggling to face the problem of existence, honestly, and bravely, but almost in despair. They might look for justice, strength, and help from the leaders and "statesmen" of the country, and from the sleek, church-going, well fed christianity of the capital, but, lo, these same are they that oppress the poor!

These are the men who buy flour in one month for \$5.00 per barrel, and sell the same flour at \$7.00 and \$8.00 per barrel a month or two later, making, as an excuse to their consciences, the explanation that, "owing to the war, prices have gone up, etc." Why should the selling price of flour go up unless the purchasing price was up at the time it was bought? O you deceitful that rob God's poor! These are the same men who add their \$2.00 and \$3.00 profit on a barrel of flour to their already fat bank account, and arc found next Lord's Day in the sanctuary singing:

"We love Thy Kingdom Lord," "Scribes, and pharisees, hypocrites!"

What of the church that gives them office and honor? What of the ministry that will fawn and cringe before these puny, shop-keeping aristocrats, aiding and abetting them in their crime against religion and justice?

The poor might look to these for help and consolation, but what do they get? The charity, forsooth, of these self same bloodsucking rich members, doled out to them, as a high and mighty favor, by loving hands!

The poor fishermen might ask these merchants for work to enable them to feed their little ones; they have it to give, but at what a price! The price of more robbery and blood. The men bring them their fish, the product of their toil and skill, but no benefits from inflated war prices accrue to them. Last August they said the fishermen only \$4.00 per quintal though they knew that in a very short time, by holding it simply, their unholy profit on this fish would be higher than ever before.

They offer the men the chance to go to the ice to prosecute the seal fishery, but, again no profit from soaring war prices belongs to the men. The price of seals is cut from \$4.75 to \$3.75, and no guarantee that common humanity, and a right valuation on human life will be safe-guarded for us. The man who, rightly or wrongly, is suspected of criminal neglect in the great disaster of last year, is to be entrusted with the lives of our fishermen again.

We turn with disgust from their feather-weight christianity—thank God it is not the real thing! There is reality—and, we leave them to their luxury, pride, and cruelty. There is a day of vengeance coming. "I will repay, saith the Lord." "It is easier for heaven and earth to pass, than for one title of the law to fail."

"There was a certain rich man, which was clothed in purple and fine linen, and fared sumptuously every day; and there was a certain beggar, named Lazarus, which was laid at his gate full of sores, and desiring to be fed with the crumbs which fell from the rich man's table—and it came to pass, that the beggar died and was carried by the angels into Abraham's bosom—the rich man also died, and was buried; and in hell he lifted up his eyes, being in torment." Has this parable been forgotten by the church and her rich merchant office-bearers?

There was One who said—"Be ye doers of the word and not hearers only."

For God's sake do something gentlemen! Do something to justify your position in the church and society. Do something for the country, and the poor: Be patriotic! Cut out your fooling about after titles and notice in high places. Quit your fooling with God and religion, and feed the poor. Deal justly with your fellow men.—BRUTUS.

Petitions Asking Kean's Arrest

To His Excellency the Governor in Council:—

The petitions of the undersigned residents of Job's Cove and electors of the electoral district of Bay de Verde humbly sheweth that on March 31st and April 1st last, seventy-eight sealers of the crew of the sealing steamer "Newfoundland" died on the icefloe from exposure, and that in the opinion of your petitioners, Captain A. Kean, Master of the "Stephano," was guilty of criminal negligence in relation to the said men, wherefore your petitioners humbly pray that Your Excellency be pleased to test before the Courts the liability or otherwise of Captain Kean. And as in duty bound they will ever pray.

JOB'S COVE Bay-de-Verde

- JOHN F. JOHNSON
JEREMIAH POTTLE
WM. JOHNSON
WM. COLBERT
ARCH. HALLIDAY
WM. G. JOHNSON
PATK. COLBERT
DENIS MURPHY
JOHN ROYAL
JOS. F. MURPHY
JOHN POTTLE
THOS. MURPHY
THOS. ENGLISH
WM. G. WHITEWAY
JAMES ROYAL
TIMOTHY KINSELLA
PATK. COLBERT
JAS. ENGLISH
WM. R. HALLIDAY
JOHN REXIN
CALEB JOHNSON
EDWARD F. COLBERT
JOHN S. JOHNSON
WM. R. JOHNSON
NOAH JOHNSON
PLEMON REXIN
WOODBINE JOHNSON
JOHN HALLIDAY
NICH. H. HALLIDAY
DAVID REID
WM. HALLIDAY
JOHN T. HALLIDAY
ROBERT WHITEWAY
WM. R. WHITEWAY
LEVI ROYAL
TIMOTHY KINSELLA

Rattling Brook, N.D.B.

- JOHN R. BARTLETT
ROBERT DAWE
JAMES EVANS
FREEMAN TOMS
SOLOMON ROUSELL
SAMSON TUCKER
RICHARD FOSTER
JABEZ PELLEY
JONATHAN DAWE
CHARLES OAKE
EDWARD BARTLETT
JOB RENDELL
JESSE NEWHOOK
R. W. FUDGE
DOUGLAS PELLEY
ISAAC DAWE
SAML. ROWSELL
E. A. BARTLETT
STANLEY ROUSELL
CHESLEY RENDELL
JOSHUA TOMS
FRED RENDELL
W. J. BARTLETT
WM. ROUSELL

Twenty Thousand Freemen Take Up Challenge

THE MAL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 10, 1915-4.

PETITIONS ASKING KEAN'S ARREST

Newman's Cove, B.B.

To His Excellency the Governor in Council:—

The Petition of the undersigned residents of Newman's Cove and electors of the electoral district of Bonavista Bay, humbly sheweth that on March 31st and April 1st last seventy-eight of the Crew of the sealing steamer "Newfoundland" died on the icefloe from exposure, and that in the opinion of your Petitioners, Captain Abram Kean, Master of the "Stephano," was guilty of criminal negligence in relation to the said men, wherefore your Petitioners humbly pray that Your Excellency be pleased to direct the Law Officers of the Crown to take the necessary steps to test before the Courts the liability or otherwise of Captain Kean. And as in duty bound they will ever pray.

NICHOLAS EDMUNDS
THOS. EDMUNDS
ALBERT COOL
JOHN RYAN
FRED TILLY
GEO. ELLIOTT
WM. KEATES
GEO. EDMUNDS
JEREMIAH RYAN
WM. BRUSHETT
GEO. HICKS
CALEB RYAN
JOSEPH STAGG
ROBT. COOL
PETER FERRY
W. F. COOL
SAMUEL COOL
JOHN COOL
WM. TERRY
JOHN TERRY
THOS. KEATES
JOHN SKEFFINGTON
STEW. SKEFFINGTON
GEO. BAKER
WALTER RYAN
FREDK. RYAN
ROBT. RYAN
FRED EDMUNDS
WM. RYAN
JOSEPH HICKS
ALFRED ABBOTT
GEO. RYAN
GEO. COOL
ARTHUR KEATES
ISAAC JOHN COOL
STEPHEN COOL
STEPHEN COOL

SAMSON COOL
JOSEPH KEATS
JAMES KEATES
WM. COOL
JOHN RYAN
LEVI RYAN
JAS. RYAN
AMB. RYAN
EDWARD RYAN
JAS. RYAN of WM.
ARTHUR HICKS
ARTHUR RYAN
ALEX. RYAN
THOS. RYAN
WM. RYAN, Sr.
JAS. STICKLAND
JOHN STICKLAND
JESSE STICKLAND
ROBT. STICKLAND
JOHN WISEMAN
JAMES WISEMAN
JAS. STICKLAND
THOS. COOL
ERNEST TILLY
JOSEPH ABBOTT
ALBERT ABBOTT
DAVID HICKS
RODGER HICKS
ROBT. HICKS
WM. HICKS
JOHN BAKER
JAS. BAKER
HARRY ROLLS
NORMAN BAKER
JAS. BAKER of JAS.
ROBT. EDMONDS

Keels, B.B.

JOHN FITZGERALD
JOHN PENNY
JAS. YETMAN
JOHN HOBBS of JOS.
THOS. HOBBS
JOHN MOSS
SAMUEL HOBBS
JAS. FITZGERALD
PATK. FITZGERALD
DANIEL CAREW
HY. FITZGERALD
THOS. CHATMAN
THOP. MOSS
EDM. HOBBS
THEODORE PENNY
JOSEPH HOBBS
ROBT. WHEELER
HUBERT MESH
J. FRAN. FITZGERALD
ALEX. MESH
HEBER MOSS
WM. MESH
JOSEPH MESH
JOSEPH MESH
JOHN MESH
THOS. MESH
WM. MARSHFIELD
ALEX. MOSS
ALF. JOHN PENNY
WM. WHEELER
CLEMENT JAS. MESH
JOSEPH MESH of WM.
ALLEN YETMAN
CECIL THOS. HOBBS
JACOB YETMAN
JOSEPH WHEELER
THOS. YETMAN

JAS. WHEELER
JOHN HOBBS of JOS.
WM. J. PENNY
THOS. WHEELER
JAS. CAREW
THOS. W. PENNY
CHAS. PENNY
EDW. FITZGERALD
ELI HOBBS
HY. C. CARPENTER
HENRY QUINTON
JAMES SEDDEN
PHIL. FITZGERALD
PATK. DUCEY
WM. DUCEY
CHAS. WHEELER
THOS. HOBBS
WM. QUINTON
WM. HOBBS
JOHN CAREW
RICHARD MESH
LEVI MESH
JOSEPH HOBBS
FRED MOSS
WM. JAS. HOBBS
WM. MOSS
THOS. PENNY
HUBERT HOBBS
MCL. FITZGERALD
JOHN T. FITZGERALD
WM. FITZGERALD
WM. FITZGERALD
HENRY FITZGERALD
HY. FITZGERALD of ED.
JOSEPH HOBBS
BERN. FITZGERALD
JONATH. YETMAN

WM. WHAREHAM
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NICHOLAS KELLY
JAS. FITZGERALD
JOSEPH HOBBS
ROBT. HOBBS
JOHN PENNY
HENRY HOBBS
HENRY MESH
RICH. MESH of WM.
GEO. PENNEY
ROBT. PENNEY
MICHAEL CAREW
CHARLES MESH
JAMES MESH
ROBERT MOSS
THOMAS HOBBS

GEO. HOBBS
JOHN W. HOBBS
ELIJAH HOBBS
WALTER HOBBS
WM. PENNY
ROBT. MARSHFIELD
WALTER MARSHFIELD
EDWARD PENNY
JOHN PENNY
CALEB MARSHFIELD
ALBERT SEDDEN
JOSEPH MOSS
WM. BYRNE
JAMES DUCEY
JOHN HOLLAND
PETER DUCEY
PATRICK EAGAN

Champney's, T.B.

THOS. C. WALTERS
SAML. BAKER
FRANCIS RYAN
JOHN T. DAY
WM. MILLER
GILES FIFIELD
ROBT. NURSE
SPRAGUE NURSE
WM. WALTERS
JOSEPH HART
JACOB HART
LEVI WALTERS
JOSIAH BARNES
ELI RYAN
GEO. GOSSE
JOHN C. LONG
WM. LONG
SAA'CWALTERS
JOSEPH HART
GEO. OWEN
ABRAHAM RYAN
JAS. MOODY
HY. WALTERS
EDW. FREEMAN
ELIJAH MILLER
BENJ. DAY
ARTHUR FREEMAN
ROBT. HOBBS
CHARLES PENNY
ADAM RYAN
TBIAS RENDALL
ESAU NURSE
JOSEPH LONG
TOBIAS WALTERS
GER. F. RICE
ABRAHAM RYAN
ROBT. BUTLER
ROBT. MILLER
SAML. J. MILLER
GEO. FREEMAN

RUBEN DAY
JOSEPH HISCOCK
GARLAND HISCOCK
RICH. BARNES
WM. BARNES
FRANCIS BARNES
JOSEPH BARNES
ABRAM BARNES
EDWIN BARNES
RUBEN PENNY
GEO. RANDELL
NORMAN RANDELL
ALFRED RANDELL
WM. RANDELL
JOHN J. RANDELL
PETER G. RANDELL
MARK MOODY
JAS. MOODY
MARK A. HART
JOSIAH PENNY
LLEWELYN WALTERS
AMBROSE HISCOCK
GEO. HISCOCK
ALBERT HISCOCK
RANDELL HISCOCK
GEO. MOODY
GEO. FREEMAN
NEH. GOLDSWORTHY
WALT. GOLDSWORTHY
EDW. GOLDSWORTHY
WM. HOOKEY
THOS. RANDELL
ARTHUR MILLER
R. B. DEWLING
JAS. WALTERS
HERB. WALTERS
ROBT. GOSSE
MARK LONG
ALBERT HART
RICHARD NURSE

Goose Bay, B.B.

AR. TEMPLEMAN
GEO. YETMAN
WM. SPRACKLIN
ARCH. CHAULK
JAS. MURPHY
GEO. POOL
CHAS. POOL
ABEL CULL
ALLEN CHAULK
CHAS. CHAULK
GEO. PENNY
JOHN PENNEY, Sr.
JAMES PENNY
HETCOR W. FORD
WM. FORD
ELIAS FORD
AZARIAH MERCER
ALLAN WHEELER
HUBERT YETMAN
JOSEPH YETMAN
CHAS. W. CHAULK
WM. JOHN CHATMAN
WM. H. SPRACKLIN
CHAS. SIMMONDS

JAS. SIMMONDS
LORENZO SIMMONDS
JOHN SIMMONDS
WM. ABBOTT
ALEX. SPRACKLIN
CHES. SPRACKLIN
BERT CHAULK
JOHN BLUNDEN
R. J. HAINES
JONA. YETMAN
HENRY PIKE
JOHN YETMAN
ROBT. A. YETMAN
SIMON WELLS
WM. T. PIKE
WM. PHILPOT
E. G. HAINES
JOHN RICKETT
WALTER RICKETTS
CHRIS. HAINES
CHARLES MOSS
ABRAM MOSS
JOHN ATTWOOD
ELIJAH ATTWOOD

Grate's Cove Bay-de-Verde

WM. J. MEADUS
PETER BENSON
DAVID HODDER
WM. STANSFORD
WM. J. STANSFORD
JOSHUA STANSFORD
THOMAS MARTIN
WILSON AVERY
ENOCH MARTIN
WM. JNO. SNELGROVE
ESAU COOPER
NEHEMIAH COOPER
JAMES A. VEY
SIMON SNELGROVE
BENJ. MARTIN
JOSHUA MARTIN
JAMES MARTIN
DANIEL NOEL
ELI NOEL
THOMAS COOPER
ISAAC HODDER
HENRY BENSON
WM. G. MARTIN
SIMON P. SNELGROVE
ELEZER BENSON
ABEL COOPER
HENRY MEADUS
GEO. MEADUS
JAS. LAMBERT
SILAS LAMBERT
ELI COOPER
WM. BENSON
JOHN BENSON
ELIJAH BENSON
JOSHUA BENSON
JOSEPH HODDER
THOMAS BENSON

ABSALOM HODDER
ELI HODDER
THOMAS KING
CHARLES KING
PETER AVERY
LEOPOLD NOEL
ELI SNELGROVE
JONAH AVERY
CHESLEY AVERY
EDMUND JACOBS
WM. H. HODDER
ABRAHAM LAMBERT
JOHN MARTIN
W. J. MARTIN
WM. J. HODDER
FREDK. HARRIS
JOSIAH COOPER
JOSEPH COOPER
WM. COOPER
JOHN MEADUS
JOSEPH MEADUS
WM. HY. MEADUS
HEBER T. MEADUS
JACOB MARTIN
RUBEN MARTIN
JOHN LAMBERT
THOMAS COOPER
WM. MEADUS
ABSALOM COOPER
HAYWARD SNELGROVE
ELI STANSFORD
AZED. THISTLE
REUBEN STANSFORD
JACOB H. SNELGROVE
A. S. THISTLE
EDWARD G. MEADUS

Lower Island Cove

WILLIAM LOUIS
JABEZ MORRIS
JABEZ BURSEY
JETHRO MORRIS
AMBROSE VAIL
JOSEPH TURNER
STEPHEN JOHNSON
EDWIN TURNER
WM. BURSEY
WM. T. WILTSHIRE
JOHN W. LEWIS
HERBERT BUSSEY
JOHN JOHNSON
GEO. GILLINGHAM
JOSEPH RIXAN
ISHMAEL COOPER
KEN. GARLAND
HENRY CHAMPION
W. H. MORRIS
AMBROSE WHEELER
H. E. LOUIS
THOS. ROBBINS
HORATIO SNELGROVE
HENRY LEWIS

WILLIS MORRIS
NOAH DRISCOLL
ABRAM J. SNELGROVE
JAMES VAIL
JORDAN GARLAND
JOHN BURSEY
ABRAM SNELGROVE
EDWARD LOUIS
CHESLEY VAIL
W. T. COOPER
CHARLES TURNER
WM. H. TURNER
HEDLEY MORRIS
LEONARD LOUIS
JOHN WILTSHIRE
JORDAN SNELGROVE
JOHN TURNER
JOSEPH SHANO
W. J. SHANO
CHARLES SHANO
KENNETH DRISCOLL
WM. JOHNSON
CHAS. GILLINGHAM

Kitchues and Bacon Cove

JOSEPH WALSH
NICHOLAS GUSHUE
JOHN COSTELLO
PATK. MANSFIELD
CHAS. GUSHUE
JOHN GUSHUE
MICHAEL GUSHUE
JAMES KELLY
JOHN COLE
JAMES LEWIS
FRED. LEWIS
JOHN O'DRISCOLL
GEO. GUSHUE
BRENDAN O'DRISCOLL
JOSEPH COLE
GEORGE LEWIS
WM. WADE
PATK. MANSFIELD

JOHN J. COSTELLO
DAVID GUSHUE
P. J. GRIFFIN
FREDK. GUSHUE
ROBT. KENNY
PETER KENNY, Sr.
THOMAS KENNY
DAVID KENNY
EDWARD KENNY
PETER KENNY, Jr.
JOSEPH KENNY
GEORGE KENNY
JAMES MURPHY
JOHN KELLY
THOMAS MacLEAN
WILLIAM LEARY
MICHAEL MURPHY
PETER MANSFIELD

Northern Bay, Bay-de-Verde

MIKE DOYLE (TIM)
FREDK. MOORES
CHARLES STEELE
JORDAN MOORES
GEORGE JACOBS-CLARK STEELE
JEREMIAH ROSE
MICHAEL WOODFINE
GREGORY LAYMAN
JOHN T. HOGAN
FRANK HOGAN
JAS. W. MOORES
THOS. JOHNSON
WM. JACOBS
TIMOTHY DOYLE
MATTHIAS HOWELL
TDWARD NOONAN
PATK. HOWELL
JAS. LAYMAN, Jr.
JOHN T. JACOBS
WM. FOODFINE
ANDREW OLIVER
THOS. MULLALLY
ALBERT DAILE
WM. O'FLAHERTY
DENIS DOYLE, Sr.
WM. OLIVER OF THOS.
JAMES OLIVER
PETER DOYLE
BERNARD OLIVER

Port Blandford

CLEMENT HARRIS
WM. HARRIS
JULIAS NAPIER
JOSEPH PARDY
GEO. EFFORD
JAMES HOLDE N
LEONARD NAPIER
WM. QUER
JOHN EFFERMAN
FRED STEAD
JAS. STONE
ALBERT GREENING
WILLIS GREENING
HEBER GREENING
RODGER HARRIS
HERBERT DICKS
ROBT. HOLLOWAY
THOMAS GREENING
LLEWELYN GARRETT
A. STONE
JOHN R. HOSKINS
WM. H. DALLEY
ALEX. HOLLOWAY
JOHN GREENING
JAMES MURRY
ARTHUR PARDY
SAML. HOLLOWAY

Middle Brook, Gambo

GEO. W. ABBOTT
SAMSON FELTHAM
JESSIE J. ABBOTT
PIERCEY MULLETT
JOHN ABBOTT
JOSIA HUNT
SLVESTA BARROW
ISAAC JERRETT
HALFORD JERRETT
ALLAN J. PRITCHETT
ELIHU POND
PHILIP FELTHAM
BENJ. MULLETT
WILLIAM SHEA
PHILIP FELTHAM
THOMAS HOREN
J. J. FELTHAM
GEORGE COLLINS
SAMUEL PRITCHETT
STEPHEN POND
HEDLEY LUSH
MARTIN LUSH
SAML. MULLETT
JESSIE LUSH
JOHN LUSH
GEORGE LUSH

Bowring, Munn & Kean Must Be Taught a Lesson

THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 10, 1915-5.

FOR SALE

FREEHOLD PROPERTY
near the foot of
LONG'S HILL.
This is a
Choice Locality.

J. J. ROSSITER
Real Estate Agent

Our Motto: "SVM CUIQUE"



(To Every Man His Own.)

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., MARCH 10, 1915.

OUR POINT OF VIEW

Union Trading Co. Will Purchase Seals

THE UNION EXPORT CO. is at present negotiating for the purchase of a large property in view of establishing a factory to manufacture seals. A steamer will be purchased about the size of the Nascope and the Export Co. will be in the market for the purchasing of the men's share of seals, as it is apparent seals are worth from 80c to \$1 per cwt. more than the men have been receiving in the past and, as the profit of manufacturing seals in this city has placed a million dollars in the pockets of two firms, it is apparent that the men can secure much larger returns from the sealfishery than they do at present. An expenditure of \$20,000 on a factory would result in forcing prices up at least 50c per cwt., for from advices we possess there is no good reason for the price of seals being lower than \$5 10-day. The people are now beginning to become businesslike and realize that they can in many ways increase the value of their labor by investing a small portion of their savings in establishing companies to import and export, and as a beginning has been made, those who depend upon the toilers' labor for means to live in ease and luxury will in future to be more considerate and approachable, or the toilers will become their own masters by transacting business in import and export that will give them the profits which now go into the pockets of the middleman and exporter. The sealfishery has been a monopoly of two firms long enough and if the fishermen establish a seal manufactory it will be the result of unfair treatment and will surely cut the profits of present manufacturers to a very fine margin.

FORGING AHEAD!

That is the position of The Mail and Advocate, as each issue sees a larger sale. What about this WANT ADVT?

FEARS NO MAN'S CONTRADICTION

Says People Are With President Coaker in This Agitation Against Kean

(Editor Mail and Advocate)
Dear Sir,—We are fast approaching a time when Europe will be somewhat changed, and not only Europe, but the whole world, for we believe when the war is brought to a close it will put an end to the classes causing destruction, misery and suffering to the masses.

Newfoundland, a mere speck in the New World, is making rapid progress in this direction, for no longer will it be necessary to tell us the people rules, for the time is not far distant when it will be plainly seen that the People are ruling. Seeing the great fight put up to-day by W. F. Coaker to have justice and protection given to any fellow countryman, yet in a way he is somewhat misunderstood. A certain party claims it is a personal agitation of W. F. Coaker, and not the desire or wish of the people to interfere with Capt. Kean on account of last spring's disaster. Knowing the feeling of the people among whom I live and move from day to day, I feel it my duty to place before the public a statement which fears no man's contradiction, showing that the majority of the toiling people is with W. F. Coaker in this movement. I speak from personal conversation and from interviews with the majority of the toilers on this shore. This past two weeks I have travelled from Cape Freels to Greenspond. I have held nine Council meetings this distance with a membership of about 1300. Matters of interest to the fishermen were discussed and among them was the Sealing Disaster and better protection for our men.

Loyalty to Coaker to bring this about was the motto of all. I feel sure in saying, if connections with St. John's were convenient, and if they were required, full seven-eighths of this number mentioned would be at Coaker's beck and call to carry out any movement in that direction. Most of our men think of last spring's disaster in a different way than many of the authorities imagine. Each man is considering how soon he may meet the same if some direct steps are not taken to prevent it. They believe the disaster of last spring is but coming events casting their shadows. So what must they expect in the future. I hope all reads will understand that I am not writing this because of any personal grievance, or of any individual feeling against Capt. Kean, but I wish to give the feeling of the people I have been among. I do hope and trust matters will reach some settlement without any serious trouble, but if Capt. Kean, Messrs. Munn and Bowring intend to defy the people, the end is not yet.

Trusting peace will reign universal and that men will be brothers of one family the wide world over.
R. G. WINSOR,
District Chairman,
Wesleyville, Feb. 26, 1915.

DOGS AND SHEEP

(Editor Mail and Advocate)
Dear Sir,—Please allow me space in your valuable paper, the Mail and Advocate, for a few remarks. This is my first time of writing to your paper. I wish to say a few words about the dog question. Every fisherman is indignant over the scandalous way in which the Magistrate handled the affair last Fall.

A Goodly Amount Must Be Realized! Take In Every Show!

Wednesday and Thursday, Special Holiday Programme:—

DAVID GRAY'S ESTATE—Visualizing a poetic gem with warmth and fervor.

TWENTY MINUTES OF LOVE—A rip-roaring comedy of the unusual type that is decidedly humorous.

A Wayward Daughter

Drama in two parts. By the Vitagraph Co. She ignores the advice of her mother. Subsequent experiences bring about her repentance. She is glad to have the protection she disregarded.

Out Of The Shadows

A simple and tremendous story that carries a message from the poor to those who live more fortunately. A masterpiece of rare quality.

You Can Help--Also See A Great Show! Come to THE NICKEL--Big Value



NOTICE.

Whereas it appears some misunderstanding has arisen with respect to the free delivery of Parcels mailed to our Volunteers in Great Britain the Public will please take notice that such Parcels cannot be delivered free of postage. I have been notified that the Postmaster General of the United Kingdom could not undertake the delivery without charge of unpaid or insufficiently paid parcels to the troops on active service in Great Britain. Consequently all parcels mailed to members of the Newfoundland Contingent must be stamped according to the established rates.
H. B. WOODS,
Postmaster General.
mar5,2w.eod

A TWILLINGATE SEALER.
Twillingate, Mar. 1, 1915.

CONCERT AND SOCIABLE.

Under the auspices of the United Societies of Wesley Circuit, a Concert and Sociable will be held at Wesley Church Basement on St. Patrick's night, March 17th. Candy for Sale. Doors open at 7 p.m. Programme at S. General admission, 25 cents.
J. S. Taylor, Secy.
mar.3i,9.13.17.

AGENTS WANTED.

Big proposition for making money. Agents wanted for the sale of Family Needle Case. Will pay commission on \$1.25 per day. Write for particulars to PHILIP PETITE, English Harbor, Fortune Bay.—mar5.eod.4f

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS



THE LOSS IS COVERED

by insurance with Percie Johnson means much to the sufferer by fire. To the layman it means the rebuilding of his home. To the business man it means the retention of his credit and ability to resume.

LET US COVER YOUR property with a policy which will cost you little, but may be the greatest blessing of your life.

PERCIE JOHNSON,
Insurance Agent.

FALL HERRING and LARGE CODFISH SUITABLE FOR RETAILING

SMITH Co. Ltd.

STEBAURMAN'S OINTMENT

To Whom it may Concern:— I was a great sufferer for months with "Cancer" and during that time was treated by no less than six doctors; all failed to do me any good. I was advised to enter the General Hospital for treatment, and after spending one month there it was found that nothing could possibly be done for me, and I was suffering from Cancer on the liver, and was therefore discharged incurable. I felt I could not live much longer in such a week and painful state. My husband learned that Mr. Stebaurman was successful in curing "Cancer," and advised me to try him, which I did, with the result that I am perfectly cured of this dreadful disease, and I feel it my duty to let all sufferers, particularly of this ailment, know, so that they may before it is too late, embrace the opportunity, and be restored to their former health. Any persons doubting this statement may call at my home, 77 Flower Hill, where I shall be only too pleased to verify or give any further information necessary. Words fail to express my gratitude to Mr. Stebaurman.

Yours faithfully,
MRS. JAMES BARRETT.
Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 651, or 15 Brazil's Square.—feb.12i

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

STEBAURMAN'S OINTMENT, 20 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 651, or 15 Brazil's Square.—feb.12i

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THE BEST IS CHEAPER IN THE END

Order a Case To-day
"EVERY DAY" BRAND
EVAPORATED MILK.



Job's Stores Limited.

DISTRIBUTORS
The Steel Company Of Canada, Ltd., MONTREAL.

Manufacturers, at right prices, of Bolts and Nuts, Horse Shoes, Railway Spikes, Bar Iron, Barbed Wire and Staples, Mild Steel, Galva, Telegraph Wire, Galva, Bar Iron, Pig Iron, Lead and Waste Pipe, Iron, Pipe, Fence Wire, Tacks of all kinds, Shot and Putty.
FRANKLIN'S AGENCIES LTD., tel.20.1f AGENTS.

FREE TO BOYS AND GIRLS

Watches, Printing Outfits, Cameras, Footballs, Fountain Pens, etc., etc., for selling 25 of our Beautiful Art Pictures, size 16x20 at 20c. each. Write for some today. Address GOLD MEDAL ART CO., P.O. Box 63, St. John's.

TEMPLETON'S ANNOUNCE A SPRING Clearing Sale

50 Children's Coats \$1.00
Men's \$2.20 Hats \$1.20
4000 Pieces Roompaper 12 1/2c.
300 Ladies Blouses 72c.
And many other reasonable goods at prices that will clean them out.

ROBERT TEMPLETON.
333 Water Street.

HELP THE POOR!

We hold 100 barrels of good
Partridge Berries
In air-tight packages, which we will deliver for
\$4.00 per barrel

We undertake to hand over to the Salvation Army funds for relieving destitution in St. John's half the proceeds of sales.

The Fishermen's Union Trading Co., Ltd.

F. P. U. and U. T. C. Motor Engines For Sale

We have in stock a few

F.P.U. (4 h.p.) and U.T.C. (6 h.p.) Motor Engines

Those Engines are 2 Cycle, made by Fraser. We sold scores of those Engines last year which gave splendid satisfaction. Those now in stock are fitted with Brass Kero Oil Adapters, and Carburetors with all fittings for running. They are the same make as the Engine installed in the F.P.U. Motor Boat and work splendidly with kerosene oil fuel.

We have no large stock of those Engines and will not again handle 2 Cycle Engines, having decided to sell only 4 Cycle Engines after our present stock of Fraser's is sold. These Engines are new; not second hand Engines. Union members can secure them at last year's prices and terms. Send along your order promptly.

The Fishermen's Union Trading Co. Ltd.

There Must Be An End To Class Rule in Nfld.

THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 10, 1915-6.

Last Night's Meeting in the T. A. Hall

Notwithstanding the storm of rain and sleet last night, a large number of sealers and citizens numbering 400 attended the Sealers' Meeting at the T. A. Hall. President Coaker presided and explained the negotiations respecting the price of fat. Resolutions in reference therewith were unanimously adopted, which were forwarded to Mr. Job today. After that matter was disposed of Mr. Coaker explained a few points in the findings of the Sealing Commission and read a letter re the Capt. Kean arrest petitions that he had sent to the Premier yesterday, which we publish in the third page.

Mr. Coaker emphasized the particular points made against Capt. Kean by the Commission and where they seriously concerned Capt. Kean as pointed out by his letter to the Premier. He stated the law held that a man by neglecting a duty incumbent upon him, which neglect of duty led to loss of life, rendered himself liable to be convicted of manslaughter. And as the Judges of the Supreme Court had decided that Capt. Kean owed a "duty" to the crew of the Newfoundland, the question to be decided one of those days was: whether Capt. Kean did neglect that duty and failed to do what a reasonable man in his position ought to have done—none but a Jury could decide that question—and to be found guilty of so doing would mean manslaughter.

Mr. Coaker showed that the more one considered the findings of the Commission the more serious the matter appeared for Capt. Kean, and if he went in command of the Florizel he would some day stand at the bar to be tried on this most serious charge. The Morris Government would not always be in power and there was no road but what had a turn, no matter how long one may travel a straight road, the turn came sooner or later. By Kean defying the peoples' will he would be aouse a very bitter feeling against him and he would be the most hated man in the Country.

Mr. Coaker showed that Judge Johnson reorganized the Society to Prevent Cruelty to Animals and prepared a Bill last year which was passed, making it a serious offence to harness a dog if under thirty-five pounds or to illtreat an animal in any form, yet he calmly looked on and expressed his high regard for the conduct of a man whose conduct put 79 men out of existence and ruined 21 others.

Surely if Judge Johnson cared so much for the dog he might have some pity for the human being, and if so, how could he acclaim as a hero a man whose conduct sent 79 men to their death. The Judge must have a greater regard for the treatment of brute animals than he had for the sealers or his findings in the Sealing Disaster case belies him. Judge Johnson acclaimed Kean a hero, but God help the country that produces such heroes as this or possess judges that regard a brute animal so greatly and so lightly the lives of 100 breadwinners.

Mr. A. English followed Mr. Coaker and delivered a telling speech of half an hour's duration against Judge Johnson's findings and thrashed out the arguments regarding points disputed.

The meeting closed by singing the National Anthem and the F.P.U. members remained behind and discussed a matter of importance.

The third meeting will be held to-night at the same place, starting at 8 p.m., when Mr. Coaker will address the sealers relative to the proposed legislation to amend the sealing law. Only sealers will be admitted at to-night's meeting.

On Thursday night the Sealers and Citizens of St. John's who are opposed to the Government's action in refusing to arrest Kean or to recognize the findings of the Sealing Commission concerning Kean's conduct will meet at the T. A. Hall and parade through the city.

On Friday night the closing meeting will be held when Mr. Morine and Mr. J. M. Kent will address the audience.

Great DEMONSTRATION .. and .. TORCH LIGHT Procession SEALERS and CITIZENS

In sympathy with the F.P.U. Movement re Government and Bowring attitude of Opposition to the Peoples' wish to have Kean punished for his Negligence of Ordinary Precaution whereby so many lives were sacrificed last Spring.

The demonstration will start from the T. A. Hall on FRIDAY NIGHT at 8 p.m.

This mighty indignation meeting is to be the biggest ever held in St. John's, and is intended to prove to the Country, that though Bowring and the Government may disregard the Finding of Judges Horwood and Emerson, St. John's Citizens as well as the thousands who signed the petition asking for Kean's detention are determined to give voice to their sentiment, in this most unmistakable manner.

One Million Men for U. States Army

New York, Mar. 2.—(Special)—The Army and Navy Journal in an editorial to-day urged President Wilson to mobilize at once 1,000,000 volunteers.

The purpose, the editorial says, is not to make war, but to avoid war by preserving the neutrality and maintaining this country's honor and dignity.

"Placing 1,000,000 volunteers under training," the editorial continues, "would amount to a declaration that the United States is preparing to insist upon its rights and resist aggression."

Called Measure of Peace. "It would be a measure of peace, as it might possibly avert the war toward which we are now fast drifting."

"It would also go far to solve the problem of unemployed labor with which we are contending."

It is pointed out that if volunteers respond "the most vigorous policy could not prepare them for service within less than a year."

No Hostile Demonstration.

It is argued that the mobilization could not be construed as a hostile demonstration against any nation, but would be a preparation for future developments in the world-wide war.

The article says further: "The foreign nations not only realize that we are not prepared to defend ourselves but are under the impression that we never will be. On this account neither Germany nor Great Britain is giving any serious consideration to the protests of the state department except in words, and Japan is going ahead with its plans for the domination of China and the Pacific without considering this nation."

Defines Rights of Neutrals

Boston, March 3.—The World Peace Foundation made public to-day its definition of the rights of neutrals, which was incorporated in a resolution forwarded to the governing board of the Pan-American Union.

"Belligerents," the definition says in part, "are in an abnormal relation toward each other and are entitled only to that minimum of consideration due to those who have deliberately seceded from normal international relations. The normal and permanent relations of peace are entitled to the maximum of consideration, and it should be clearly recognized that the burden of proof lies with belligerents, if their abnormal relations prompt them to infringe upon the rights of States remaining at peace."

"Restriction of rights should be made to fall upon those who become disturbers of the peace, even if neutral States have to organize for the declaration and support of such a principle."

End Famous Sailer "Loch Torridon"

In the abandonment of the British four-mast barque Loch Torridon of the south-west coast of Ireland recently, the career of another famous sailer ends. In her time the vessel has attracted her share of attention by reason of smart sailing feats.

In the current issue of "Fairplay," with the comment made on the loss of the ship, is the following bit of her history that is interesting:

"Built in 1831, of 1,499 tons register, for Messrs. Atkinson, Gilburn & Co., the Loch Torridon was commanded by Capt. Robert Patman until she was sold to Russia in 1909. This was a wonderful record for a master to hold, Capt. Patman then took command in steam, being master of the Strathroy, and I think that three years later he was washed overboard in the channel. Both the old ship and her old master have therefore found their graves in the deep."

"The Loch Torridon was famous for the number of smart passages she made. In 1895 she took 89 days from London to Melbourne, which was only a day longer than the City of Agra, in 181, but, of course, did not equal the record set up by the Thermopylae, on her maiden voyage to Melbourne, of 59 days. In 186 the Loch Torridon took 30 days 2 hours from Newcastle, N.S. W. to Valparaiso, the record for which is only a few hours less by the Wendur in the same year. On her last voyage the Loch Torridon had a cargo loaded at Fredrickstadt for Gelong valued at £17,000, which was covered at Lloyd's for marine and war risks."

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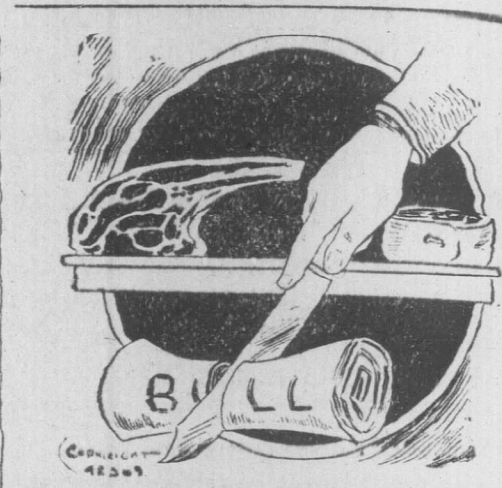
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M. CONNOLLY,

Phone 420. Duckworth St.

LODGE TASKER



No. 454 R.S.

An Emergency Meeting of this Lodge will be held in the Masonic Temple this Wednesday at 8 p.m.

By order of R.W.M.

A. JOHNSTON, Secretary.

FARMERS

Book your orders NOW for Potatoe Manure and Potatoe Phosphate (for Potatoes), Bone Fertilizer, Animal Fertilizer and Dissolved Bone (for all Root Crops), Ground Bone, Nitrate of Soda (for Hay).

The time is getting short when you will require the above.

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SEWING MACHINE, turned down 100, good as new; cost \$50.00, will sell for \$30.00. Apply to H. SMITH, care New Tremont Hotel (during meal hours).—mar5,11

FOR SALE

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RONALD PORTER of THOS. Elliston, Trinity Bldg.

mar2,10,11

jan21, eod

PERSONALS

Dr. J. A. Burke is going to the ice-fields in the Adventure.

Mr. M. Power, cooper, of Springsdale Street, is very ill at his home.

Mr. H. B. Curtis, of the R.N. Coy. Express Office is again O.K. and able to resume duty.

Dr. J. S. Tait lectures to the members of the St. Andrew's Club this evening in their rooms.

Mr. Arthur Corner, of Millertown, is at present in the city on a visit, and his many friends are glad to see him and revive old memories.

Mr. Arch. Calvert, of Bank of Nova Scotia, is to-day receiving congratulations from his friends on his promotion. He leaves by Thursday's express for Halifax, N.S., the Bank's headquarters, where he will be stationed in future.

Assorting Clerk Newman, of the Post Office, was removed to Hospital yesterday afternoon. He is suffering from an internal malady.

John Ryan, of King's Bridge, who was removed to the General Hospital suffering from appendicitis, on Sunday, was operated on yesterday afternoon, and is now doing well.

Mr. MacInnes, who has been ill for two weeks, is now recovered sufficiently to attend office duties, but it will be a few days more before he fully recovers from the effect of his illness. He hopes to be able to address the Sealers' Meeting in the T. A. Hall on Friday night. Mr. J. M. Kent will also likely address the meeting on Friday night.

The mission now being held for the women at the R.C. Cathedral will finish tomorrow morning. The services have been largely attended throughout and Fr. Cox has been forcibly impressed by the zeal and devotion shown.

The postponed three mile race between Messrs. Squires and Hackett, is expected to come off to-night, if Mr. Squires (who is an employee on the train service) can attend. A race between Messrs. Hackett and Woods, should prove interesting, as both are fast skaters.

READ THE MAIL AND ADVOCATE.

LOCAL ITEMS

Engineer Jas. Pike, formerly of the Bellaventure, arrived in the city by the Nascope on Monday last.

Several representatives of our billiard clubs held a meeting last evening in the T.A. Rooms to arrange an inter-club tourney. After much discussion it was decided not to carry out the project this season, as it was now somewhat late for a billiard series. It was settled, however, that a big "cue battle" be fought next year.

Sincere sympathy to the family of Mrs. Mary Egan, who died at her residence, Cookstown Road, yesterday forenoon. The deceased lady was 71 years of age, and was a well-known figure amongst the pioneer class of the city. She leaves a husband, a stepson, three brothers and one sister to mourn. With them the Mail and Advocate condole.

The Minister of Justice received a message from Magistrate Squarry, of Channel this morning, stating that the two men, Skeard and Gilling who had been convicted of stealing goods from the store of Clement & Co. at that place, had been sentenced to six months each in the Penitentiary here.

A man named Francis, who had received part of the stolen property, was also given six months imprisonment. The prisoners will be taken to the Penitentiary after the arrival of the train to-morrow.

THE NICKEL

The Nickel continues to be crowded nightly, and the very favorable comment passed upon each succeeding show, is evidence of the pleasure and enjoyment derived therefrom.

To-day there will be a special matinee for the children, and the bill prepared is a splendid one.

DEATHS

HARVEY—At the South Side, this morning, Roy, infant son of Arch and Bertha Harvey.

The Sagona has been chartered by the Reid Nfld. Co. to replace the Bruce on the Gulf service.

SHIPPING

S.S. Durango leaves Halifax to-day for here.

The Portia will hardly get away from Bay Bulls, where she is detained until ice moves off.

The steamers Clyde and Argyle are to come off dock to-day.

The sealing steamer Seal of Fairclough & Co., Halifax, leaves Channel to-day for the Gulf.

S.S. Bonaventure, Capt. Bob Bartlett, arrived at Channel yesterday, making the run from Cape Race in 24 hours.

The S.S. Coban, with a cargo of coal for the R.N. Co. is now discharging at Placentia, previous to her making that port, the vessel put into Trepassy and coaled the steamers Bruce, Home and Glenoe. The last three steamers are still held up there.

The Gulf steamer Kyle, which left Louisburg at 3.30 yesterday afternoon for Port aux Basques, had to put back again. A heavy N.E. storm was raging, and Captain Tavenor saw the necessity of quickly running back to Louisburg, which he reached about 8 o'clock last evening.

LOCAL ITEMS

The annual meeting of the Masonic Club takes place this evening at 8.

About 300 sealers arrived yesterday afternoon by local express, most of them from Gambo.

St. Andrew's Church Young Women's Guild hold a sociable in Presbyterian Hall to-night. There is a good programme.

The members of the Truckmen's Union are reminded of their special meeting in the Longshore's Hall to-night at 8.15, and all members are requested to be present.

The postponed three mile race between Messrs. Squires and Hackett, is expected to come off to-night, if Mr. Squires (who is an employee on the train service) can attend. A race between Messrs. Hackett and Woods, should prove interesting, as both are fast skaters.