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WEATHER REPORT. Toronto (noon)—Moderate winds, fair to-day and on Wednesday, with stationary or a little higher temperature.

VOLUME 1, No. 86.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, APRIL 28, 1914.

PRICE:—1 CENT.

WAS VICTIM OF ACCIDENT AT MOREY'S

Sad Fate of Alexander Kane, of This City Who Was Stunned by Falling From Platform on the Hayco and Then Drowned by Tumbling Overboard.—Heroic Effort of J. Whitten to Save Him.

Another fatal accident occurred yesterday afternoon, the victim being Alexander Kane, 43 year old, married, resident of Sebastian Street, of Bart-er's Hill.

The accident happened at Morey's premises, where the deceased was at work unloading the salt steamer Hav-so.

Mr. Kane had been employed wheeling salt from the steamer to the shed, when he fell off the shed a distance of fifteen feet, between the steamer and the pier.

A tub of salt was being hoisted from the hold and as it rose over Kane's head he looked up and then stepped back over the platform.

As he fell he struck the hawser which moored the steamer and rebounding struck the pier.

Mr. John Whitten caught a rope and jumped overboard to the man's assistance.

Kept Him Afloat.

Catching him by the collar he kept him afloat until a boat with a couple of men in it reached the scene.

He was taken to the office on the wharf in an unconscious state and first aid was rendered but without success.

Dr. Roberts, who was summoned by phone quickly responded, but found life extinct. The doctor says death was due to drowning.

Undertaker Bursell took charge of the body and last night conveyed it to his late home.

Supt. Grimes and Const. Tobin were soon on the scene after the accident.

Deceased had formerly been employed as cook at the S. A. Food Depot.

General sympathy has been expressed for the sorrowing family.

Jap. Residents Leave Mexico

Japan Arranges For Her Subjects to Be Given Refuge in the U. S.

Washington, April 28.—The Japanese Ambassador yesterday secured from Secretary of State Bryan permission for the Japs who are in Mexico and who wish to leave the country, to find temporary refuge in the United States.

It will become necessary to suspend the operation of the Immigration laws in order to permit entry of these Japs.

S.S. Shenandoah leaves London on Saturday for St. John's.

Young Lady Has Narrow Escape

Fell Over Wharf at Lawn and Was Rescued by Heroic Young Man.

Wednesday night last a young lady narrowly escaped being drowned at Lawn.

She was getting into a boat from the wharf to join the Ethie, when she slipped and fell in the water.

A young man jumped to her rescue and held her head above water until two others hauled her out.

It was very dark at the time, but the difficult task of rescue was accomplished.

Villa and Carranza At Loggerheads

Said to be Open Rivals For First Place in the Constitutional Cause.

El Paso Texas, April 28.—Relations between Carranza and Villa become the one topic of conversation here yesterday on the dissemination of information brought in by refugees and the sudden departure of Villa for Carranza's headquarters at Chihuahua.

The two leaders were to meet last night to compose their differences over the attitude which the constitutionalists shall hold toward the United States.

Refugees brought word that affairs between them had reached the stage where one or the other must distinctly accept the second place.

Huerta Is Said To Be Agreeable

And That He Will Accept Chile, Brazil and Argentina As Mediators

Washington, April 27.—A journal of acceptance by the Huerta Government of the offer of Argentina, Brazil and Chile to use their good offices to bring about an amicable settlement of the difficulty between the States and Mexico was cabled to the Spanish Ambassador here to-night, by the Foreign Minister in Huerta's Government.

PIRATES BURN STEAMER LOSS OF LIFE 180

Hong Kong, April 28.—Pirates last night attacked the British steamer Jason, bound up the West River, North of Macao, and set fire to the vessel which burned to the water's edge.

An incoming steamer rescued 158 of the crew, but reported 180 passengers and the British chief engineer missing.

ULSTER QUESTION AGAIN OVERSHADOWS EVERYTHING ELSE IN BRITISH POLITICS

Asquith Terms The Outlook in Ulster "Grave and Unprecedented."—Says the Government Will Take Immediate Steps to Vindicate the Authority of the Law.—Over One Hundred Questions Asked the Premier Last Night in the House of Commons.—Warships Mobilised Off Coast of Ulster.

London, April 27.—"This grave and unprecedented outlook" was the term used by Asquith to-day in replying to questions as to the gunning exploit of the Ulster Volunteers who under a strong armed force, landed 40,000 rifles and 500,000 cartridges at various points in Ulster on Friday last.

The Premier said, "The House may rest assured that the Government, without delay, will take proper steps to vindicate the authority of the law and protect the officers and servants of the King, and His Majesty's subjects in the exercise of their loyal rights."

The Premier spoke gravely, as though foreshadowing taking steps which possibly will entail serious sequel.

Hundred Questions

Over one hundred questions were put to Asquith to-day, in his dual capacity as Premier and Secretary of War. All referred to the Ulster situation, but the replies given were mostly bare negatives or colorless reiterations of what have already been established relative to the recent precautionary disposition of troops in Ireland.

The Premier declined to answer several questions with regard to reports of the situation in Ulster, or in connection with orders issued as consequences. He took the ground that the orders given were confidential as to the despatch of troops to Ulster.

Government's Duty

Asquith explained the Government did not share with General Paget's apprehensions that the movement would set the country ablaze, and thought it was the Government's duty to safeguard the stores and arms.

Altogether during the question period the Opposition obtained only a small amount of material for two days' fighting, which begins in the Commons to-morrow.

Carson was only listened to during the interlude, during which the Premier was being catechized, and was greeted as King Carson by the Nationalists, who called out, "Hats off to the King."

Warrants Issued

Immediately after he had finished replying to the questions asked, the Premier left in a motor car for Buckingham Palace to have an audience with the King.

In leading Ulster papers rumors are current that the Government has issued warrants for the arrest of Carson and Capt. James Craig, Ulster leaders, but it is believed these rumors are unfounded.

The Cabinet will hold a meeting to-morrow to reach a final decision as to the course to pursue in Ulster.

In addition to five small cruisers at Larne, there are seven dreadnoughts at Lamlash within three hours' run from Belfast.

The nature of the steps which Asquith announced in Parliament the Government intended to take in Ulster, is not yet known, except that General Mace Reading, of the Adjutant General's staff of the War Department, has taken over the command of the police forces in Belfast district.

No troops have yet been moved, although it is understood certain regiments have been named to hold themselves in readiness.

Five warships anchored off Larne yesterday, and to-night are playing their searchlights on the town.

VOLUNTEERS HAVE LANDED MORE ARMS

Succeeded in Getting Safely Ashore Forty Thousand Rifles and Half a Million Rounds of Ammunition Imported from Germany.—Use Two Hundred Autos for Transportation Purposes.—Police Powerless.

Belfast, April 27.—A consignment of about 40,000 rifles and half a million rounds of ammunition from Germany was landed at points on the coast of Ulster during Friday night and distributed by means of two hundred autos to the various headquarters in Ulster.

Volunteer Ulstermen who declared themselves determined to offer a stern armed resistance to the introduction of Home Rule were mobilized early last night and guarded the landing places and roads until the distribution of the arms had been completed.

The police were powerless to interfere and all communications were interrupted.

Great Powers Ask Huerta To Yield

England, Germany and France Advise Him to Settle With U. S. A.

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Society Upset By Grave Crisis

Balls and Other Functions Have Been Cut Out.—Parties Grow Estranged

Dublin, April 27.—The Dublin social season is practically wrecked by the political situation. Important members of society, unless officially obliged, do not attend drawing rooms. No balls have been given by Lady Iveagh or Lady Paget, who set the pace for Dublin gaieties.

Dances and dinners are all informal, in order that Unionists can ignore their political opponents.

Except for one charity ball, attended by Earl and Countess Aberdeen, and the vice regal staff, none of the dances expected last week were given.

It is intended to put off the proposed entertainment by Lieut. Col. Sir Arthur and Lady Paget at the Royal Hospital.

TWO PARTIES ARE WIDELY SEPARATED

Very Little Chance Now of Liberals and Unionists Arriving at a Mutually Satisfactory Compromise Regarding Home Rule and Ulster.—Wide Divergence of Opinion Shown by Comments of Party Press.

London, April 28.—The extreme difficulty of reconciling the views of the two parties in the present conflict is seen in the divergent interpretations placed upon the Ulster gun running affair.

The Ministerial press is unanimous in declaring that the incident fully justifies the Government's military preparations and disposes of the alleged "plot," while the Opposition press is equally unanimous in asserting that it is the inevitable outcome of the Government's futile attempt to coerce Ulster by force of arms.

Most Serious.

On both sides of the incident is regarded as the most serious in all the long series of important political happenings.

Liberals are beside themselves with anger at what they term "this outrage." Unionists recognise the gravity of the matter, but thrust the entire blame upon Ministerial shoulders, contending that Ulstermen were bound to protect themselves against the threatened dangers.

The Globe warns the Government

Mexicans Treated American Horribly

Tortured U. S. Citizen Terribly and Then Burnt Him at the Stake.

El Paso, April 27.—Americans from Torreon confirm the report that Maurice McDonald, an American, caught by the federals in the battle of San Pedro, had the soles of his feet cut off, was marched through the streets, and finally burned at the stake.

American refugees say that reliable Americans who were at San Pedro at the time, verified the report that McDonald was killed and tortured before being shot.

His home was at Berkeley. He was a gunner for Villa.

Mexican Town Menaced By Fire

Mexicans Have Inundated Country With Oil and Tampico May Be Burned.

Washington, April 27.—A thousand gallons of oil are spreading over the land around Tampico, and it is feared will be ignited, turning the entire district into a sea of fire, which would flow Tampico entirely consuming the city. So says a despatch from Admiral Mayo to the Navy Department.

Mexican soldiers demolished the faucets, checking the flow of oil from the wells.

Two enormous gushes are now spouting inflammable substance.

ENQUIRY CONTINUED

The enquiry into the death of Gideon Tucker on the schr. Maud, was continued at noon to-day, when Capt. Jolliffe gave evidence.

that any movement of troops may kindle a spark that will likely burst into the flame of civil war, reducing a province of the United Kingdom to a condition similar to that of Mexico.

The Westminster Gazette exhibits some measure of impatience with the Government, blaming it for being too weak and asks why Naval measures were not taken to intercept the illicit cargo on Friday. It declares that Carson and other members on the front Opposition benches are gambling on the reluctance or inability of the Government to use the fores at their command.

STEAMER BLEW UP THIRTY LIVES LOST.

Algeveis, April 28.—The Russian tank steamer Kometa blew up off the coast of Algeveis.

Passenger steamers picked up fifteen of the crew.

Thirty others perished.

DRIFT ICE

Drift ice extend along the shore to the mouth of the narrows to-day.

HOPE OF U. S. IN THE CRISIS IS IN VILLA

Members of the American House of Representatives Regard Him as the "Strong Man" of Mexico, and Believe That Only by His Help Can a Peaceable Settlement be Arrived At.

Washington, April 28.—"This one strong man, General Villa, stands between us and war," declared Representative Kent of California today in the House. "He is a bandit to be sure, but he has proven himself a great leader, growing not only in power but in understanding of what the world demands. We must choose whether we are willing to accept this man's services or declare war."

"Order prevails at Vera Cruz and things look very much better now," said Secretary Daniels. "We are getting Americans out of Mexico; that is the important thing now."

New Leader Of U.S. Forces

Vera Cruz, April 28.—That Brigadier General Funston will assume supreme command at Vera Cruz this morning was the announcement made here by Rear Admiral Fletcher yesterday.

HAS HUERTA DECIDED TO FIGHT U. S.?

Turns a Deaf Ear to Advances Made by Other South American Republics, Who Offer to Act as Mediators.—Says "Mexico Will Defend Its Rights.—Aspect Has a Grave Outlook.

Mexico City, April 27.—(To the International News service of New York City).—"The Republic of Mexico has always fulfilled international obligations at every crisis and will defend its rights trampled upon by the Government of the United States. Signed HUERTA."

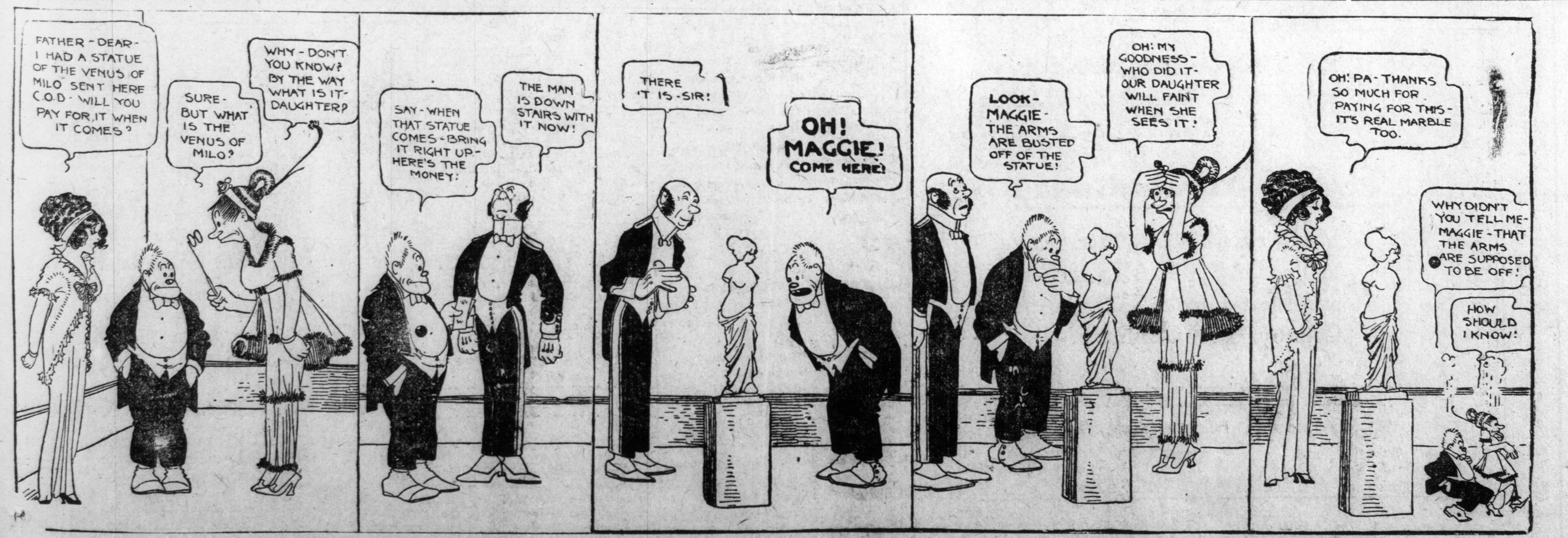
The foregoing despatch from Huerta was in reply to the following despatch sent him on Sunday:—

"Chile, Argentina and Brazil offer mediation between the States and Mexico. Will you accept?"

In his answer Huerta make no direct reply; but his declaration is said to have only this meaning, that Huerta will fight.

Bringing Up Father.--

By George McManus



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"I've Read About it; I Must See It To-Night."

A DAUGHTER OF THE STORM!

BY CAPT. FRANK H. SHAW.

CHAPTER XXI.

Concerning Introspection And One Kind of Courage.

(Continued)

The shrinking, shivering Latins hung back when urged to go aloft up the rattling, reeling snrouds. Leigh and Steadman, cool and resourceful—for the second mate was a thorough sailor, whatever his failings—did their

as she recognised Leigh's voice, unshaken, full of confidence and authority. What if she had judged him hard-ly?

Things were in a pretty pass aloft on the main topgallant yard, however. The weather spilling-line—the rope which spills a clewed-up sail of wind—had carried away at the block, and nothing now held the vast stretch of canvas in orderly quietude. Instead, it was belled out above the yard, was flung backwards, resisting all attempts on the part of the cowering sailors to pass it that an attack might be made on the sail from the yard-arm. Leigh exhausted his powers of persuasion to no effect. Had Long Jake been there it might have been that the sailor would have shown himself capable, but

the "blowwind" was taking his new leisure to the full, and had not turned out the work. It was a mad, inferno-like scene up there, a hundred feet above the swaying, wave-swept deck. The sailors were clustered in at the bunt of the yard, patting the icy, iron-hard canvas with shivering fingers, one urging the other to essay the perilous outward journey past that thunderous, deadly bulge of sail-cloth, that seemed to volley madly as it determined to bring death to some shivering soul.

"Stand back there, you loafers!" thundered Leigh; and, passing the quivering foreigners on the foot-rope, he sped out towards the danger spot. The gale was roaring gleefully now, and he could not claw out beyond the vast mountain of sodden cloth. He tried again and again, tried to crawl along the foot-rope and so win a passage; but it was in vain. He perched himself on the swinging rope, and his heart was very light. He knew no fear, though below him was a howling void, pregnant with awful death. One false step, one miscalculation in a handgrip, and he would be precipitated down and down, to fall helplessly to the deck or overside into the raging, boiling misery that was the sea.

"Stand clear, you!" he snapped, springing to his feet and tearing in to the mast with long strides. An idea had come to him. Unless something was done soon the sail must inevitably be lost. That constant battering and shaking could have but one effect if allowed to continue longer. And he was an officer who prided himself on his handiness in times of stress.

It was the work of a moment only to shin aloft up the rigging to the topgallant masthead, where the wire lift—the rope that bears the weight of the yard when the halliards are let go—was fixed. The lift reached down and vanished into the darkness: it shook menacingly as he laid one hand on its wet roundness. But far below that lift was made fast to the topgallant yard outside the bulge of the sail, and a resolute man might manage to clamber to the desired haven, and then work slowly inwards, conquering the sail inch by inch, until the chattering pottrons in at the mast could do their appointed work.

Leigh took just sufficient time to wonder whether Aileen would repent her harsh criticism, supposing he slipped from his holding, and then was off on his perilous venture. It was not the sort of thing the average brave man would care to do on a calm night.

To-night, with the thunder of the partially chained canvas shaking the entire mast, with the lurching heave of the battling ship to add confusion upon confusion, with a thin rain rendering the wire as slippery as glass, with tag-ends of skin-piercing wire to add to the pain and misery of it all, it

was like a descent into Hades itself. But Leigh went on. Both hands gripped the elusive wire, one knee was crooked about the thing; his oilskin coat was blown over his head, blinding him, and he felt blood trickling down his lacerated palms. Once, and that was when the helmsman let the ship fly up into the wind, the lift shook madly, and almost flung him off; but he clung on there with all his strength, gripping with his teeth, even, and so went down. He was not afraid of death. Nay, he welcomed a bout with the destroyer. It was mad exhilaration, a sheer delight, to wrestle with death and win a gallant victory.

His foot touched the yard-arm, and he was down astride it, clawing like a madman at the resisting sail. He could never have told how he forced his way inwards, but he did it somehow. His work was only half done when he felt his head swim, and he realised that the frightful ef-

forts were taking their toll of his strength; but he summoned up his energies sufficiently to send his compelling voice rattling into the sailors, and they, responding as a frightened horse to a cutting lash, crept out frightenedly, and managed to reduce the chaotic canvas to order.

Dripping with perspiration, in spite of the chill of the night, Leigh went down on deck, ploughed his way through seething water to the poop, and touched his cap to a bulky figure standing there. In the darkness he did not see another and slimmer form behind Curzon.

"Main topgallant sail's in, sir," he said carelessly.

"So I see. You seem to have had a bit of a tussle, Mr. Leigh. The mate was down half an hour ago." There was reproof in his voice, Leigh thought.

"Sorry, sir. The spilling-line had carried away, and the sail was over the yard. Men couldn't get past, sir."

"Ah, I see? How did you manage?"

"Shinned down the lift, sir."

He said it as one might say, "I stooped and picked a handkerchief from a Turkey carpet." And Captain Curzon laughed. He knew what it was to perform that miracle of courage, and the calm ring of Leigh's voice told him as much as he wished to know.

"That's a good man," he said to Aileen as Leigh turned and went to the compass. "Would you like to shun down a lift, my girl?"

Aileen had heard Leigh's reply, and had softened for a moment. Then she reflected harshly that this was but a scenic display, and very differ-

ent from the cool courage required to face an angry giant. She said nothing, but it may be that had Leigh followed up his advantage he would have managed to reinstate himself in the girl's critical sight.

Leigh, however, was otherwise employed—teaching a totally inadequate helmsman how to treat the ship that she might behave more kindly, as the onrushing processions of foam-capped rollers flung themselves restlessly against the speeding fabric. And so Aileen, in spite of the glad abandon that was born of the gale, hardened her heart anew and vowed that her thoughts of the second mate should never know a moment's softening.

(To be continued.)

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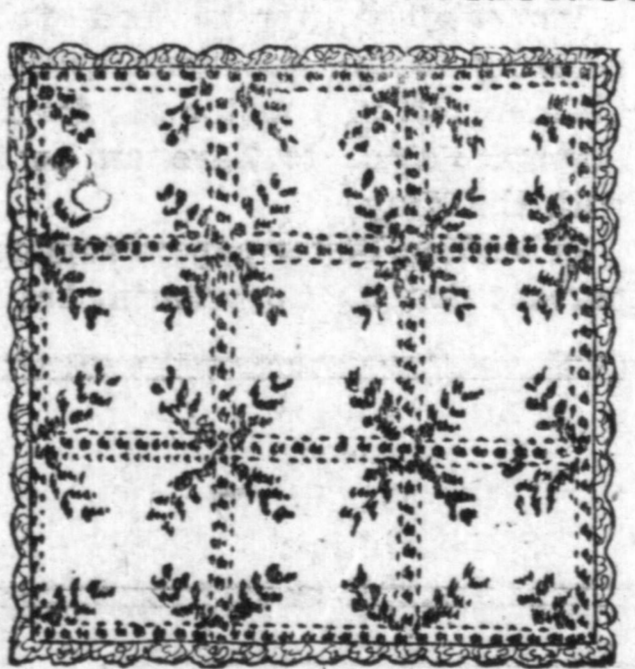
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Kenneth Gosse	50
Thomas Gosse	50
Albert Woodford	50
Bennett Stuckey	50
Robert Batt	50
Herbert Warren	50
John Blandford	50
Benjamin Batt	50
Arthur Woodford	50
George Fudge	50
Edwin Fudge	50
Allen Miles	50
Arch. Miles	50
Wm. Atkinson	50
Lewis Miles	50
George Holwell	50
Arthur Holwell	50
Arthur Burton	50
Moses Burton	50
John Woodford of Wm.	50
John Sealey	50
Edwin Kearley	50
William Sealey	50
W. H. Torralville	50
Bennett Reddick	50
John Watkins	50
Chas. Hussey	50
Pichard Hussey	50
Solomon Warren	50
Robert Dalley	50
H. J. Hussey	50
Arthur Smart	50
William Smith	50
Eliaz Woodford	50
Alfred Hussey, Jr.	50
Geo. Blandford of Eli	50
Jas. Burton	50
Ralph Burton	50
Thos. Oxford	50
Geo. Barnes	50
Abram Keefe	50
Peter Burt	50
Zach Ridout	50
Arthur Miles	50
Thos. Smart	50
Jonas Smart	50
Dorman White	50
Friend	50
George Smart	50
Jonathan Miles	50
Prince Albert L.O.L., Burnt Point, per Rev. W. H. Browning	10.00
Collected by Messrs J. Oliver and L. Milley, Burnt Point:	
Thomas of Alfred Tucker	3.00
Eldon B. Tucker	2.00
Joshua Tucker	1.00
Ambrose Tucker	2.00
Wm. R. Tucker	50
Thomas of Thos. Tucker	50
Eli Wicks	50
Elijah Wicks	20
Henry T. Tucker	50
Wm. G. Tucker	30
Richard Milley	50
Mrs. Richard Milley	50
Mrs. Edgar Tucker	1.00
Simeon Oliver	40
Edward Milley	50
Myles Milley	20

Michael Skeans	1.00
Mrs. M. Murphy	1.00
Collected by Messrs. Stapleton and Grimes:	
Jas. Gearin	1.00
Mrs. Jas. Reed	50
Mrs. Susana Marshall	1.00
Mrs. W. Tilley	50
Mrs. W. Crimp	50
Wm. Ring	1.00
Jas. Hobbs	1.00
Jas. Sparks	1.00
Mrs. A. Hann	1.00
Miss O'Leary	1.00
Miss J. C. Pippy	1.00
S. J. Mugford	5.00
Mrs. W. J. Adams	50
Miss Marjorie Baggs	50
Mrs. Jas. Picco	20
Mrs. Jas. Clarke	20
Philip Corcoran	1.00
A Friend	1.00
Geo. Martin	1.00
Nath. Lidstone	1.00
Wm. Lidstone	50
M. Nevill	1.00
Mr. Martin	20
Mr. Picco	20
W. Mugford	1.00
Mr. Mension	20
A. Walsh	50
P. J. Walsh	50
Mrs. Foley	25
Mrs. M. Fitzpatrick	50
Mrs. James Sterling	1.00
Mrs. M. Leonard	1.00
Mrs. Cantwell	50
Mrs. Geo. Jackman	1.00
A. Barnes	50
Mrs. J. Lake	1.00
Miss J. Carroll	1.00
Miss Jose Ryan	50
J. Hanley	1.00
M. Burke	1.00
Mrs. Esther Hibbs	1.50
A Friend	20
Morgan Luby	50
A Friend	5
J. Croke	50
W. Parsons	1.00
E. Martin	1.00
George Shea	50
J. M.	50
W. Maloney	50
A Friend	1.00
J. Hagerty	2.00
John McGrath	1.00
M. E.	20
Pat. Wallace	2.00
Miss A. Horwood	5.00
Mrs. Carroll	1.00
Mrs. F. C. Payne	1.50
B. Miller	5.00
Mrs. Francis Pippy	1.00
A Friend	50
Abraham Richards	50
Hy. Kendall	5.00
Albert Clark	1.00
Collected by Messrs. Scott and Harris:	
J. W. McNelly	10.00
Miss Annie Roche	50
Miss Kittie Roche	50
Miss Mollie Roche	50
Anonymous	50
Captain Pumphrey	2.00
Anon.	50
Mrs. Breen	20
J. Cahill	50
W. Kirby	20
Mrs. E. Buckley	1.00
Mrs. Sullivan	50
Mrs. Chapter	1.00
Mrs. Chapter	1.00
Snowden Pike	1.00
T. Malone	1.00
Mrs. Mahon	1.00
Mrs. Doran	50
Miss Healey	1.00
Mrs. Mackay	1.00
Mrs. Ryan	1.00
Anon.	20
J. Lynch	1.00
J. A. Garland	5.00
Mrs. LeDrew	2.00
W. E. LeDrew	2.00
Master Jack LeDrew	1.00
Mrs. Mahin	1.00
R. Sexton	2.00
Mrs. Snow	1.00
Miss Mackey	1.50
Joseph Boone	50
Mrs. Mearls	1.00
F. H.	1.00
Mrs. Martin	20
Anon.	50
W. Hamlyn	1.50
Mr. Allen	1.50
Mrs. Barrington	1.00
Mrs. Roberts	5.00
Mrs. Knee	2.00
M. J. Harris	5.00
D. Summers	5.00
J. G. W.	1.00
Mrs. Morrissey	50
Miss B. Sullivan	1.00
Mrs. J. M. McDonald	1.00
Mrs. T. Walsh	1.00
Miss E. Southcott	5.00
Eli Adams	1.50

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MERCHANT TAILOR,
ST. JOHN'S.
(Next door to F.P.U. office.)
jan20,s,tu,th

R. WATSON,
Hon. Treasurer.
April 27th.
(Latest addition on page 6)

OUR PRICE 65c.

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No such splendid list of new records was ever issued before. Take these few as examples, and then call in for the big Quarterly List of disc and cylinder Columbia Records:

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St. John's Municipal Council

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Specification of the work and all other information can be had at the office of the City Engineer.

The Council is not bound to accept the lowest or any tender.

By order,
JNO. L. SLATTERY,
Secretary-Treasurer.

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Letters for publication should be written on one side of the paper only and the real name of the author should be attached. This will not be used unless consent be given in the communication. The publication of any letter does not signify that the Editor thereby shows his agreement with the opinions therein expressed.

ST. JOHN'S, N.F.L.D., APRIL 28, 1914.

OUR POINT OF VIEW.

CLOSE THE INQUEST.

The public have lost all interest in the Inquest going on before Judge Knight, as all are looking forward to a larger, fuller and more comprehensive investigation by the Commission to be appointed. It would be as well to close Magisterial Inquest and leave whatever is to be done further to the Commission. The Government must understand that this Commission must be one especially appointed to investigate the disasters and sealing conditions, and must be independent of any Commission appointed to consider fishery matters—any other course will be bitterly assailed by the F.P.U.

Let the Commission be appointed at once. It should not consist of more than three members—one should be a strong legal man, while the others should have a thorough knowledge of the seal-fishery and non-partisan in politics. The best minds of the country must be utilized for this purpose. Political pay-seekers must be excluded. The Acting Premier should lay the names of nominees before the President of the F.P.U. before officially appointing them in order to secure the approval of the F.P.U. and thereby ensure complete confidence in the work of the Commission.

THE BOWLING LETTER.

Last week we received a portion of the Bowling letter sent to President Coaker when the Sealing Bill was before the House of Assembly. We now complete the review as we promised. Mr. Munn claimed that if a ship was permitted to return to a port to land a portion of her crew, in order that she might continue to hunt old seals until May 1st, that it would be the means of putting the ship out of a trip of seals owing to the fact that she might take three days to reach land. Again, he asserts that the "weather conditions might prevent her from continuing the voyage."

Now as for losing three days in coming to port, any man who knows anything about the seal-fishery, knows that the ships always come South about April 7th to meet the bedlamer seals, and the bedlamer herd usually consists with the breeding seals about April 15th, and all make North together. Bacalleu is about the usual meeting ground, and eight years out of ten the wooden ships on the front are hunting in the ice from twenty to sixty miles off Bacalleu about the end of the first week in April. If ships wished to return to port about that time, it would not take ten hours to reach Bay de Verde, Catalina, Bonavista or Greensport.

The idea of the section permitting ships to land a portion of their crews, was that a captain would be enabled to ship a crew for two periods—the long and short hunt. If the Diana were to land a portion of her crew her captain would take one hundred men for the short trip from say Catalina, Elliston, Bonavista, Newman's Cove, Amherst Cove, Port Rexton, Champney's or English Harbor, and about the 8th of April he would run to Catalina or Bonavista and land the one hundred men, when they all could get home within a few hours and at a cost of less than one dollar each, for the furthest away from the port of landing.

What could have worked better? Everybody must now see that Mr. Coaker was right and but for "pure cussedness" his objections would have been approved of the section when it was before the Legislature. They should have realized that Mr.

Coaker has no personal axe to grind in those matters, and his object was solely to meet the wishes of the men who object to remaining out until May and to give those who wish to remain out a chance to earn something. Half the crew is just as good as the whole when hunting old seals.

Mr. Coaker further wished to aid the owners for he knew the men were dissatisfied and unless their wishes were met the ships would be compelled to come to port as in the case of the Erik and Diana in previous years. This of course meant ending the voyage for these ships, as no provision was made for resuming such trips.

It was the only way possible to enable wooden ship owners to secure a paying trip. It was the only way possible for wooden ships at the front to procure a fairly good crew of experienced men—for many a young man would go out if he knew he would not be kept out until May under such conditions as prevail on board those ships.

It was the only way to prevent a demand for ending the voyage by law on April 15th which would prevent the ships from making saving trips in case they missed the young.

The lessons taught the past spring to those who opposed Mr. Coaker's proposals no doubt cause them in future to be guided by his advice, seeing he is actuated by fair and reasonable intentions.

What Mr. Munn thought was sure to happen if Mr. Coaker's proposals were adopted—happened because his proposals were rejected by the "Dumping Assylum."

We have fully disposed of the item of expense incurred in sending men to their homes if landed, and our suggestions can easily be put in practice. If the owners will permit the members of the F.P.U. to arrange for a portion of the crews to be landed and permit the captains to arrange with the men that will remain out until the end of the voyage, and also allow the F.P.U. full control over the appointment of the cooks and food supply, there will be no trouble in the future.

Either this or abandon the pursuit of the old seals, for the men will not go out in the wooden ships unless under those conditions.

The owners cannot know what the real conditions are, for they only hear the captains' side of the story and most captains are sure to express only opinions favorable to the owners ideas. No matter what they think or know to be proper, very few of them oppose any pet theory of an owner.

The F.P.U. represents the sealers and they openly express their complaints and the evils of the system and conditions at the Conventions before Mr. Coaker, and he can grasp the situation better than any other man in the Colony, and he alone is competent to undertake reforms and protect all interests. It is, therefore, to the interest of all to seriously consider any proposals which Mr. Coaker makes concerning such matters.

Mr. Munn goes on to say that Mr. Coaker's Bill was unfair respecting the recovering of fines and he suggested that all fines should be the outcome of a complaint made by the captain and that the captain should recognize the fine and divide it amongst the crew.

We trust Mr. Munn and all others concerned are now convinced that the only effective way to ensure the improved condition being carried out was by recovering the fines as Mr. Coaker proposed.

The "Dumping Assylum" altered the section and made it necessary for three men of the crew to complain in writing to the captain and then to take action within seven days after arrival, that one-fourth of the fine only should go to the informants, and, further, that when any fine exceeded \$50 an appeal could be made to the Supreme Court.

Mr. Coaker's proposals were, that any member of the crew could sue the owner or captain and receive the whole fine recovered, and there was to be no appeal. And until Mr. Coaker's proposals become law, the sealing act will not be respected and satisfaction will not be secured, except a man is placed on board by the owners by selection of the F. P. U. to see that the law is observed.

The idea of allowing no suit except those brought by captains is enough to make the cats laugh.

Who would imagine Mr. Munn—the live President of the Board of Trade—was so innocent and so over-anxious to see the laws properly carried out? Well, if the crew waited for a captain to take action against owners because the food supply was not according to law there would never be anything but sour pork, black four and No. 3 hard tack supplied.

The public will no doubt in future take suggestions made by Mr. Munn at their true value in view of the wonderful amount of ability, foresight and tact contained in the letter under review.

He has one excuse, and we offer it—he is young and if he lives he will increase in knowledge, experience and stature in proportion as his pockets grow. No one desires to see the wooden ship

owners make a success of the seal hunt more so than Mr. Coaker and if in the future they will adopt Mr. Coaker's suggestions in such matters they will demonstrate the possession of good common sense and judgment—something they have not altogether shown they possess in respect to the Sealing Bill introduced by Mr. Coaker the past session of the Legislature.

TO THE EDITOR.

HOLIDAY QUESTION.

(Editor The Daily Mail.)

Dear Sir.—We all know it is impossible to satisfy everybody, and that there will always be a difference of opinion, even among the gentlemen who compose the Importers Association, as shown by the report of yesterday's meeting.—While there was a large number in favor of Saturday as the half holiday, it was not unanimous, consequently we still have Wednesday, though the majority may have been in favor of Saturday.

For the Employer.

The whole holiday on Monday certainly looks as if this is a day for the employer, and not the employee. I should like to know how many employees will be able to avail of the opportunity to leave town on the Saturday evening's train when the stores are to remain open till 9.30 p.m., it practically means that there are hundreds whose homes are in Conception Bay, who will be deprived of spending the general holiday with their friends.

Personally the arrangement does not affect me, but I know it will affect the majority.

—FAIR PLAY.

April 24, 1914.

ST. ANDREW OF SCOTLAND.

(Editor The Daily Mail.)

Dear Sir.—St. Andrew, the patron saint of Scotland, was the brother of Peter, and the first disciple of Christ, previously being a follower of John the Baptist. He was a native of Bethsaida, in Galilee, and with the exception of the reference in the Bible, very little is known of him. A tradition, however, states that he preached in Ssethia and Macedonia, and also that he evangelized Russia, in which country he is held in high esteem, one of the highest orders being named after him. He is supposed to have suffered martyrdom at Petrae, about the year 62 or 70 A.D., when he was crucified on an X-shaped cross, which is now known as St. Andrew's Cross.

Scotland Adopted Him

As to the reason for his being the patron saint of Scotland, tradition says that St. Regulus, or Rule, a monk of Petrae, took refuge in the ancient town of St. Andrews, Scotland, then called Mucros, and that he brought some of the bones of St. Andrew with him. They were enshrined there and became the object of pilgrimages for several centuries. St. Rule founded a monastery at St. Andrews, of which the Scottish King Constantine, in the year 940, when he resigned the crown, became abbot. Probably, about the same time it became the seat of a prelate, who as Bishop of the Scots enjoyed a certain pre-eminence amongst other bishops. In 1471 the see was erected to an arch-bishopric, when it became the seat of the Primate. This was so until the time of Knox.

It is also related that the Cross of St. Andrew appeared in the heavens to Achaus, king of the Scots, and Hugas, king of the Picts, as a sign of the victory which they should win the following day over Athelstane, King of England, when they vowed to bear it on their ensigns and banners.

I trust the above will be of interest to "Enquire," and would like to see further accounts of the life of the saint.

HAS SOMETHING TO LEARN

Dear Mr. Coaker.—Seeing that you are back from the ice and still in the fight for us Fishermen, accept my thanks for the manly way you are dealing with Ab. Kean.

That's right, sir, give him his medicine; he deserves it.—The idea of him keeping up such a controversy through the press after such a terrible disaster is enough to make anybody form an opinion, and the opinion of many, sir, is that somebody blundered! Now who is responsible, that is the question to be solved.

In the first place, if the men left the Newfoundland at 7 a.m. and didn't get on board the Stephano before 11.30, that is enough to convince anybody who has even been to the ice that it would take them almost the rest of the evening to reach their ship without looking for seals or even killing very many even if they were there near the Stephano. Ab. Kean don't know it all yet, that's

sure; for instance he sent in a wireless saying that the patch of seals all the ships were then into wasn't the main patch and that he was going away further South for the main patch but Ab. didn't find them and the reason was that they were not there to be found.

If Kean had been into the patch alone and got a good trip, I venture to say it would then be the main patch but seeing the other ships got part of them accounts for his wireless. And the man who knows it all, supposing it is Ab. will find out sooner or later that there is something more to learn even about "swiles."

THE SOUTHERN PATCH.

Trinity East, Apl. 20, '14.

HANT'S HR. SYMPATHISES.

(Editor The Daily Mail.)

Dear Sir.—Please allow me space in the columns of your paper to convey our heartfelt sympathy to the sorrow-stricken and heart broken relatives who have so suddenly been bereft of dear ones in the terrible disaster. May God in His infinite mercy cheer the sad and broken hearts. Thank God in every sorrow of the heart eternal mercy bears a part.

Wishing to do what we could to help the sorrowing ones a public meeting was held in the Methodist Church on April 20th, Salvation Army and Methodist united, when One Hundred and Twenty Dollars were donated to the Disaster Fund.

Very Sympathetic.

The meeting was a very sympathetic one. Every heart seemed touched, tears flowed from eyes as reference was made to those who were so suddenly taken. While feeling thankful Hant's Harbor has been so favored—six went out and all returned—yet we mourn Allan Warren, one of the members of our Bible Class. On the day of his burial the members of that class walked in procession. The funeral services were very impressive, the Rev. G. Paine preaching from Job XXIV.—22—"No man is sure of life."

While we have been thus favored our hearts go out for those who have suffered so heavily. May He who comforted the sisters of Bethany comfort their sad hearts also!

—A. TARGETT.

Hant's Hr., Apl. 23, '14.

AFFAIRS AT PETLEY, T.B.

(Editor The Daily Mail.)

Dear Sir.—Please allow me space in your valuable paper to write a few words as I see nothing concerning this to be in your columns.

Mr. John Loder came here last year and started a Union, which a few have joined since then, and it is the best thing that ever was raised here to protect the Fisherman from being robbed of the fruits of hard toil.

The members were around here last summer but did not find much favor with us Union men. There has been a lot of money sent out in this place before elections and we have not seen the going of it, where one man received \$20 or \$30 to make a road to the trout pond and another \$40 to make a road to his house and also \$20 to put a government well in Aspen Cove. Besides the money which is allowed for the public roads, a few men get the benefit of it and more do not get any.

Not Handled Right.

Now do you think this money is handled right? No, I say it is not, and we cannot put up with this sort of treatment any longer.

Again in 1913 Morris sent out some seeds, a thimble full to each person and six potatoes. Now if Morris sends us so much seeds and potatoes as that during this year he will have to be sending money to build cellars to put their crops in they have reared out of all this seed, also yards to keep their young pigs that increased from the pigs they killed and eat.

They sent a government bull around here. People could drive him in a yard for a month or two with their own cows while other cows ramble all parts of the Island.

We are glad that a good providence has raised up Coaker amongst us to bring us out of darkness into light, and under his leadership we will cast Morris from power.

—EARLY RISER.

Petley, T.B., April 1914.

SALT AFLOAT! EX HULK "CAPELLA." (Fitted with gasoline winch) Schooners fitting out will find this a cheap and expeditious method of obtaining supplies. FOR PRICES Apply to BAINES JOHNSTON & Co.

OFFICIAL INVESTIGATION NEWFOUNDLAND DISASTER

Monday, April 27th. William Conway (sworn) examined by Hutchings, K.C.—I belong to Turk's Cove, T.B., and was one of the crew of the Newfoundland this year, was second master watch with Arthur Moulton. Have held this position two springs.

I went with our crew on March 31st. I heard the second hand on the ice say the captain told him to go to the Stephano, kill seals, and go on board for the night. About 5 or 6 men ahead of me on the way out. It was a fine morning did not look for weather.

About a mile from the Stephano we came across one of her flags, a crew of us stopped a few minutes, when it was just beginning to snow, which was the first sign of weather.

Invited on Board

On reaching the Stephano, Captain Kean told us to come aboard and have a mug of tea, which we did. We had a cup of tea, not very hot, some biscuit and butter. When I came on deck I looked down the after hold at the seals. My master watch and three of the bridge masters, came out of the mess room, and we all went forward.

On the way I picked up my flag, and got on the rail to get out on port side, when Capt. Kean ordered us all out over the starboard side. "It was blowing strong and snowing, but nothing to prevent getting over port side."

I was one of the last to get over the starboard side. Heard no conversation on deck between the captain and our second hand. When we were on the ice, I heard Capt. Kean say: "Hurry up, boys, and cross her head. I want to get after my own men."

Had to Run Heard no other conversation. We turned sharp across her head, some of the men had to run as the ship was moving. We crossed to her port side, and she turned starboard and went away from us, last I saw of her she was stern on.

George Tuff told us we had to go S.W. where he said there was about 1400 seals, and we went in that direction. Reached a patch which Bungay and some others stopped to kill. I went on about 150 yards.

The second hand said, "It's too dirty boys to look for seals now, without they were here around, the best thing to do is to go for our own ship, but it seems like it's going to be a night on the ice." Did not hear anyone answer.

I thought we would get aboard our own ship, but think now we should have stopped where we killed the seals because we would have had a chance to make a fire and get aboard one of the ships next morning, but I had no doubt we would reach our ship.

Started for Ship

I heard Tuff say she lay S.E. We started for our ship. Tuff said he was in front coming out but would stay behind going back. I kept with master watch all the time, and was picked up by the Bellaventure on Thursday morning.

Our master watch left us on Wednesday evening to go aboard of the Bellaventure, which is the last I saw of him.

Have been in the hospital since coming to St. John's until this morning, my feet were badly frozen.

William J. Martin (sworn) examined by Hutchings, K.C.—I belong to St. John's, am a master mariner and chief officer of the S.S. Stephano in summer. Was navigating officer in her this year at the ice. I kept a log, which is now produced.

Condition on March 30th.

On 30th March the log reads, "Moderate, northerly breeze, fine, clear weather; 5.10 a.m. ship under way, ice very heavy, making slow progress; heavy swelling ice, steering gear giving much trouble, port shoulder piece carried away, engineers had secured it; 5 p.m. struck patch of whitecoats, took about 1500 before dark, ship picking up pans till 9.45 p.m., then stopped and burned down for the night. Florizel, Bell, Bon, and Newfoundland in sight."

Tuesday, Mar. 31st: "Light southerly breeze, veering easterly, fine clear weather; 5.10 a.m. ship under way, ice

slack, making good progress; barometer 29.75; 6 a.m., all men on ice panning seals, ship picking up pans, Florizel and Bon, in company, Bell and Newfoundland in sight; 11.20 a.m., Newfoundland's crew walked on board, had mug up, and went on ice again about 11.50 a.m. Noon, wind increasing from S.E. with light snow; barometer 29.50 and falling; 3.30 p.m., wind increasing to storm with blinding snow; ship's horn kept going; Florizel picked up many of our crew, came alongside about 4.30 and put them on board, ship continued picking up pans; 4 p.m., wind E.S.E. with heavy snow blizzard and turning very cold; 6 p.m., increasing and veering to N.N.E., ship stopped and burned down, ice very tight; barometer 29.40; thermometer 16 above zero."

Bad Weather

Wednesday, April 1st: "Heavy N.W. gale with blinding snow blizzard, ice very thick; ship unable to pick up pans, very frosty weather; 10 a.m., ship under way, making very slow progress; noon, heavy gale continues, weather clearing, ship picking up pans with much difficulty, ice very close, packed and heavy, making slow progress; 8.50 p.m., ship stopped and burned down for the night; 10 p.m., heavy N.W. gale continues with clear frosty weather; 11 p.m., barometer 29.30; thermometer 9 above zero."

Thursday, April 2nd: "Strong N.W. wind, fine, clear and frosty weather; 5.20 a.m., ship under way, ice heavy and close packed, making very slow progress; 7.30 a.m. noticed Newfoundland flying signals of distress (N.C.) Captain sent men on board at once; 8.40 a.m., men returned from Newfoundland, and reported that her crew had been on the ice in all the blizzard since 31st March and feared for their safety. Captain sent all crew in search with grub and restoratives. Engineers opened ship out all she could stand to try to force to where the men were; ice very heavy and tight packed, ship making very slow progress; 11.15 wind moderating, picked up one man of Newfoundland's crew in a very weak condition; he reported that their crew were dead and dying; 4.30 p.m. took one other in dying condition, he was much frostbitten; everything possible done by captain and engineers to get ship on; doctor doing everything possible for sick men; 5.30 p.m. picked up one dead man, very much frozen; 6 p.m. took another corpse on board; light variable, dull and overcast with snow; 11 p.m. captain sent doctor on board Bellaventure to render all relief possible; 11.30 p.m., ice tight packed and very heavy; ship stopped to await ice slacking, very heavy butting all day; barometer 29.30, thermometer 29 above."

Making for "Newfoundland"

Friday, April 3rd: "Strong E.N.E. breeze and thick snow; 5.05 a.m. ship underway, ice heavy and tight, making slow progress, bound to S.S. Newfoundland; 7.15 steering gear gave out, connected up hand gear, weather very thick and hazy; 8 a.m., rain and sleet, barometer 29.10; 10.10 stopped

near Newfoundland. Captain went on board; noon, Bellaventure arrived; 1 p.m. transferred two survivors on board her, also two dead men, four of Newfoundland's crew; 2.50 p.m. underway after repairing steering engine, barometer 28.95; 4 p.m. picking up some of our lost pang; others we could not find; 7.40 ship stopped and burned down; N.E. breeze and snow."

Signed by Captain

To Dr. Lloyd.—The log is signed daily by A. Kean, Master, none of the entries were made by him, all are made at the end of each day from a memorandum made up during the day. This memorandum was a pad, and each day after writing up the log I would tear off the memorandum of the day from the pad, and therefore I cannot produce it. The object of the masters signature to each of my daily entries in my log, I would need to attend a protest in New York in case of damages to the ship. On the 13th March there is no entry of the barometer, as when the barometer is near 30, or fine weather glass as we call it, I would not enter the reading in the log. When the glass would fall, say about 29.80, I would watch the glass then and enter it if it went lower or I would enter it if it went very high. There is no entry of the barometer on Saturday, the 14th of March. There is no entry on the log of the barometer on the 15th nor on the 16th, nor the 17th, nor the 18th. On the 19th there is an entry, 29.70, that would be about 8 o'clock in the evening. There is no entry on the 20th. On Saturday the 21st the entry is 29.90. That would be somewhere between 8 and 11 at night. On Sunday the 22nd, the entry is 30, that would be entered about the same time. I swear the entry was made on March the 21st and on March the 22nd. I cannot account for the thicker writing in the last two barometric entries.

No Entry

On the 23rd of March there is no entry, nor on the 25th, nor on the 26th, nor on the 27th. On the 28th the entry is 29.80. I swear that the entry of the barometer on the 28th of March was made on the 28 of March. I cannot account for the last three barometric entries to be made in the same thickness of writing. No entry on the 29th of March. On the 30th of March no entry. On March the 31st, there are three entries of the barometer, one at 5.10 a.m., giving the barometer at 29.75; one at noon giving the barometer at 29.50 and falling; one the last thing made between 10 or 11 o'clock that night giving the barometer at 29.40.

On the first of April there is an entry of the barometer at 11 p.m., 29.30.

On the second of the April there is one entry of the barometer, 29.30, the last thing at night. On Friday, the 3rd of April, there are two entries of the barometer. On the 4th no entry, on the 5th no entry, on the 6th no entry, nor on the 7th, nor on the 8th. I would not enter the barometer if it showed anything between 29.75 or 29.80 up to 30.50.

(To be continued)

THE DAILY MAIL FOR ADVERTISING RESULTS IN STOCK: Barbed & Plain Wire Fencing Field Fencing, Wire Netting, All Sizes and Gauges Long & D hdle. Spading Forks 4, 5 and 6 Prong Manure Forks, Garden Rakes, Shovels, Spades, Mattocks, Garden Setts, etc. Martin Hardware Co. The Daily Mail \$2.00 a Year.

UNION MEMBERS THROW SEARCHLIGHT OF REASON ON OUR PUBLIC AFFAIRS.

(Mr. Jennings Continued)

This thing was got up in the night and circulated on the public streets of Twillingate. It contains a libel upon Sir R. Bond and Mr. Clift in connection with their dealings with myself, a libel that was unfair to them and it injured the credit of the people of Twillingate.

I got hold of it on the evening of the 29th, so that I denied the statement by telegraph and it rebounded onto the heads of those of concocted it.

Now I do not say that one of the Government candidates got up that libel. But they were in a position to know that it was got up. There is only one printing office in Twillingate, and we know to-day the man that set the type and who got it printed.

Disowned It.

I have a letter from Mr. Temple. I am not going to read it because it is a private letter, but he asks me to believe that he was ignorant of the matter and that it was done without his consent.

I wrote and asked him in the interests of fair play and in justice to my two colleagues, to publish the letter in the "Sun." He did not do that for reasons best known to himself.

Now I am told that it is against the law to issue any printed matter without the name of the office at which it was printed being attached. If that is so I hope the Government will prosecute the man who got it up.

That would be the best way to deal with such a matter and would perhaps prove a lesson in the future.

Slick Tricks.

But that is not all. I called at Twillingate to arrange for two friends to act for me on Nomination Day. They promised. Before the time came one of those men was called away. He went to the Magistrate who was acting as Returning Officer and asked him if he could put a man to act in his place.

The Magistrate said, "yes," he could

As a matter of fact the old gentleman had acted in the same capacity before. Nomination Day came. Two or three candidates were nominated before me. Then my name came. This old gentleman stood up, but the Magistrate objected. He was on the Road Board. He asked why the Magistrate did not tell him that before.

Then the next man had been on the Education Board for twenty years. The other man went out and got a man to act in his place. Now, Mr. Scott made no objection to the other men.

However, my man resigned his office and got over the difficulty that way.

Why was my man objected to and the Government me not? However, it did not keep me out of the House of Assembly.

Lighthouse Supply.

I will now pass to the actual debate on the Estimates, and I take the matter of lighthouses. What strikes me is the disparity that exists in the salaries of men doing the same duties, and I will draw attention to a few.

The first two that strike me are, Fortune Harbor, Twillingate and Little Bay Islands. There is no difference between the duties, and if \$204 is sufficient pay for Little Bay Islands, then \$204 is enough for Fortune Harbor, but the man at Fortune Harbor gets \$300.

Agan Peckford Island gets \$360 while Penguin Island gets \$580. They are both the same kind of light and the same duties attached.

There are a few others with which I am not so well acquainted on the West Coast, to which I would like attention to be drawn. Bay Bulls, Ferryland Head and Cape Pine, getting respectively, \$526, \$600 and \$650. There is very little difference in their duties.

Hon. Minister Finance and Customs—They have to pay their own assistants.

Mr. Jennings—Does the light of one entail more duties than those of the other?

Hon. Minister Finance and Customs—They are open for twelve months of the year.

Requires More Attention.

Mr. Jennings—That is so as regards Peckford's Island and other lighthouses. But as far as I understand if it is a reflecting light it requires more attention and an assistant with whom the night is divided into watches.

Minister Marine and Fisheries—For the information of the hon. member I may say that a light keeper is not supposed to turn in when he lights the lamp.

Mr. Jennings—I am perfectly aware of that. He is supposed to watch the light all night. But why one should be paid \$300 and another \$600 or \$800 is the point I want explained.

I think there is great room for the evening up of those salaries. Those that are paid well are not getting more than they deserve.

Evening Up Salaries.

I know that certain keepers have a way of evening up their salaries to a certain extent, but there is no reason for this tremendous difference in the salaries of keepers of similar lights.

I am not saying this by way of finding fault. I have two lighthouses in my mind the salaries of which were fixed by the Bond Government. The light at Double Island, Battle Harbor, is a fixed light. The lighthouse is closed for four months in the year and the keeper gets \$528.

At Indian Tickle the same salary is paid. But at Domino and four other points although the same duties have to be performed and the same kind of light, the salary is only \$360.

I should imagine that where the lighthouse is only open eight months that \$360 is enough and \$528 too much. And it would be a saving to the Revenue if these things were evened up.

The last one I would mention is the light at St. Michael's Head. I may be misinformed, but I understand it is only a lantern light, lit in the evening, and I notice the keeper gets \$204. That is overpaid.

Overpaid

Minister Marine and Fisheries—That was so but we have put a different light there. It is all very well to say that men are overpaid, but when these men are earning their living at this work they must be paid a living wage.

Personally I think them underpaid

and would like to be able to pay them more. These men live at their posts and when they are worn out they get pensioned at two-thirds of their salary.

Too Much Difference

Mr. Jennings—I quite admit that. But my main argument is that there is too much discrepancy between two salaries of \$360 and \$528 for men doing the same duties.

Minister Marine and Fisheries—You have already admitted that the present Government did not fix those salaries. I might say that two of my friends keep those lights. Does the hon. member think that I am to begin reduction on my friends first?

Mr. Jennings—If you want to get down to rock bottom you have to deal with friends and foes alike.

However, I pass on. There is one other matter in connection with lighthouses which I think very important. Probably members of this House will remember the unfortunate affair of Penguin Island when two men drifted past the island and there was no boat there, and the keeper was unable to go to the rescue of those two men.

Minister Marine and Fisheries—I might clear up that matter, Mr. Chairman. That report, whoever started it, was wrong.

Plenty of Boats

There were two boats on the island belonging to the Department. One belonged to the Government and the other to the keeper. There were seven trap skiffs there also.

Those boats were on the other side of the island and they or the trap skiffs could have come round and attempted to save the men.

I do not think that any blame attached to the light keeper, who was an old man. My own opinion is that no new light keeper should be employed over the age of 40 years.

Mr. Coaker—And how long would you keep him there.

Minister Marine and Fisheries—I do not think any man should hold such an important position after 60 years of age. It takes a strong man to go over and round the rocks.

I believe in the men keeping boats and knowing a little about life saving. Men after sixty years of age have not the same nerve to do that work as younger men.

But in that accident I do not blame Mr. White. I believe he did his best at the time. But as I say, had he been a younger man, the accident might not have happened.

Mr. Jennings—I am very pleased to hear that it was not due to any carelessness on the part of the Department or the light keeper, and possibly the report was incorrect. I was only speaking of what I had heard.

I am quite willing to admit that in time of need a younger man would probably be more active, but this matter of boats is one needing consideration.

And where there are boats the keepers should see that they are in repair. A boat may get dried up with lying up for the season, and it is necessary that certain rules should be observed in regard to these boats.

Lifesaving Appliances

Another thing I notice is that there is no provision of material for preserving life. I do not lay any particular blame to the doors of the present Government on this account. I have seen lighthouses that have been open for thirty years with not a life buoy of any kind. I have seen some rope sent out by the Department for this purpose, but it was too large.

There should be a quantity of light

strong rope that is used in other places.

Another matter that I would like to call attention to is in reference to the supply of coals. Sometimes the Government gives a contract to supply a station with 10 or 12 tons of coal. There is no chance to check this quantity at these stations.

If the keeper is provided with proper measures, I am speaking now from experience and if these measures were supplied to the various keepers the saving to the Government would be very great.

Dismissals Expensive

Another matter that I wish to bring before the House is the expense entailed very frequently by dismissals. A keeper gets word that his services are no longer required. Before he has a chance to get out the new keeper comes and expects the dismissed man to teach him how to run the light.

Now, the rule which the dismissed man enforces, is that no one is allowed in the lamp room except the keeper, so he will not allow the new man in until his time is up, so that the new man cannot learn the light. And it often costs the Government dear.

I know at Cabot Island it cost the Government \$100 before he learnt

De Reszke Cigarettes

are now smoked by all the Cigarette connoisseurs in St. John's, in addition to being the BEST CIGARETTE made they do not affect the throat.

—IN STOCK—

DE RESZKE

'Tenor'—Turkish.
'American'—Virginian.
'Soprano'—Ladies.

P. E. Outerbridge

137 WATER STREET,
TELEPHONE 60.

how to light it. At the station where I was it cost the Government £10 for burners alone. The new man knew nothing about it and the consequence was that new and expensive burners had to be bought.

Was Untrained

Some thought that I was the cause of it, but when I had charge I only had one burner, and it lasted for four years, and it was just as good when I left as when I first went there. But the new man did not understand his business.

I am not making a bid for myself. I am never going back to a light station unless I am forced to, but I think those things should be taken into consideration. If a man doesn't see anybody for four or five months in a year he cannot do very much in an election campaign.

I will now pass on to the matter of couriers, and I would like to mention two couriers who do not. I think, receive fair remuneration for their services.

Those are the men from Herring Neck to Comfort Cove, and from Moreton's Harbor to Comfort Cove. They are now receiving \$75 and \$68 respectively. I think those men should receive at least \$100 each.

They have quite a number of hardships, to contend with, in fact they sometimes have to risk their lives in the performance of their duties, and they should receive consideration. I believe that the couriers of Twillingate are very well paid as a rule, but these two men are not.

There is another department in the service that, I think, has the same trouble with regard to salaries as the lighthouse department, probably a little more. I refer now to telegraph operators, especially in the outports.

Now, I have no particular axe to grind in mentioning any particular stations, and I mention those I am about to refer to simply because it seems to me that the differences in salaries are not justified.

DR. LEHR, DENTIST, 203 WATER ST. BEST QUALITY TEETH AT \$12.00 PER SET. TEETH EXTRACTED—PAINLESSLY—25c.

ADVERTISE JUDICIOUSLY IN THE DAILY MAIL

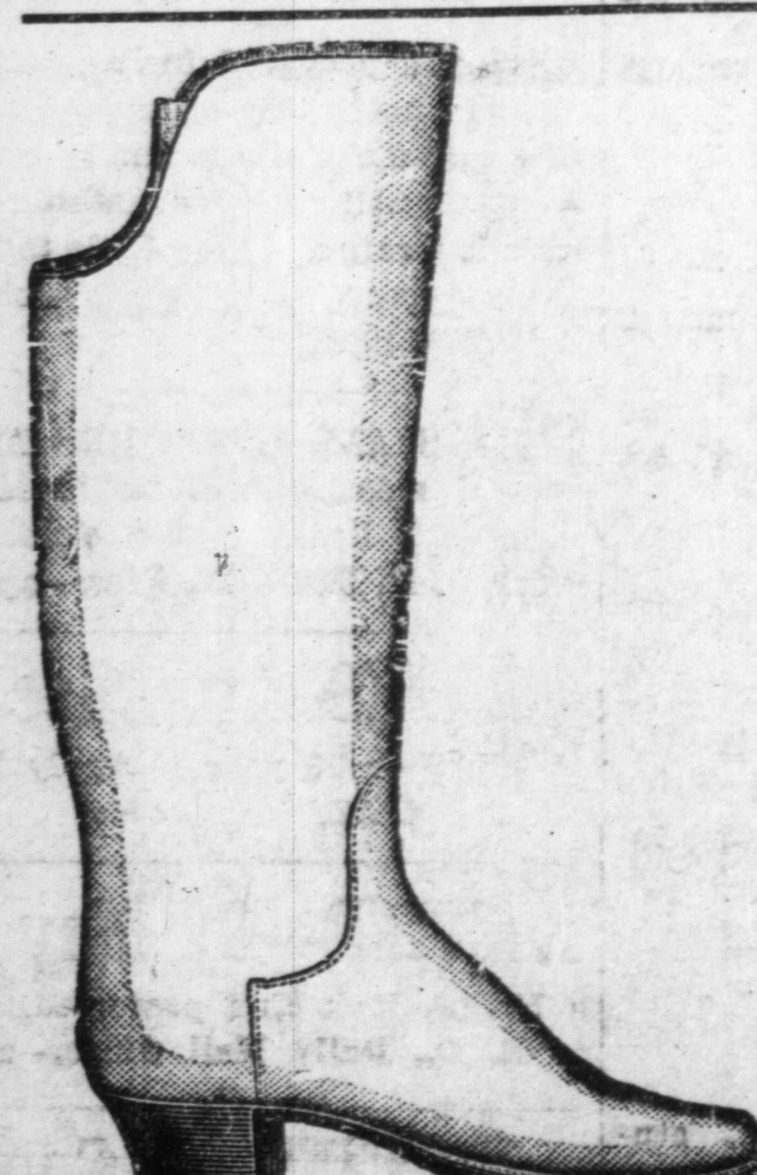
The Fishermen's Union Trading Company, Limited.

Union Fishermen We are well-stocked with the following **Fishery Supplies** which will be sold at our **Usual Low Prices**

COUNCILS will do well to order at once and state how goods are to be shipped. If by schooner, give Name and Captain, informing the Captain where to call.

Oakum, Cutch, Pitch, Resin, Tar, Turpentine, Lubricating Oils, Boiled and Raw Linseed Oil, Copper and Deck Paints, Manilla and Bass Ropes, Hemp and Cotton Lines, Hemp and Cotton Twines.

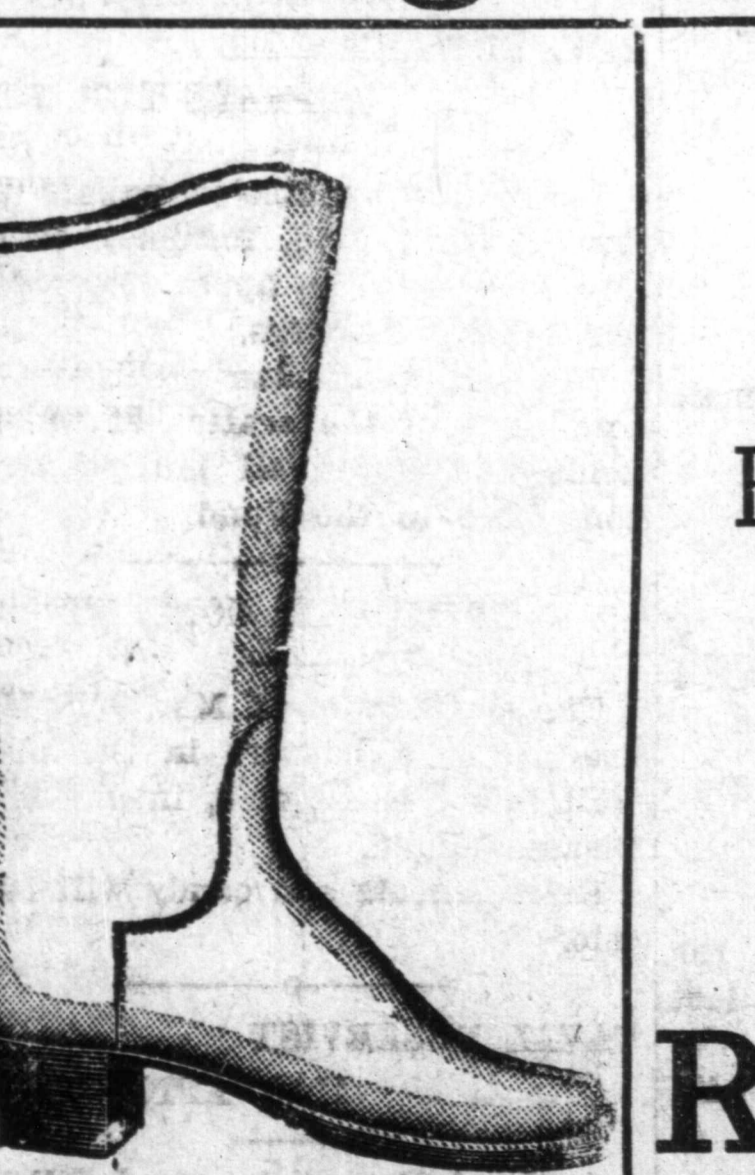
Best Quality FISHING BOOTS in the following makes :



**Three-Quarters,
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—AND—
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**Extra - Good
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—IN—
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F. P. U. Tobacco
In Small and Large Sticks.

Splendid Quality Teas
In 20 lb. and 60 lb. Chests.

Creamy BUTTER and other Grades
In 10 lb. and 20 lb. Tubs.

High Grade Flour
At Rock-Bottom Prices.

The famous GOODYEAR OIL CLOTHING in Black and Yellow,
Long Oil Coats, Cape Anns, Guernseys, Heavy Brown and Grey Blankets. F. P. U. Flags, 4 x 6, 6 x 9.

The Fishermen's Union Trading Company, Limited.

News of the City and the Outports

Thrilling Film At The Casino

Graphic Pictorial Representation of Capt. Scott's Expedition

A complete and vivid pictorial record by Mr. Herbert G. Ponting, F.R.G.S., official camera artist of the ill-fated Captain Scott, Antarctic Expedition, was projected upon the motion picture screen at the Casino Theatre last night.

This marvellous exposition of what the all-conquering cinematograph has compiled has been acclaimed by the press of Europe to be the greatest educational travel-film ever produced. The American press together with the foremost scientists and professors of the country, have been quick to endorse the continental opinion, and to say that these actual scenes from the hitherto unillustrated region of the South Polar Continent are edifying, is but repeating a platitude.

Vivid Record

Every phase of animal life, from the cradle to the grave, so to speak, has been caught by the indefatigable eye of the camera, and thus preserved for the illuminative instruction of those unable to enjoy the exhilarating pastimes of so rigorous a journey. The film of the quaint little penguin, is both amusing and instructive, since it follows him from the laying of the egg to the final chapter.

A thrilling scene, which readily develops into a mental shock, is that which shows a school of ferocious killer whales chasing a mother seal and her calf. The poor mother, racing at top speed, springs out of the water on to the service, turns instantly to help her baby out, but falling to do so, plunges almost into the very jaws of death, thus diverting the attention of her enemy from the little one to herself.

Life and Death

This realistic and heart-rending scene continues until mother and babe are exhausted and the last seen and recorded by the cinematograph is the pair diving into unknown fathoms with their deadly enemies, the killer whales relentlessly pursuing them.

The eyes of the exploring party, accustomed as they were to sad sights, were wet with tears at the conclusion of this pathetic tragedy.

HIGHLAND GAMES.

The old-time St. Andrew's Society will hold their Highland Games on St. George's Field on July 15th.

SNOW ALL GONE

Gentlemen arriving from the South East coast inform us that the snow has all disappeared in that section.

DANCE AT BURIN

A most enjoyable tea, concert and dance was held in the Parish Hall, Burin, on Tuesday last. It was under the auspices of the Women's Association and was most successful.

CONCERT AT BELLEORAM

The Congregational folk of Belleoram held a concert on Thursday last in aid of church purposes. It was largely attended and most successful.

DURANGO TAKES MAIL

The Durango takes an English mail it closes at noon to-morrow.

Big Attendance At The Nickel

Popular Evening Resort Crowded to Capacity Last Night.

The popular evening resort, the Nickel Theatre, was crowded last evening with interested patrons who were anxious to see the splendid show which the manager had to offer.

The films were arranged to suit every taste, and from the commencement until the finish there was not a dull moment.

"A Change of Administration" is a pleasing American story of civil service life. In it right triumphs and the ending is a happy one.

"The Ranch Owners Love Making" is a comedy drama of exceptional merit and it was very favorably spoken of.

For a good laugh it is hard to beat the comic picture, "The Hard-Up Family's Bluff."

Miss Gardner had a new novelty song last evening, "Since Mrs. Mc-Nott learned to do the Turkey Trot," which was well received.

B. Ball League Special Meeting

Cubs Unanimously Elected to Membership—Umpire Committee Elected

The Baseball League held a special meeting last night. Vice-President Hawvermale occupied the chair and conducted the business of the evening in a very satisfactory manner.

The Cubs were unanimously elected. A committee consisting of one representative of each club was appointed to select umpires.

Other routine business was disposed of. Interest in the ball game is keen at present, and the fans are all anxiously waiting for fine weather.

THE BAY STEAMERS

The various bay steamers will begin their summer's work this week. All have been renovated and are now in first class condition.

HAD IT ROUGH

The S.S. Ethie had it very rough on the passage from Burin to Lunenburg last Wednesday. A fearful sea was running at the time, and the immense waves threatened to turn the little ship over.

The run was made without injury, however.

C.L.B. Boat Club Annual Meeting

The Annual meeting of the C.L.B. Boat Club was held at the Armoury last evening.

There was a large attendance and considerable business was discussed, the meeting not adjourning until 11.15.

The reports submitted were very favorable. The election of officers resulted as follows:

Patron—Lt.-Col. Rendell. President—C. E. Hunt. Vice-President—Andrew Carnell. Secretary—H. Barnes. Treasurer—F. Reid. Fin. Secretary—E. Hawkins. Committee—Messrs. F. Davey, S. Ebsary, F. Miles, Capt. Major and J. Chalker.

Decide to Withdraw.

Lt.-Col. Rendell, who was present, stated that the C.L.B. would not participate in inter-brigade sports the coming season, and may not in any future contests.

The Lt.-Col. spoke at length on the matter. A number of members spoke supporting the Lt.-Col. in the action of the Brigade, and a resolution was unanimously passed favoring their decision.

The committee will decide what will be done with the property at the lake side.

The Boat Club has been of great assistance to the Corps and it was decided to continue it.

REV. EDWARD REID APPEALS FOR HELP

We notice by Exeter papers that Rev. Edward Reid, formerly of this city, has issued an appeal for aid for his sealing disasters.

The Rev. gentleman points out the conditions of the sealers at the ice-fields and urges all his people to contribute to the fund.

TO-NIGHT'S CONCERT

The members of St. Mary's Y. M. A. are giving a concert in St. Mary's Hall this evening at 8, in aid of the Disaster Fund.

Herring Scarce On S. E. Coast

Banking Schooners Have Difficulty in Securing Enough for Bait.

Herrings are very scarce on the South East Coast, especially in Fortune Bay.

All the banking schooners are looking for them. They offer from \$35 to \$40 per dory load for them.

In some of the small harbors there are as many as twenty-five sail, all lying idle waiting to hear of bait.

A BUSY CENTRE

St. Lawrence was a very busy centre last week, as all the fishermen were at work night and day getting their gear ready.

COMPLIMENTARY

Our article published in *The Daily Mail* April 7th, headed "Religious Incident on the Icefloes," is copied verbatim in a recent issue of the Catholic Record, which arrived in the city on Saturday last.

SICKNESS AT ALLAN'S ISLAND

Dr. Smith, of Burin, was ordered to Allan's Island and Point au Gaul last week to see some patients who were ill.

He was sent there by the Government. The sickness was found to be only trivial.

CAPT. CONNORS IN COMMAND OF 'LURISTAN'

Mr. W. J. Connors, of Placentia, who was at one time second officer of the S. S. Portia and who was awarded his mate's and captain's certificate in St. John's, has been appointed commander of the S.S. Luristan, engaged in the fruit trade between Central American and New York ports. We congratulate him on his success.

Mr. John Kehoe, a native of Harbor Grace, is an officer on the Luristan.

S.S. Digby left Liverpool at 10 p.m. Saturday with 700 tons cargo.

OBITUARY.

Mrs. Ryan

We regretfully record the death of Mrs. M. Ryan, which occurred at her residence 54 King's Road, at 8 a.m. Sunday.

For nearly four years Mrs. Ryan had been a sufferer from cancer. She leaves a son, Mr. T. Ryan, painter, two daughters, Mrs. A. Noonan and Miss Ryan, as well as a large circle of friends to mourn her loss.

The funeral takes place to-day.

Mr. Terence McNamara

Sunday forenoon Mr. Terence McNamara, one of our best known citizens, passed away at his residence Dickworth Street, after a brief illness. Deceased held the position of warden at the Lunatic Asylum for almost 40 years, and a couple of years ago was retired on a pension.

Mr. McNamara was of a kind, charitable disposition, and a life long member of the T. A. & B. Society. A widow and one brother are left to mourn to whom *The Mail* extends sympathy.

Constable W. March

Constable Wm. March died at his home, Spencer Street, Sunday. Deceased had been suffering from heart trouble for several years, and for the last two years was confined to his room. Mr. March was well over a quarter of a century in the Police Force, and was a painstaking and unerring officer. The greater part of his services was given to special work in connection with customs and fishery protection service on the south coast, from which he resigned owing to ill health. A widow and daughter are left to mourn, to whom with other relatives *The Mail* tenders condolence.

Mr. Jacob Chafe.

Friend James Keefe who was at the ice in the S.S. Adventure returned home to-day. He walked from Lewisporte, a distance of 70 or 80 miles.

Tilting, Apr. 15, '14.

Total Of Fund Now \$92,000

Generous Contributions Still Continue to Pour in.—Everybody Helping.

Bonavista Lodge, L. O. A. per Hon. R. A. Squires, K.C.	200.00
Cathedral Men's Bible Class, per Wm. Hardman, Sec.	61.00
St. Mary's Young Men's Association, per Hugh G. Ford, Treasurer	60.00
J. F. Imbs Milling Co., Belleville, per H. W. Dickinson & Co.	25.00
Wm. Russel, Matane, Que., per Thos. Noble	30.00
Thomas Noble	5.00
J. T. Croucher, J.P.	20.00
	\$401.00
Acknowledged on page 3	\$92,326.22

\$92,727.22
R. WATSON,
Hon. Treasurer.

Benefit Dance Of C.C.C. Band

Successful Affair Last Night in Aid of the Disaster Fund.

The grand benefit dance generously tendered by the C.C.C. Band in aid of the Disaster Fund, in the British Hall last night, was a most brilliant affair, and from a financial standpoint a decided success, as upwards of 175 couple responded to the call of charity.

The music was delightful and received well merited applause. The opinion of those present is that the C. C. C. Band was par-excellence last night.

The stewards, under the direction of Mr. Ed. Brophy, were courteous and most painstaking in their work and gave entire satisfaction to all present.

Good Catering

The catering was attended to by Mrs. W. H. Tobin and Miss Higgins, and was sumptuous.

The finances were judiciously looked after by Mr. W. Oakley and aids. Lieut. Bulley and his talented orchestra richly deserve the congratulations of the public, and we trust that when the band holds its annual dance next month that they will be greeted with a crowded ballroom, and that they will on that occasion be aided by the members of the Boat Club, in managing its finances, etc.

Lieut. Bulley is grateful to the ladies who looked after the catering, and the members of the Boat Club who worked so assiduously to make it a success.

Notes Of News From Tilting

Correspondent Writes Chatty Information of Vital Affairs North.

The awful disaster to the crew of the S.S. Newfoundland has cast a gloom over this place. We heartily sympathize with the relatives and friends of those who lost their lives and pray that God may help them to bear their great sorrow. Several men from Tilting had secured berths in the Newfoundland and had not conditions prevented her from reaching Seldom before sailing day they would have been amongst her crew.

Death has taken a member from our Council in the person of Mr. William Dwyer. He had been ill for a long time, and last fall went to Boston, Mass., with his sister where he died on March 9th. Deceased was 34 years of age and has two sisters and a brother living in Boston.

Nearly all our young men who were in the lumber woods last winter have returned home during the last couple of weeks. They report conditions in lumber camps anything but comfortable. The softest bed was fir boughs, and oat sacks, and the diet not epicurean.

The weather here at present is the worst seen for a long time at this season. The harbor is frozen over and the land is everywhere covered with snow.

Friend James Keefe who was at the ice in the S.S. Adventure returned home to-day. He walked from Lewisporte, a distance of 70 or 80 miles.

Tilting, Apr. 15, '14.

NEPTUNE DUE TO-MORROW

S.S. Neptune is due early to-morrow.

THE FASHION

For This Spring in

Coats and Costumes!

Is clearly demonstrated in our remarkable and interesting showing of these garments. : : : :

See Them To-Day

SHOWROOM, UPPER BUILDING.

See Window for Some Styles.



Ayre & Sons
LIMITED

NORWEGIAN FISHERY

The following figures were received by Deputy Minister of Customs Lescaurrier yesterday:	
April 27th, 1914	
Lofoden	11,700,000
All others	49,700,000
April 29th, 1912	
Lofoden	61,400,000
All others	56,100,000
Last Year	71,200,000
Lofoden	10,200,000
All others	34,600,000
	44,800,000

SHIPPING

CROSBIE'S	
Sagons sailed this morning taking in ex-loom M. O'Neil, Mr. Elliott, Capt. A. Barbour, R. Boza, A. Moore, A. Young, S. Norris, G. Hann and 15 steerage. She goes as far as Griguet.	
There is no word of the Pomeranian to-day.	
Portia arrived at Fortune at 9.55 a.m. and left at 10.25.	
Bruce arrived at Basques at 8.05 a.m.	
Lintrose leaves North Sydney tonight.	
S.S. Talisman left Halifax at 11 a.m. yesterday for St. John's.	
S. S. Durango, Capt. Chambers, 54 hours from Halifax, arrived at 7 a.m., bringing 90 tons cargo and 2 passengers, Messrs. Barron and Dwyer. She leaves for Liverpool to-morrow night.	

RAILWAY LOANS.

Private information received in town to-day states Sir E. P. Morris has failed to raise the \$2,000,000 loan, as the underwriters will not consider 3 1/2 per cent.

It is also reported that a temporary loan of One Million Dollars has been raised at 4 per cent.

The Ulster question has greatly disturbed financial transactions in England and until that matter is arranged and taken out of active politics the money market will be anything but satisfactory.

HOMELESS

A girl named Devereux, who is homeless, was arrested last evening. As she is ill she was sent to the S. A. Rescue Home this morning.

NO WORD OF MR. ELLIOTT

The Fisheries Department had a wire from Change Islands to-day that there is still no news of the missing man Jonathan Elliott.

OPORTO MARKET

Ap 28.	Ap 21.
Stocks (Nfd)	9810 10620
Consumption (Nfd)	3530 3465
Stocks (Norg)	7810 12940
Consumption (Norg)	4230 4290

RECEIPTS OF PEPITA

The receipts of the opera Pepita amounted to \$2100. The expenses are \$2,000, leaving \$100 for the Disaster Fund.

THE EXPRESS

The express left Basques at 9 a.m.

ELECTION PETITION.

When the matter of the Harbor Grace election was called this morning both parties to the petition consented to an adjournment until June 1st.

ANNOUNCEMENT

The Ladies of St. Bon's Association wish to announce that their postponed dance in aid of the new wing, will take place on Tuesday, May 19th.

FROM ADVENTURE L.O.L.

The members of Adventure L.O.L., No. 33, wish to sympathize with the sufferers by the late disaster and are forwarding Five Dollars (\$5.00) towards the Disaster Fund.

JOHN MATCHIM.

Rec. Secy.
Happy Adventure, Apr. 20, '14.

CHARTER COMPLETED

S.S. Farmand sails for New York this afternoon. She has completed her charter with the Red Cross Co.

NOTICE.

The regular White Rose Degree meeting of Lodge Empire, No. 270, S. O. E. B. S., will be held in the Oddfellows Hall this TUESDAY at 8 p.m. By order of the W.P., GORDON F. PIKE, Secretary.

WANTED--An Office Boy

about 15 or 16 years. Apply by letter to "X.Y.Z." this office.

WANTED--By May 1st,

a House, East End preferred. Reply to R. D., Daily Mail Office.—ap8,tt

WANTED--A General

servant. Apply to Mrs. Mark Pike, 184 Pleasant Street.—ap27,3i

WANTED--A Stenograph-

er; must have had some experience in a mercantile office. Apply in writing, stating experience and salary required, to "A. B. C." this office.—ap21,tt

Housekeeper Wanted--

for family of two. Woman of about 40 preferred. Must be qualified to look after Dry Goods and Grocery Store. Apply to R. TILLEY, King's Point, S. W. Arm, N.D. Bay.—ap28,3i