

YOU'LL BE SURE TO FIND IT IN "THE DAILY MAIL"

SUBSCRIPTION RATES.

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

THE DAILY MAIL.

WEATHER REPORT.

Toronto (noon)—Moderate winds, fair to-day. Moderate winds on East Coast. Strong, Easterly on West Coast; milder.

VOLUME 1, No. 76.

ST. JOHN'S, NEWFOUNDLAND, THURSDAY, APRIL 16, 1914.

PRICE:—1 CENT.

HUERTA LOOKS FOR SOLUTION OF DIFFICULTIES

Thinks That There is Peace in Sight for War-ridden Mexico, but Fears That There May Be Trouble With the United States.—Rebels Not in Peaceable Mood.

Mexico City, April 15.—President Huerta believes that the difficulties of the Nation are approaching a solution by which all elements will be united. It has been said that the only event that would unite the contending parties, would be war with the United States.

In the event of intervention in Mexico by the States, the Constitutional forces will not enter into coalition with the present federal government, but will make armed resistance against American invasion of the territory which they now control.

No overtures will be received from Huerta. Regardless of any action by the States, the Constitutionalists will attack the federals wherever they find them.

In this brief is Carranza's programme. It has been agreed to by General Villa.

States In No Need To Be Trifled With

Will Insist on Apology for Insult to the Flag.

Washington, April 16.—With the majority of the ships of the American Navy under orders to proceed to the Atlantic and Pacific Coasts of Mexico, the United States Government gave Huerta a final warning that unless a salute was fired to the United States flag within a reasonable time to atone for repeated offences against the rights and dignity of the United States, serious eventualities would result.

It was learned last night that Huerta, when apprised by Charge O'Shaughnessy of the proposed demonstration of the Atlantic fleet, argued that the episode which had grown out of the arrest of American bluejackets at Tampico, was a fit subject for arbitration at the Hague, and that he would appoint a commission to investigate the incident.

President Wilson in an emphatic reply is understood to have told Huerta that the time for delay and evasion had passed, that the American Government would temporize no longer.

Administration officials hold that insults to flag and questions of National honor are not subjects for arbitration.

All information, official and otherwise that reached Washington from Mexico City tended to show that Huerta was unconvinced that the United States was in earnest and thought the Washington Government was bluffing.

Some anti-American demonstrations at Vera Cruz and other points were reported.

Developments here show clearly that a determined and forceful policy was being defined by the President, which would be backed up by Congress, and enforced, if necessary, by the Army and Navy.

TERRA NOVAN'S IN CANADA WILL AID THE BEREAVED

Newfoundland Societies in Toronto and Montreal Take Steps to Raise Money to Swell the Fund to Help the Families of Victims of the Great Sealing Disaster.

Toronto, April 14.—The Newfoundland Society of Toronto is taking action to raise a fund for the sufferers from the sealing disaster, news of which this week shocked the world. At a meeting of the executive committee a subscription list was started and arrangements made for promoting a substantial contribution. It is estimated that there are not fewer than 1,500 Newfoundlanders in this city, and it is surmised that there is a large proportion of these as well as numbers of the public generally, who will be glad of an opportunity to contribute.

The treasures of the fund are Lewis LeGrow, 92 Harbord street, and J. M. Burden, 16 King street west.

The committee appointed to solicit subscriptions are: G. R. Ellis, 299 Crawford street; A. G. Horwood, 250 Major street; W. G. Smith, 177 Westmoreland avenue; R. S. LeDrew, 502 Kent Bldg.; Geo. LeDrew, 357 Concord avenue; Geo. Moores, 44 Christie street; R. Prince, 779 Bloor street west; J. M. Delaney, 214 Brunswick college; Hedley Goodyear, Victoria College; John Cooper, 97 Strathcona avenue; and the treasurers.

The following subscriptions were secured on the spot: G. R. Ellis, \$5; A. G. Horwood, \$5; W. G. Smith, \$25; R. S. LeDrew, \$10; G. A. LeDrew, \$5; A. Cooper, \$5; Geo. Moores, \$15; R. Prince, \$15; James Hussey, \$5; H. J. Goodyear, \$10; J. N. Delaney, \$5. Total, \$105.

Worse Than War.

In conversation with The Star today, Mr. Lewis LeGrow, one of the treasurers, said if it proved to be true, as unfortunately there was now little doubt that 250 men had lost their lives, as well as a number of others who by losing legs and arms will be permanently disabled, the disaster is appalling in its proportions. The total sealing fleet numbers only about 2,000 men, and when 13 per cent of them are wiped out at one blow, it is worse than war, he said. The men are nearly all married men with families. Their existence is extremely precarious, and it is certain practically no provision has been made for any of their families.

"We Newfoundlanders have a warm spot in our hearts for the Island, and we feel like giving some tangible expression of our sympathy on such an occasion," he said.

Arrangements are being made for a memorial service a week from Sunday in the Bathurst Street Methodist Church.

At the executive meeting last night a telegram from Mr. R. S. LeDrew, president of the society, and the answer from the acting Premier of Newfoundland, were read. They are as follows:

John R. Bennett, Esq., Acting Prime Minister, St. John's, Newfoundland:

Members of the Newfoundland Society in Toronto tender heartfelt sympathy for the terrible bereavement fallen on Newfoundland, and pray that

the greatest sufferers may be sustained in the hour of awful loss. Please inform if subscriptions are accepted.

R. S. LEDREW, President.

Newfoundland's Thanks.

—Reply—

St. John's, Nfld., April 7th.

R. S. LeDrew, Esq., President Newfoundland Society, Toronto, Ont.:

On behalf of Government and people, I beg to thank you for your kind words of sympathy in this terrible sealing disaster. Subscription lists have been opened, and at meeting to-night committee of citizens will be appointed to deal with situation.

JOHN R. BENNETT,

Acting Prime Minister.

Subscriptions forwarded to The Star will be turned over to the committee.

U. S. Believes Huerta Will Yield

Washington, April 15.—While the Atlantic fleet headed for Tampico today, President Wilson took into his confidence, the Republican and Democratic committees in charge of Foreign Affairs.

The President and Cabinet believe that Huerta will yield, and that the situation will not become acute.

Fight Big Battle Over The Budget

London, April 15.—The next parliamentary battle will be fought over the Budget.

Mr. Asquith announced this afternoon that the Budget would be considered the week after next.

When the contents of the Budget under consideration by the Cabinet was reported, there was a great deal of dissension among the members, and there is every likelihood that the debate will be spirited to the point of bitterness.

T. A. MEETING

The adjourned monthly meeting of the T. A. & B. Society was held last night. Vice-President Griffin presiding. Several applicants were elected to membership. After the usual business was gone through the meeting adjourned.

Plague Claims Another Victim

Havana, April 15.—The second victim of the bubonic plague died to-day. By to-morrow morning nearly 18,000 persons must abandon seventeen blocks, which were closed last night by the sanitary authorities.

Two companies of soldiers have formed a cordon in this section, in order to prevent the people from returning to their homes.

One new case developed to-day, and two suspicious cases were transferred to hospital.

OLD COUNTRY SUBSCRIBES LIBERALLY

Thousands of Pounds Pouring In in Response to Appeals Issued Through Great English Papers.—United Kingdom Stirred Over Tragedy.—Local Collectors Doing Good Work and Meeting With Generous Response.

A message received this morning by the Acting Premier from the Premier, Sir Edward Morris, from London, says that the Fund started in the Old Country for the relief of the sufferers by the sealing disaster has been most successful. Up to date, including subscriptions at Liverpool, about £8,000 have been raised. The principal subscribers are:

The King and Queen, £150; Governor Davidson, Couring, Koenig, Langley, Viscount Hambledon, Glynn, Mills & Co., Coates & Co., Rothschild, Mrs. Richardson, Lord Michellan, Miss Mills, Lampson & Co., £100 each; The Harm worth Company, £1,000; The Daily Mail, £500; The Daily Mirror, £250; Lord Mount Stephen, £500; The Prince of Wales, £50; Bowings, Liverpool, £200; Jobs, Liverpool, £200; Whitehead Morris & Co., London, £50; The Right Honorable Lewis Hartcourt (Secretary for the Colonies), £25; Dr. Grenfell, Sir Thomas Esmonde, Sir Edward Morris, £10 each.

The list embraces hundreds of names, and the Navy men have been on this station in the past are doing especially well. The Governor is leaving no stone unturned to increase the Fund, and his wife is equally active.

The gentlemen collecting from private residences for the Disaster Fund were busy last evening, and it gives us much pleasure to say that they met with liberal and ready responses.

The amount received to date by Treasurer the Hon. R. Watson is \$33,867.59.

The total of the list published in The Daily Mail yesterday should be \$31,095.89, as the last donation, \$5,000 from Royal Bank of Canada, not being in the hands of the Treasurer, cannot yet be officially acknowledged.

Bandits Locked Up Messenger

Little Rock, Ark., April 14.—Attracted by muffled cries from the express car attached to a local Chicago Rock Island and Pacific train, railway employees here last night found the express messenger, Wm. Ahring, locked in a trunk, bound and gagged and the safe in the car looted.

The discovery was made when the train reached Little Rock. It is estimated that between \$2,000 and \$3,000 was obtained by the two men who Ahring declares took possession of the car near Haskel, Ark., 30 miles from Little Rock, and forced him into the trunk. Other members of the train crew knew nothing of the robbery until the messenger was discovered in the trunk. According to Ahring the two men boarded his car, took his keys, then forced him into the trunk. That was all he knew, Ahring said, until he was released here.

WHOLE WORLD IN ACCORD WITH UNCLE SAM'S MOVE

Universal Opinion Is That It Is Time That the Mexican Belligerents Were Taught Some Lessons as to International Rights and the Sanctity of Human Lives.

London, April 16.—London papers in commenting on the Mexican situation, display sympathy with President Wilson in the difficulties which have arisen with Mexico; while at the same time contending those difficulties were largely brought about by his idealistic policy.

Much curiosity is expressed over the intentions of the States, because although it is generally believed Huerta will yield, it is pointed out that should he remain obdurate the mere occupation of Tampico would be the only measure that would deal a serious blow to the Huerta regime.

The Daily Telegraph cannot believe that Wilson intends to put into effect resolute military intervention, and sees no hope of putting an end to the anarchy which has resulted from Wilson's policy of moral intervention.

The Graphic considers that Wilson's high moral purpose have landed the United States and the President himself in a situation of great difficulty and embarrassment. The Graphic continues that Mexico must now be conquered or left alone.

The idea that intervention can be limited to occupation of Tampico and Vera Cruz is a fresh delusion which will, be speedily shattered.

The Standard says "The big stick which Wilson should have used long ago has at last been grasped; the door to peace is still open, but it rests with Huerta to avail himself of the chance."

The Mail says if Huerta has the sense with which he is generally credited in Europe, he will lose no time in making his amende honorable to the United States. That he should deliberately provoke war with so formidable a power on the question of a salute seems unthinkable. The Mail thinks that in the event of war and the objection of Huerta, the temporary Protectorate of Mexico is inevitable and add "President Wilson is too wise and humane a ruler to consign a vast country to sheer anarchy, which is bound to follow the collapse of such a Government as now exists in Mexico."

The Chronicle considers that the Sovereign might, without loss of dignity, have condemned the Tampico affront on the receipt of an apology which Huerta has already tendered, and says it is therefore difficult to disconnect the President's actions entirely from the return of Mr. Lind. It is evident that Lind went home to urge stronger measures and stronger measures have followed forthwith.

CONTRIBUTION OF \$100

At the memorial service conducted in the S. A. Citadel, New Governor on Easter Sunday the sum of One Hundred Dollars (\$100.00) was given in aid of the Disaster Fund, which will be duly handed over to the Committee.

ADJUTANT HISCOCK.

Bishop Set Free By Rebel Bandits

Greaser Insurgents Had Threatened to Hold Good Friday Crucifixion.

Mexico City, April 14.—After spending more than a week in the camp of Zapata, the rebel bandit, in fear of crucifixion, Bishop Campos, of Chimalpa, has reached the town of Iguala, having been saved from the terrible death which had been threatened.

With this report reaching here today, Catholics expressed the greatest relief, as it was feared the threats of the rebels would certainly be carried out unless the ransom of fifty thousand pesos (\$25,000 in Canadian real money) demanded by Zapata, reached the rebel camp before Good Friday, when it was declared the Bishop would be crucified.

At Iguala Bishop Campos declared that the threat of crucifixion had really been made by a subordinate of Zapata. For a time the rebel bandit evidently believed it would serve as a means of assuming funds for his forces.

The reports of the tremendous feeling that had been aroused in Mexico City and throughout the country began to reach the rebel camp, and Zapata countermanded the order of his officer and ordered the Bishop released.

Technical School Officers Elected

A number of prominent gentlemen interested in the Technical School met at the Board of Trade Rooms at noon yesterday, when the following officers were elected: President, Hon. J. Harvey; Vice President, Mr. R. G. Rendell; Secretary-Treasurer, Mr. R. F. Horwood; Committee, Messrs. J. S. Munn, R. B. Job, W. E. Ladley, Capt. H. B. Saunders and Tasker Cook.

Incorrect Report About Terra Nova

It was reported to-day that the crew of the Terra Nova had contributed only 20 cents per man to the Disaster Fund. This is absolutely untrue. Mr. Simms, cashier at Bowring's, informs The Mail that some subscribed \$1.50 and others \$2.00.

French to Have New Hospital Ship

A new hospital ship for the French fishermen on the Banks was recently launched at Nauites. She has been christened St. Jehanne by Abbe Le-Crioux, who will act on her as chaplain. The Jehanne replaces the Francois d'Assise, which has done service for a number of years.

The new ships is thoroughly up to date. She leaves for St. Pierre the latter part of this month.

RENEWED HOPE OF A PEACEFUL SETTLEMENT

Understood That Premier Asquith Will Invite the Unionists to a Conference Regarding the Situation in Ireland.—Satisfactory Understanding Will Likely Be Reached.

London, April 15.—With the resumption of Parliament after the Easter recess there is renewed hope that the Home Rule problem will be settled by agreement.

The Government's decision to postpone the introduction of the Budget for a week is attributed to a desire to provide a period in which stock may be taken of the Irish question.

It is understood that Premier Asquith intends to invite the Unionist leaders to join in a renewal of discussion with a view to compromise.

Offered to Man Search Steamer

The deep interest taken in the recent terrible sealing disaster and the overwhelming desire of our people to do something to assist the bereaved or to help clear up, if possible, the mystery of the Southern Cross is typically exemplified in the following message to the Colonial Secretary as sent from Carbonear:

J. R. BENNETT, ESQ., Colonial Secretary.

If Government will provide steamer, volunteer crew and navigating officers from this place will man ship assist Kyle search for Southern Cross.

—CAPT. GEO. PENNEY, Carbonear, April 7.

The Colonial Secretary's reply was as follows:

CAPT. GEO. PENNEY, Carbonear.

Government appreciate highly offer of services volunteer crew and officers for search Southern Cross. Kyle is scouring ocean and doing everything possible to locate missing ship and Government have directed Fiona to search along shore. While thanking for offer Government do not consider services third ship necessary.

—COL. SECY., St. John's, April 7.

SEALING TURNS

S. S. Seal

The Seal finished discharging yesterday, her turnout being 5,951 young harps, 85 old harps, 1 old hood, a total of 5,987 seals. Gross weight 133 tons, 11 cwt, 0 qrs, 13 lbs. Gross value, \$12,247.01; net value \$12,097.01. The crew of 144 men shared \$27.80 each, and the average weight of the young harps was 46 3-8 lbs.

S. S. Nascope

The turnout of the Nascope was 17,934 young harps, 5 bedlamers, 209 old harps, 3 old hoods, a total of 18,151 seals. The gross weight was 419 tons, 6 cwt, 2 qrs, 24 lbs.; net weight 406 tons, 3 cwt, 1 qr, 9 lbs. Gross value, \$38,388.48; net value \$38,248.48. The crew of 271 men shared \$46.87 each. The young harps averaged 51 lbs.

Willie's Little Game.-



It Was Unsuccessful.

"I've Got Wise--Know Enough Now to Wear Gloves."

"Used to have my hands all crippled up—
"Everlastingly peelin' my knuckles—always
scratching my hands on the edge of metal plates—
"But now I wear gloves; and say, it's far
better than nursing hurt hands. These are

"Asbestol" Gloves.

"I've worn 'em every day for Lord knows
how long—Don't look like they'd ever wear out,
do they? Not a sign of a rip any
place.



"I'm just as nimble-fingered as
can be, and they fit well too.

"Wash like cloth—dry soft as new
"Never get hard or stiff, sweat,
oil, grease, or water don't injure
them.

"You certainly get splendid value
every time in these "Asbestol" gloves.
Look for that "Asbestol" trademark—
it's the only way you can be sure of
the genuine. The prices are low.
See them today.

Anderson's, Water Street, St. John's

A DAUGHTER OF THE STORM!

BY CAPT. FRANK H. SHAW.

CHAPTER XV.

One Crowded Hour.

(Continued)

As if that sudden call upon her en-
ergies has swept away the last linger-
ing weakness left by her long priva-
tion, Aileen was herself again from
that moment. As the weeks slid by
she became the life and soul of the
ship; she was here, there, and every-
where, now poring with her father
over abstruse nautical tables, now
juggling diligently with intricate in-
struments, anon speeding aloft to set-
tle snugly in the crosstrees and fill
her soul with the glad freshness of
the bounding sea. At first the men
resented her appearance; they were
surlily ill-conditioned. One vast
Scandinavian, indeed, went so far as
to call her a foul name behind her
back; but Rhys overheard the word.
He was very old, and his limbs were
stiff with rheumatism, but when his
wondering messmates picked the Scan-
davian out of the scuppers and land-
ed him in his bunk, bleeding profusely,
the fellow looked up and:
"Mein Gott!" he exclaimed, "I think
it was a volcano struck me."

After that there was no question of
the girl's position aboard the Zoroaster.
Her father was captain, in truth, but
she compelled an allegiance beside
which that tendered to Curzon
was open antagonism. To see her
spring along the heaving deck, her
slim figure giving to the play of the
reefing ship, was to silence the loud-
voiced oaths and to advise and in-
struct. There was but little she did
not learn in those months. Now it
was forenoon spent in watching a
wire-splice, now it was a busy five
minutes at noon, when, accompanied
by her father and old Steadman, she
"shot the sun"—Curzon had a spare
 sextant—and carried down her com-
pleted position to her father proudly,
to find that she had made the ship's
latitude within a mile of the skilled
sailor's reckoning.

She had a weird faculty for extract-
ing from those rough-hearted men of
the sea all that was best in them, and
the mutterings which fill every fore-
castle seemed to die away at their
birth. A more cheerful atmosphere
permeated the Zoroaster, and on one
never-to-be-forgotten day, when the
ship had recovered, spent, and weary,
from a tremendous Easting buffeting,
when the fatigued men were toiling
soullessly to drag the heavy topsail
yards aloft again, when Stubbs' bully-
ing failed to put any "vim" into the
tollsome work, Aileen flew along to
where the last man dragged sluggishly
on the heavy halliards, clapped on

the rope with both hands; and then—
her sweet young voice went up like a
lark's, in amongst the stripped yards
of the black-lined rigging. In the good
old chanty: "Whisky for my Johnny."
Did they pull? Did every man
stretch his creaking muscles to their
utmost? Did the yard go up by feet
where before it had progressed by
inches? I should say so. As if a cur-
rent of new life had sprung through
every man's veins, the toil became al-
most pleasure. The compelling voice
went down into their souls, reminding
them of other times, when the Nor-
wegian fjords had echoed to just such
a lifting voice, and the sailors almost
forgot to get premier place on the
rope.

From that time Aileen's position
was recognised. She was "chantyman"
in ordinary to the ship, and no heavy

De Reszke Cigarettes

are now smoked by all
the Cigarette connois-
seurs 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.

AN UNEQUALLED RECORD.

Synonymous with simplicity, quali-
ty, efficiency and moderate cost, as
applied to office filing equipment, are
the words "GLOBE-WERNICKE." It
does not suffice the "GLOBE-WER-
NICKE CO." to have "no complaints";
this great firm prospers and thrives
upon the never ceasing praise of its
countless customers and their recom-
mendations. The support of the busi-
ness world is seen in the increased
number of users who, week by week,
month by month, year in and year
out, come to the "GLOBE-WER-
NICKE" agencies at the suggestion of
their friends. These friends speak
from a happy experience when re-
commending "GLOBE-WERNICKE"
filing products, of which the "Safe-
guard" method is such a prominent
feature. MR. PERCIE JOHNSON has
a catalogue and quotation ready for
you. As an enquiry costs nothing
are you not willing to investigate?

work seemed to progress with rapidity
unless she were there tailed on to the
rope, head thrown back, her young
breast heaving to the song and the
exertion, and her full throat throbb-
ing to the strains of the toll-easing
melodies.

The long calms of the tropics failed
to bring to the girl that old weary-
feeling. It was the sea, ever-chang-
ing, yet ever the same; and as such
she loved it. No matter whether old
ocean gleamed like molten sapphire
beneath a cloudless sky, no matter
that the heavy sails drooped listlessly
against the masts—the sea-scent was
all about her, and the girl developed
with every good new day. There was
little she did not attempt at this time.
On Sundays, when an air of quietness
reigned over the ship, she would walk
up to the wheel calmly and take the
spokes, sending the man away—al-
ways with the watch officer's permis-
sion, for she was not the girl to mini-
mise by one jot an officer's authority—
for a smoke, and on the ship along
for hour after glad hour, feeling the
inert craft become imbued with
strange magnetic life under her hand,
feeling a thrill pass from her to the
bounding hull, knowing the glad ac-
cord that exists between the heaven-
and his ship. It was all too good
for words, and she wished the voy-
age might never end.

But it was when the heavens con-
spired together to thrust down on the
struggling Zoroaster the massed pan-
oply of their anger that Aileen really
lived: Never was her voice sweeter,
never were her eyes brighter than
when the sea was surging up under
the lifted quarter, to roll on and on
onorously, to pour madly aboard over
the waist, to surge foamingly along
the decks until wash-port and scupper
alike ridded the Zoroaster of the in-
cubus. When the swelling oblongs
aloft came down one by one, sipping
and banging noisily, when every in-
dividual rope seemed to drum a song
of speed, when the helm kicked and
jarred, and the high, clear note of the

You Can Make Big Money

Selling Our Fountain Pens

Standard make, self fillers, 25c.
Standard make, plain, dropper fillers,
40c. Standard make, fancy carved,
dropper fillers, 45c. Standard make,
German Silver Cap, unbreakable, 49c.
Standard make, Pearl mounted, drop-
per fillers, 70c.

Our White Stone Rings, made to re-
semble the real Diamond, are beauties.
(A handsome Tie Pin free with every
ring). Ladies', 1, 2 and 3 stones, 50c.
each. Gent's, 1 stone, 50c. each.

Knife Sharpeners, 15c.; Potato
Peelers, 15c.; 5 yards Stickem, 5c.;
Glass Pens, in case, 5c.; Combination
Field, Opera and Reading Glasses, 50c.
each; the world renowned Hone
(Asco Brand) (free razor with hone),
price \$1.00, and other Novelties too
numerous to mention.

Over-seas Novelty Co.,

Wholesale and Retail.

UNCLE DUDLEY,

Manager.

mar11,4m

Easting gale rang without cessation
for day after foaming day, then was
Aileen happy indeed.

There was one day when Aileen
tasted to the full the joys of her life,
when she thought momentarily of all
that life ashore had meant: its circum-
spection, its deprivations, its orderly
monotony. It was coming on to blow
a regular breeze. The Zoroaster had
been pounding along like a mad thing
for many days, and the creamy foam
of her wake told the constant tale of
her speed. A stormy day followed
stormy day green grass gathered on
her ever-wet decks, and it became a
familiar sight to look aloft and see no-
thing but bare and swinging spars
where before had been sun and wind-
bleached canvas. Always the air was
filled with flying spray that fell on
cheek and lip saltily; food was eaten as it
might be eaten—even the staggering
round-shanked steward could not al-
ways successfully run the gauntlet of
the breaking seas along the waist,
when carrying along the cabin meals.

They ate by fits and starts, balancing
gaily to the lifting swing of the ship,
clutching frantically at flying plates,
laughing whole-heartedly at mysteri-
ous happenings, as for instance when
the cabin joint rolled proudly from its
dish and came to an anchor at the
nape of Steadman's bent neck, from
which place Aileen dislodged it, only
to have it flung in her lap a moment
later. "Fiddles" were useless; they
finally tethered the joint with a strand
of twine on the corner of the table,
and with one consent sat on the floor,
wedged in between the bulkheads and
the chairs, using, it must be confessed,
Nature's implements in place of civil-
ised knives and forks.

As the day more on the gale increas-
ed and multiplied, until the ship was
carrying all she could stand. It was
close on ten o'clock, a terrible night,
and Aileen was wedged in the com-
panionway, talking to her father, who
swayed and staggered to the motion
of the ship, holding on by a reef-point
on the chart-house cover. Nothing
was to be seen save howling darkness
and the single flicker of light in the
binnacle. The helmsman was poring
into the compass; they could just dis-
cern the passing and repassing of the
wheel spokes, could see the lined ma-
hogany of the sailor's face, moving
jaws, and concentrated eyes together.
Steadman stood beside the wheel, they
knew, although they could not see
him. At times they could hear his
voice in husky whispers, that were in
reality hoarse-throated howlings, as
he directed the man to "watch his
luff."

"She's feeling it now, Ailee," said
her father gladly, baring his head to
the gale. The girl, snuggled in her
corner, wriggled appreciatively. It
was on nights such as this that she
felt exalted beyond herself. All the
stories she had ever read of unbeli-
evable heroisms at sea came back to
her, and a song was aen on her lips.
"But she's behaving like the beauty
she is, dad," she yelled.
Then came a dark squall from the

New Barbadoes MOLASSES!

Due this week by brigtn. "OLINDA."

GROCERY and FANCY

Puncheons, Tierces and Barrels.

Orders now Booked.

VERY LOW PRICES.

'PHONE 647.

1000 Brls.

Purity Flour

Steer Brothers.

south. Steadman flung himself on the
wheel, and the two men together got
the spokes over. It was barely in
time. Over went the Zoroaster, over
and over. There was a springiness
about her that told of her gallant re-
sistance, but all suddenly that strange
resilience which every sailor under-
stands seemed to leave her. For a full
minute she lay over, dead and slug-
gish, and the yelling squall exulted
openly in her discomfiture.

"Something got to go. She can't
stand this," croaked Curzon, and hard
on his words the thing happened.
There was a crack like the report of a
six-inch gun, a wild flapping, a thun-
dering, and then a great cry.

"Foretopsail's gone!" bellowed
Steadman. "All hands on deck!"
Curzon leapt from the compani-
onway to the helm, and Aileen followed,
feeling that this night of nights was
fore-ordained.

"We'll have to furl it," cried Stead-
man, but Curzon shook his head.
"We need it," he roared. "The
wind's shifting south, Goosewing it!"
Aileen longed to be one in the com-
ing fight, but she knew her father
would never consent to her faring
along the howling waste that was the
maindeck. She understood by instinct
that a bitter struggle must be gone
through before they reduced that
snorting, crackling mass to order, and
every fibre of her was instinct with
the fighting lust. But she said no
word.

"Get out all hands," boomed Curzon.
"Cook and steward, too. It's a big
job." And then he dissolved into
technicalities, Steadman listening.
Something dark slipped up out of the
companionway and hurried forward,
men clambered along the poop and
followed. The second mate had come
on deck, and was already massing his
forces for the impending venture.

"I'll go and give 'em a hand," chok-
ed Steadman, buttoning the collar of
his oilskin more closely. "They'll
need all they can get."
It was a tremendous task they had
before them. They dare not strip the
wounded sail entirely from the yard
—they had heard the lee clew canvas
was bearing the terrific strain nobly.
They must bring it to order and still
allow it to remain spread, and so the
word had gone forth to goosewing
it: to make fast one side whilst the
other remained spread to the storm.
It was a killing task; the Zoroaster's
men were few.

"Go along and give 'em a hand,"
said Curzon to the helmsman, and
took the spokes himself. But it was
easy to see that he was concerned. He
was compelled to retain one position
at the wheel; he could not see into the
baffling darkness forward. Anything
might be happening there—he stamp-
ed his foot with sudden pertulance, and
cursed himself for his impetuous ac-
tion.

Aileen was squatting on the grating
behind him, singing loudly.
(To be continued)

King George the Fifth SEAMEN'S INSTITUTE.

St. John's, Newfoundland.
PATRON:—His Majesty the King.
Bedrooms can be booked at all
hours; night porter in attendance.
Small rooms 20 cents, and large
rooms 35 cents per night, including
bath.

Meals are served at moderate
prices.

Girls' department (under the charge
of a matron), with separate entrance.

VERY INTERESTING—

Everybody should read The Daily
Mail's correspondence. It's so
interesting.

"The Daily Mail" Pattern Service.



A GROUP OF THE NEWEST SHOES

The pretty slipper on the upper left
of the group was of black and silver
brocade with silver buckle and wide
tongue of black and white feathers.
To the right of this is a beautiful
bronze boot, laced with brown. The
slipper on the left center has a new
and striking design of black and white
patent leather with buckle of silver.
Two pretty dress slippers are shown
at the bottom of the group. The one
on the left is pale pink broche silk
with a single rhinestone as ornament,
while the dainty pump on the right is
fashioned entirely of tete de negre
moire and has a rhinestone buckle.

Address in full:

Name

.....

.....

.....

Bust Length

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

IN MEMORIAM

Lines on the Death of Members of the
"Newfoundland Crew," Who Died
on the Icefields April 1, 1914

Toll for the brave—The bells tolled
out
In tones so sad and drear,
While many a knee and head was
bent
To God in fervent prayer.

Hush! for the night is strange and
still,
And silent as the tomb,
The people bow to Heaven's will—
The land is wrapped in gloom.

Again old Terra Nova mourns,
More deeply than before,
The heavy loss of her brave sons,
Her heroes by the score.

Our Island Home is plunged in grief,
Disaster comes,—Alas—
And claims a death roll greater far
Than any of the past.

The steamship "Newfoundland" and
crew
Was one of the sealing fleet,
In search for seals, they little knew
The fatal end they'd meet.

The storm that came no warning gave
But quick its tragic course,
The old, the young, the strong, the
brave,
Were smitten by its force.

The darkness fell, no help could come
Our plucky boys bore up,
Until exhausted one by one
They drank the bitter cup.

The anxious captain stood aghast,
Too deeply grieved to speak,
The storm king's hand is pressing
hard,
—And human aid is weak.

No apparatus—no one near
To help in time of need,
An ice-bound ship he could not steer,
His hopes were vague indeed.

A few survivors wandered back,
Frostbitten, sick and blind;
And told how death embraced and
held
Their comrades left behind.

Some miles away; another ship
Discerns a human speck,
And soon one hundred volunteers
Stood ready on her deck.

"We'll go," they cried on one loud
voice,
Were it fifty miles as far,

And the "Bellaventure's" men went
forth,
As soldiers would in war—

To save the lost, and thro' the town
The message swiftly sped,
Oh, with what horror came the news,
The number of the dead.

Strong men; who scarcely ever wept
Shook as with violent fear,
And down their bearded cheeks there
swept
The sympathetic tear.

Toll for the brave—the bells have
ceased,
The last sound dies away,
A mother's choking sobs increase
She kneels and tries to pray.

In vain, the words unuttered lie
The heart would fain repeat,
With bursting throbs and heavy sigh,
She rises to her feet.

Then from her window lifts her eyes
And looks toward the sea,
She softly murmurs to herself,
My Boy! Where can he be?

He left me some short weeks ago,
He kissed my wrinkled brow,
He said he'd soon be back again,
My child! Where are you now?

I see you suffering with the rest,
My life, my flesh, my bone,
I hear your cries of sore distress,
You're dead—my precious one.

Ah! in the mighty ocean depths
He falls in calm repose,
The sea-weed matted in his hair,
His eyes forever closed.

The mother bows her silvery head,
Her anguish none can tell
Kind hands are near, they dare not
touch
Or rouse her from that spell.

The picture changes, and we see
Another humble cot,
Where sits a young wife mournfully;
Sad is the widow's lot.

She holds a baby to her breast,
Her tears flow down like rain,
And sighs that speak of inward grief
Escape her throbbing frame.

Then thoughts of one she dearly loved
Flash thro' her brain like fire,
He—was her only stay and fire,
Her very soul's desire.

She mourns with many other wives,
Whose husbands perished there,
Where snow and rain had formed
their shrouds
And foes became their bier.

The curtain falls, we turn aside

And hasten to a spot,
Its marked by many new made graves
This God's own sacred spot.

A feeble father wends his way,
His daughter holds his hand,
His steps are slow, his locks are gray
He trembles as they land.

His poor old form is bent with years,
His sorrow—Who can know,
Or feel the heavy weight he bears,
When fate has dealt its blow.

A sister brings her floral wreath,
And lays it down with care,
Lest she might wake one beneath
Who sleeps in stillness there.

A brother's love she can't forget,
Hush! little girl be brave,
In fairer lands you'll see him yet,
Transformed and from the grave.

The land is mournful and distressed,
The flags are all half-mast,
The Sixty-Nine are laid to rest,
Safe shielded from the blast.

A maiden young and somewhat fair,
Stands by her cottage door,
A steamer's whistle she can hear,
The sealer shout and roar.

Another ship brought safe to port
By God's directing hand,
But Jack was one of the crew that
sailed
In the steamboat "Newfoundland."

He came at last, for they brought him
home,
When the night was hushed and
still,
His lips were cold and his frozen
form,
—Sent thro' her heart a chill.

A peaceful smile was on his face,
And just one tiny scar,
The soul that was torn from death's
embrace
Had crossed the Eternal Bar.

Toll for the brave—the maiden weeps
Unnoticed and alone,
Her lover with the faithful sleeps
With all his laurels won.

All hail to that heroic band
All honor to their name,
In golden letters it shall stand
On history's page of fame.

Their memories live and ever will
Tho' generations drag,
While Mother Earth conceals their
dust
"Neath Terra Nova's flag."

BESSIE M. TAYLOR,
Hospital,
Signal Hill, St. John's.

OFFICIAL INVESTIGATION; "NEWFOUNDLAND" DISASTER.

Tuesday, April 14th.
There was no session Monday morning, the hearing being resumed at 3 p.m.
Captain Abram Kean (continued)—
To Dr. Lloyd—When Capt. Wes. Kean used the expression "thank God," he did not convey to me the idea that it was an expression of relief that his men were on board my ship clear of the storm.

On Tuesday morning I saw no sun about the sun. A sun hound generally means rain and foul weather, not always stormy. I was not watching the sun specially as my work lay in another direction.
The signal I sent the Newfoundland on Monday meant that I was in the seals. If there had been no seals nearer her than those my crew and the Florizel's were working at, I should have kept the Newfoundland's crew on board and divided them up with the Florizel and probably the Bonaventure, but knowing of this patch within 3 or 4 miles of the Newfoundland and hoping she would get in through the thick ice soon, I deemed it best to put her crew near that patch.

Fair Inference

It was fair inference for Capt. Wes. to draw from the signal I gave him, that I was in a good patch of seals with room for all our crews to work. I thought he would get his ship to us, but his ship being jammed, and the other crews being seen at work, it was reasonable for him to send his crew to us, and when he saw his crew boarding the Stephano, he could not think I would put his men where mine were working and expect them back that night, but that they would be on one of the three ships.

Knowing that the other crews had gone to the N.W. I saw it was impossible for the Newfoundland's crew to do anything that day where the others were working, then, knowing of the small patch which I had left the evening before, which was 3 or 4 miles from the Newfoundland, I took her crew on board and then took them to the seals nearest their own ship, expecting of course that they would have the seals in time to reach her before dark.

Had Rafted

The heavy ice I referred to had been in contact with the land and had rafted, the low broken sheet ice was what we term whelping ice. The men from the Newfoundland, although travelling over heavy ice, did not appear in the least fatigued when they came on my ship, and when they left my ship to go for seals, were as cheerful as I ever saw a crew of men under similar circumstances.

I presume the men had bread and tea, which is the usual food supplied and which men generally prefer.
The words used by Yetman, my harlequin, on Tuesday at 9 a.m., were "The Newfoundland's crew are just leaving their ship." I saw the Newfoundland all the morning from the bridge. Yetman was in the barrel from 8 o'clock until the crew came on board.

When I said I was proud to see

George Tuff, it was because I knew him to be a man of experience and a good leader. I had no knowledge of the ability of his master watches, and it was not because I anticipated any storm.

The statement that Tuff objected to leave the Stephano is utterly unfounded, nor had I any knowledge that any man wanted to stay on board, but thought them all as willing to get out at the seals as any men I ever saw in my life.

Unavoidable

So far as risks go, no man who goes to the sealfishery can avoid them. It is risky from start to finish, and if a man expects to take no risks the only safe way is to stay at home. A man may be heedless, and thus increase unnecessary risk, and I have always when sending my men from the ship, say 5 or 6 miles, said to them, "Now boys, look after yourselves. I cannot tell you what to do when you are out of my hearing; always do what your best judgment tells you, but always go by the advice of your master watches and no blame can attach to you. If the ship gets jammed a long way from you, leave your work in time to get on board before dark. If thick weather comes and I can't get near you, I will keep the whistle blowing at intervals, and if I get close to you near dinner time, all come aboard to dinner."

Then at times when they are out of hearing I give instructions how to be governed by flags. A flag hoisted on the mainmast means "all hands aboard;" if on the foremast, "all hands go ahead;" if on the mizzen or ensign staff, "all hands go astern;" if on the starboard side, a flag points in that direction; if on the port side, in that direction. These are generally my orders.

Qualifications

The qualifications of a master watch should be first of all, 4 or 5 years' experience of the seal fishery, but the ability of the man counts—some are more apt to learn, and are possessed of more intelligence, natural ability, and can learn in 4 years what others could not in 10. It does not always depend on the length of time they have been at the seal fishery. He should be expert with the compass, have a commanding appearance and manner, and a leader among men, always careful, with good judgment, with determination, pluck and energy.

As to the Toronto Forecast, my experience in the coastal service from May to January, I would set very little value upon them at the seal fishery, unless an extraordinary storm for the season, that while they are often right, they are also often wrong, and masters and crews were from 4 to 5 miles from the seals, they would rather go and find out for themselves, rather than remain on board on a fine day because a storm had been predicted the night before.

Is it practical or common sense to imagine that if I were in the seals 3 or 4 miles from another steel ship with equal power and number of men, and she were jammed while my men

were killing seals, that the other captain would refrain from sending out his men to work, because on the previous night he had a wireless that a storm was due next day?

I don't think it is, and I don't think because this accident has happened under the peculiar circumstances, that our sympathy should get the better of our judgment, though we should have everything practical for preservation of life and property, and employ every measure to minimize the risks which have to be taken, and the most practical thing I know of is the Marconis, next to that is a thorough survey of all ships, and a report from Lloyd's surveyor which should be presented to the Government, and that substantial boats sufficient to carry every member of the crew in case of accident, without overloading, and two or three very large boats not sed for general work, but for life saving.

Not Practical

The carrying of sleeping bags and tents is not to my mind practical, for even if the men were secured from the wind by calico tents, they would have wet clothes and wanting rest require something warm to lie down on, and the lying on ice would be likely to cause injury and death.

As to sleeping bags, any man in any circumstances will board his ship if possible, and they will throw away the ice flag or hauling rope, and their oil skins have been left behind in order to remove any weight that would impede their progress.

As to food supply, I am not sure what every man carries. Have known them to carry oatmeal, sugar, raisins and Radways. When I was a man on ice I always carried hard bread and butter, while as master I have ordered my cooks to give men whatever food they want; some prefer pork and bread, others bread and butter.

One remark I would like to make, viz. that the courage and valor of some of the Newfoundland's men should not be overlooked. One, a Collins, from New Harbor, displayed courage in preserving life. One man reported to the captain that in his opinion 20 men would have died in one night, but for Collins; and another said, "I am alive, Captain, but I do not thank myself. I should have been dead long ago but for Jesse Collins."

Deserves Credit

George Tuff also deserves great credit for taking the post of hindermost man, and when the first man took sick, remarked, "If there's going to be two men on the ice, I will be one of them."

The services of such men should be recognized in some substantial way.

As to panning of seals, if panning were done away with, and a ship were jammed, her crew would have to go 5 or 6 miles to drag on board a ton of seals, which would entail increased labor, and if night came on and a storm came up, fatigued men with their ship jammed, would almost surely be visited with accident.

In the case of the Newfoundland it was known that seals were 3 or 4 miles from the ship. It was a fine day with fair barometer; had the men walked to haul seals, their case would not be much better than the way it turned out, except that they might have slipped their seals, but that would not in my opinion bettered their condition or position, while the labor of dragging their seals would have rendered them less fitted for the ordeal they had to go through.

Bad Arrangement

If panning were prevented, ships would try to reach the centre of the patch, and for convenience and labor saving, the men would be sent in all directions, and in the event of storm, and the ice going abroad, the men could not be easily reached, and their situation would be serious, as if the ship went in one direction for them she would be going from the others.

I am of opinion that there would be more loss of life in, say 20 years, if panning were prohibited than if it continues.

Before panning, many a man lost his life dragging seals to his ship. Panning has only existed since steamers were employed, in a general way. Panning means the dragging of seals a few hundred yards, and the steamers can go and pick them up, thus minimizing the labor of the men, and keeping the seals in good condition.

My opinion is that the Toronto weather report might be useful, taken in conjunction with the barometer, but would not be a complete guide. I have not found it of much use in the coastal service.

Under all the circumstances I do not think I erred in my judgment in not going to the Newfoundland to ascertain if her crew were on board on Tuesday or after. The reason I did not go was because when I reached the big ice after I got my crew from the Florizel, the ice had gone together so tight that it became impossible to penetrate it.

Impracticable

To invite other ships to the rescue would have been impracticable, as none could come, and I had no doubt but that the Newfoundland's crew had reached the ship, as when they did not come to me I was sure they had left in time to reach their own ship.

I did not go on Wednesday morning because I felt certain the crew were on board, and I do not think it possible that we could have penetrated that big ice at any time on Wednesday.

Although the Bellaventure, South of us, was moving about, she was in the low ice, and there is nothing to show she could have gone through the big ice, for on Thursday she was all day in it trying to rescue the dying, covering a distance of 2 or 3 miles; and I did the hardest butting of my life in forcing the Stephano through 5 or 6 miles of ice, and did not reach the Newfoundland until Friday morning at 10 o'clock.

To the Judge—Flare-ups and fire could not have been seen that Tuesday night, the only thing that might

have been useful was rockets, though I don't know that we could have seen them.

Once in the Aurora 65 of my men were out, and I was anxious. I fired rockets, which the crew, next day, told me they saw distinctly, but I got no reply because the Iceland, on which my men were, had no rockets.

Proper legal regulations should be made preventing the use of rockets except in emergency and with special significance, otherwise if used carelessly, great inconvenience and loss might follow.

The hearing adjourned at 6.30 until 10 Wednesday morning.
(To be continued)

Important Notice!

The Fraser Machine & Motor Co. for the purpose of reorganizing and enlarging their plant, lately went into voluntary liquidation; the organization is now complete, much more capital has been subscribed to meet the growing demands of the business, and this year double as many FRASER engines will be built as last year. There is no other engine so popular in Newfoundland or Canada as the FRASER, and with the new Company we can promise better service and deliveries than in the past, when many had to wait for their engines, as we could not get them from the factory fast enough. All orders now booked we can ship at a moment's notice. FRANKLIN'S AGENCIES, LTD., St. John's, Newfoundland, Agents.—Feb 25

MUIR'S MARBLE WORKS

ESTABLISHED 1847.
Cabot Building, Water Street.
Monuments, Headstones, Memorials, Cemetery Decorations in Marble and Granite.

Largest and most chaste designs. Largest stock to select from in the city. The distinctive features of our work are Superior Carving, Finish and Materials.
Designs and price list mailed to any address.

Mail orders have special attention.
F. CHISLETT,
ap19,3m Manager.

NORTH SYDNEY COAL.

Due to arrive on Wednesday, January 14th, ex BEATRICE a small cargo of SCREENED.

W. H. HYNES,
East End Coal Dealer

ADVERTISE IN THE DAILY MAIL

KNOWLING'S Grocery Departments,

East, West and Central Stores.

We offer the following goods—all of the Very Highest Quality.

PEARL BARLEY 5c. lb.	Colman's CORN FLOUR, 14c. lb.
LIMA BEANS, genuine . . . 9c. lb.	Clement's CORN FLOUR, 9c. lb.
CREAM of WHEAT 20c. pkt.	WHEATINA 20c. pkt.

American Cube Sugar, 4 cts. per lb.

NEAVE'S FOOD 29c. tin.	ALLENBURY'S FOOD, No. 3 32c. tin.
ALLENBURY'S FOOD Nos. 1 & 2 53c. tin.	BENGER'S FOOD 45c. tin.
GRAPE NUTS 15c. pkt.	MACARONI 1 lb. cartons 11c. ea.
IRISH WHOLE MEAL FLOUR 50c. stone.	English PASTRY FLOUR, 47c. stone.

Tates Finest English Icing Sugar, 5 1-2c. lb.

Huntley & Palmer's FANCY LUNCH BISCUITS 16c. lb.	Huntley & Palmer's THIN LUNCH BISCUITS 17c. lb.
CLEANED CURRANTS, in cartons 7c. lb.	CREAM of TARTAR (best quality), \$5 per cent. best 37c. lb.
ASSORTED JAMS, in tumbler 14c. ea.	MARMALEADE, in tumbler, 9c. ea.
ROLLED OATS, finest Canadian 33c. lb.	OATMEAL, Canadian, 33c. lb.

Best American Granulated Sugar, 3 1-2c. lb.

Geo. Knowling.

mar.30.61, eod.

THE SHERWIN-WILLIAMS PAINT

COVERS MOST LOOKS BEST WEARS LONGEST MOST ECONOMICAL FULL MEASURE

Blundell Spence & Co.

ENGLISH MIXED PAINTS for \$1.75 per gallon is the best value on the market. Also a full line of Paint and Varnish Brushes.



Martin Hardware Co.

Anchor Brand Cans

Can be perfectly sealed with three-quarters of a pound of Solder.

Anchor Brand Cans

Are packed in cases, the covers of which are fastened on with Patent Fasteners.

Use No Other Cans But ANCHOR BRAND.

Robt. Templeton

The Daily Mail \$2.00 Year.

CASINO THEATRE--Commencing Monday, April 20th.

ALL WEEK

That Great Pasqualli \$250,000 Production.

Last Days of Pompeii!

A MOTOGRAPHIC DRAMATIZATION OF LORD BULWER LYTTON'S BOOK

10,000 People; 260 Big Scenes; 8 Reels, Prologue & 2 Parts

SEE The Historic Roman Arena in all its Grandeur!
The Fighting Gladiators and Thrilling Chariot Race!
The Lions Turned Loose on the Heroic Glaucus!
THE CITY OF POMPEII Before, During and After the ERUPTION OF MOUNT VESUVIUS!

DON'T MISS THIS OPPORTUNITY TO WITNESS THE GREATEST AND BEST EDUCATIONAL ENTERTAINMENT EVER PRODUCED.

Secure Your Seats Early from Mr. Power at the Atlantic Bookstore.

TRULY THE GREATEST PHOTO-DRAMA IN THE WORLD.

The Daily Mail

Issued every week day from the office of Publication, 167 Water St., St. John's, Nfld. The Daily Mail Publishing Co., Ltd., Proprietors, and Union Publishing Co., Ltd., Printers.

Subscription Rates.
By mail, to any part of Newfoundland and Canada, \$2.00 per year.
To the United States of America, \$3.50 per year.

All correspondence on business and editorial matters should be addressed to Dr. H. M. Mosdell, Managing Editor.

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 16, 1914.

OUR POINT OF VIEW.

WHAT IS REQUIRED.

The enquiry into the Newfoundland disaster now in progress is not what the Country want at this time. It is only an enquiry to locate criminal responsibility if such exist. The Country is demanding a searching enquiry into the whole matter of sealing conditions.

They want to know why 77 of its noble sons were called upon to lay down their lives while 1200 men in four powerful steel ice breakers were but four miles distant?

They want to know why the Bellaventure did not recognize the dying man who had travelled for miles in an exhausted condition to attract the ship's attention and who had reached a spot within fifteen minutes walk of that ship, near enough to see a man on the deck?

They want to know why no wireless was sent out to the Florizel, Bellaventure and Bonaventure acquainting them of the facts regarding the doubts which existed concerning the whereabouts of the Newfoundland's crew?

They want to know how it came that Capt. Ab. Kean and his son Westbury were clever enough to arrange a signal regarding plenty of seals, while they were too dense or indifferent to the risks to human life to arrange a signal intimating that men's lives were in danger?

They want to know why after the Stephano picked up all her crew who were on the ice she did not proceed to make sure of where the Newfoundland's crew was instead of picking up panned seals?

They want to know why an experienced sealing Captain of forty-one years experience did not recognize that it was no time to put 120 men on the ice belong to another ship when weather indications foretold a snow storm, and when that experienced Captain considered immediately after that the weather was looking bad enough to send him at full speed picking up his own men who were on the ice?

They want to know why Capt. Kean did not use the time between 4 p.m. and 8 p.m. when he states he was not jammed, in making a life and death effort to find the Newfoundland and ascertain whether the crew had got on board, or not?

They want to know why Capt. Kean did not use his ship, his crew and the facilities he possessed to find out what he could about the Newfoundland on Wednesday as soon as the sky cleared?

They want to know why Capt. Wes. Kean did not hoist distress signals on Wednesday afternoon when he saw the other ships in order to find out where his men were?

They want to know what is gained by a custom that entails sending a ship's crew out of sight of their ship no matter what weather indications are (short of an actual blizzard) in order to pan seals?

They want to know whether such a custom tends to make the risks to life less?

They want to know why Floating Coffins called sealing steamers which no insurance company would insure were permitted to engage in the seal hunt and clear from port with 200 men on board?

They want to know how many old wooden ships that sailed this spring were unfit to engage in such a dangerous adventure as searching the Arctic ice for seals with crews of 200 men?

They want to know whether men were properly fed according to law and thus enabled to endure the fatigues and journeys every sealer is expected to shoulder at the seal fishery when duty's call demands it?

They want to know what food men should be supplied with when leaving their ship to search for seals?

They want to know why men's lives are constantly risked in boarding steel ships at the seal fishery?

They want to have these and many more like questions investigated and answered by a Commission of Enquiry composed of our best citizens and recommendations made to the Governor in Council in view of remedying the evils of sealing industry now so apparent, which entail such unnecessary risks to life and limb.

I, on behalf of 29,000 Fishermen, asked for such an enquiry four days ago but so far the Government have taken no action, failing to take action within a few days I will be compelled to convene a Public Meeting of the Citizens of St. John's who are ready to back any demand for a Commission of Enquiry.

Will the Government longer hesitate and only act when compelled to do by concrete action, and thus be despised by the world, or will they do their duty as Trustees of the Country's affairs and as worthy Citizens?

—W. F. COAKER.
St. John's, Apr. 16, '14.

WEE DIFFERENCES.

Some men there be who succeed in "living down" the failures and indiscretions of the past by change of conduct and by close attention to the duties and responsibilities of the present.

Others, whatever their change of fortunes, or however altered their circumstances, remain unchanged in life and action.

You can rename them, but the yellow streak still shows out through.

P. T. McGrath has experienced some changes of fortune that, apparently, have left him in better circumstances than formerly.

He has even, by party wire-pulling, been dubbed "honorable," but he is still P. T. McGrath, political weather-cock and undesirable tactician.

His is the same old consummate gall that stood him in such good stead as in days of yore when he changed his politics to suit the changing times.

His record is an open book to the electors of this country, but the same unflinching gall leads him to virulent attacks on the only man feared by his revered leader Sir E. P. Morris.

So he undertakes to blacken the character of W. F. Coaker as a public man.

Consider the men, their records and their abilities.

P. T. McGrath is "Honorable," by grace of a party to whom he has proved a useful journalistic henchman.

W. F. Coaker is honored by virtue of his services to a whole country.

"Trimming" tactics have boosted P. T. McGrath into our Upper House.

Native ability, unbounded energy, abounding genius have made of W. F. Coaker a leader of the great majority of our honest independent Toilers.

P. T. McGrath is tolerated by a band of politicians who find him useful on occasion as a spokesman through the public press.

W. F. Coaker is revered, respected and trusted as the champion of those who are the back-bone, the sinew and the heart's blood of the country.

As to P. T. McGrath—there is none "so poor as to do him reverence."

But as to W. F. Coaker—his bitter enemies have to admit his inherent genius, ability and faithfulness to the great cause he has championed, while his followers unite to do him unbounded honor.

P. T. McGrath fulminates in the party hack and the country sneers and ridicules.

W. F. Coaker deals in manly, trenchant fashion with public issues of the day and Newfoundland listens to his pronouncement with respectful, attentive and heedful interest.

WANTED—A ROOSEVELT.

Very little credit has been gained by President Wilson through his Mexican policy.

He has been content to let matters drift along and shape themselves.

And the shape that things have taken has been the murder of United States and European subjects, the wanton destruction of their property and the general disregard of International rights.

Still President Wilson has been content to look on—and to do nothing practical to end this period of anarchy and murder.

It is true that President Wilson has, on account of his stand on the question of Panama Canal tolls, been acclaimed as an honorable statesman.

Doubtless he deserves all the credit he has gained in this way, but it is also quite plain that he has acted more as an idealist than as an active, energetic and capable public man.

Considering Wilson's policy of drift with regard to Mexico, one is irresistibly led to compare it with the record established by Theodore Roosevelt. There is not the slightest doubt that had the "Terrible Teddy" been in the Presidential chair, the Mexican irre-

sponsibles would have been brought to book long ago.

Roosevelt was often condemned for his American "jingoism" and for his spread-eagleism and flag-flapping, but he handled the foreign connections of the United States capably and bred in the volcanic South American republic a wholesome dread of the long arm of the North American republic.

That the people of the United States have grown restive under Wilson's policy of drift is shown by the action of the Texas Rangers who, some time ago, invaded Mexico and brought back to its native country the body of a murdered compatriot.

Wilson has at last been forced to act. The lawless combatants of Mexico have offered a gross insult to the United States flag and the whole republic is demanding that amends be made therefor—and at once.

CAN DO NOTHING PRACTICAL.

The bulk of our people, apparently, do not understand the nature of the investigation at present being held by the Magistrates' Court into the circumstances surrounding the recent tragedy that overtook so many members of the crew of the sealing steamer "Newfoundland."

It really amounts to a Coroner's inquest, nothing more.

The most the Court of Inquiry can do is to decide to whom the blame, if any, attaches for the four score fatalities.

It is plain, therefore, that after the inquiry has concluded and the court has handed down its findings, general conditions at the sealfishery will not be affected in the least.

This is why we take such strong exceptions to the nature of the inquiry.

We claim that the Commission should be added to and its general scope enlarged so that the sealing industry in general should be inquired into.

The suggested Commission should be in a position to make such recommendations to the authorities as would lead to the elimination of risk, as far as possible, from the sealing industry.

The Commission should also be in a position to suggest reforms that would better the conditions under which our sealers work.

Anything less would be of absolutely no benefit to our hardy Toilers of the Sea who, under the most favorable circumstances, take their lives in their hands in their efforts to secure daily bread for themselves and those dependent on them.

MISREPRESENTS.

The Daily News of this morning deliberately misrepresents the attitude of this paper towards Captain Abram Kean.

The Daily Mail has absolutely no editorial reference favorable to Captain Abram Kean in connection with the Newfoundland sealing disaster.

The Daily Mail never expects to make any such favorable reference.

If the editor of The News in his editorial of this morning refers to the news story that appeared in the columns of The Daily Mail giving the version of Captain Kean's friends, we would respectfully intimate to him that the policy of this paper is to give both sides of any story—if offered—in its news columns and to allow anybody to present his own side of any particular case, even if, at the same time, we are taking exception editorially to his conduct.

Our general policy is not that of doctoring local or cabled news to make it suit our editorial ends. We especially commend such a course of action to The News.

It did not gain anything in the public estimation by changing a message from "Duster to make 'Orangemen' read 'Carsonites'" and thus degrade a general movement to the level of a faction fight.

Captain Kean does not cut a very dignified figure in the eyes of the general public of this country to-day and we must say that he is singularly unfortunate in the champions who have undertaken to fight his case.

IN HONOR PREFERRED.

According to The Daily News, Mr. Donald Morison, one time Minister of Justice for this Colony, but retired from office and from his seat in the House of Assembly by act of the Sovereign people, has been signally honored by His Majesty the King.

We gather that Mr. Morison is now entitled to use the prefix "Honorable" to his name.

And it is pre-eminently a labor of love for The Daily News, with which Mr. Morison is intimately connected, to laud the recipient of the mighty dignity.

Poor Mr. Morison—with him it is evidently "the bone to the dog."

He has missed Knightly Honors, he has been ousted from Seat and Office and now he is wonderfully solaced with this majestic and highly-respected title.

Of course, it is unnecessary to state that Mr. Morison becomes "Honorable" by grace of Sir Edward Morris

for the King simply grants permission for the permanent use of this title on recommendation of the powers that be.

In fact, any Executive Officer who has served three years or over in the Council has a right to claim this "honor."

So where the special favor to Mr. Morison comes in we find it somewhat difficult to discern.

Why even P. T. McGrath is an "Honorable."

TO THE EDITOR.

A SEALER REPLIES TO CAPTAIN KEAN

(Editor The Daily Mail.)

Dear Sir,—Tuesday's Herald contained a letter from Captain Ab. Kean denying your statement about his men being out on the ice three nights.

I was out with Capt. Kean in the Wolf and was one of about thirty men who spent two nights and three days on the icefoot, during which time the ice was open and there was no reason why Capt. Kean did not pick us up. At that time we were so sure of dying that Martin Sanbury and Mr. Carter, a brother of Capt. Sandy, were asked to pray to God for deliverance and all knelt on the ice and prayed for hours. George Daulton was so bad that he had quite a job to keep him aroused.

When we were put out nearly all the crew were with us. When night was approaching, seeing no steamer near, a large number of men under their master watches, left to travel about eight miles to the ship and reached her some time that night. Our master watch said the Captain's orders were to remain until the ship took us up, and he said I intend to obey orders for the ship will be here during the morning.

The men who left threw away their oil clothes and we thank that action of theirs for saving our lives for we all put on another suit of oil clothes on top of the suit we wore, making two suits, which kept us warm. We had a fire most of the second day. We could not see our ship the second day.

Our grub gave out and we were one day and one night without grub.

The men prayed and sang hymns the second night which kept them aroused.

The third night was fine. The other night dirty with snow and East wind. There was nothing to prevent the ship from reaching us.

On the third morning we got on board the Greenland, Capt. Isaac Mercer I think was Captain, about noon, and got a mug up.

We reached our ship about dark, walked the whole distance. When we got on board we were told to have all night in. Next morning master watch called the men and what could get out did.

Our ship took about 17,000 seals while we were absent. We killed about 4,000 seals the first day—all there was there—but we never took one of those seals on board. We had a punt on the ice when we put up and when the ship got our punt it was in a bay of water about two miles from the edge of the lake of water on a pan.

The ice opened the third night and went to pieces and had we been on the ice we might have fared badly. We moaned over what might have been when we saw where the punt was the next day and how the ice was. Some of the men wept.

When the Captain put us down he said "Look out for yourselves, you may see me to-night or you may not."

I never sailed with a man who so little regarded his men on ice or in coming on board of the ship. Many a time I risked my life in boarding since Captain Kean commanded steel ships.

—S. T.

St. John's, Apr. 15, '14.

THE WHOLE LAND MOURNS.

At the present time our land is in mourning for the dead. The month of March 1914 has been to us one of unusual fatality.

Many times in the history of our Island Home has the Atlantic taken from us a number of our hardy Sons of Toil. Almost every year we are reminded of the fact, that the great deep claims a toll of the lives of our Fishermen.

The Greenland disaster of 1898 will never be forgotten; but alas! we are overtaken by an awful tragedy more terrible than any other we have ever experienced.

Not four weeks ago our deceased brothers left their homes robust and healthy, bid their friends good-bye for a short time, and undoubtedly looked forward with bright anticipation to the time when they would be back home again to their love ones.

But Providence has ordered it other wise—they are gone. The recent blizzard overtook them on the ice floe. Poor unfortunates!

Words fail to describe their intense suffering while battling for their lives as heroes, but King Frost was too powerful for them so they had to

bow in submission and die a most awful death.

"Our brothers the haven have gained, Outfleeing the tempest and wind; Their rest they had sooner obtained, And left their companion behind."

Our brothers are gone; wives are now widows; mothers have lost their sons; little boys and girls are now orphans; the breadwinner have been taken from many homes.

Words fail to express my heartfelt sympathy with the bereaved ones, and I would say to them one, and all—"Oh ye whose locks are wet with the dew of the night of grief; ye whose hearts are heavy, because those well-known footsteps sound no more at the doorway look to Him who has promised to be a Husband to the widows, and a Father to the fatherless."

He will not suffer you to go alone, but will go with you all along life's uneven journey.

"Not alone, stricken heart must thou bear thy sore bereavement—for tell me, tomb of Lazarus, did not Jesus weep?"

"Oh! how this sweetens the bitter cup, and brightens the darkest night, and smooths the roughest road, and soothes the pang of earthly disaster. "I will never leave thee, I will never forsake thee."

It is a consolation to the bereaved to know that a universal sympathy prevails on their behalf, not only in our Island Homes, but throughout the whole of Christendom.

A sympathy not only expressive in words but also in deeds.

A sympathy that forces the hands of the rich, the middle and all classes down deep in their pockets for the purpose of helping those who are bereft of their breadwinners.

Such disaster as the one that has recently come upon us, seems to show us more clearly the fact that humanity is a universal brotherhood. We belong to one family. The sceptre and shovel are akin. "Christ came from a throne to a manger to bridge the distance between the two."

We know that widows, mothers and fatherless little ones need something more than "God bless you's"—so let us do all we possibly can for those that our brothers have left behind them.

Let us get ready for a grand contribution when the collectors come around.

Just fancy that they are the hands of the poor unfortunates that have lost their breadwinners that are stretched out for help for their sorrowing ones.

—JOHN ABBOTT.
Bonavista, April 1914.

OUR CIRCULATION.

The circulation of The Daily Mail has reached 5,000, of which number 4,500 were sold and mailed to regular subscribers yesterday. No other daily paper in the city can beat that splendid record. What an achievement for three months' existence.

NOTICE!

Tenders are invited for the purchase of the property of the Estate of the late Dr. Robert White, Trinity, consisting of land, dwelling house, and stable.

All Tenders will be opened on Thursday, April 30th.

The Executor does not bind himself to accept the highest or any tender.

REV. CANON WHITE,
St. John's,
Executor
April 14, 1914

POPE'S FURNITURE and MATTRESS FACTORY.



The Beauty attracts the attention,
The Quality arouses the interest,
The Price closes the deal!

See our Chesterfields, Wing Chairs and Arm Chairs, now on exhibition at our Factory Show Room.

GEORGE and WALDEGRAVE Sts.

Our Prices Will Interest You.

We offer the following NEW MEATS just landed:

100 brls. Special Fam. Beef

100 barrels Ham Butt Pork

150 barrels Fat Back Pork

75 barrels Fam. Mess Pork

150 barrels Boneless Beef

100 barrels Ex. Family Beef

1000 brls. Am. Gran. Sugar

HEARN & COMPANY

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

BAIN JOHNSTON & Co.

NOTE OF THANKS

The men of the Eastern Fire Hall thank Mrs. W. H. Franklin for magazines and papers.

Engineer Isbister, of the Donaldson line, who was here looking after the repairs of the Parthenia, leaves for home by that steamer. He has made many friends who will be glad to see him at any time.

(IN AID OF THE SEALING DISASTER FUND)

To-Night, the 16th, at 8.15

and for two succeeding nights,

At The Casino Theatre

"PEPITA"

A Comic Opera in 3 Acts.

Doors Open 7 p.m.

Reserved Seats at the Atlantic Bookstore, \$1.00, 75c. 50c.

GALLERY 30c. PARQUET 20c.

Books of Words 10c. at the Atlantic Bookstore.

N.B.—People who have reserved their seats and have not yet called for them are requested to do so at once.

AT THE NICKEL!

THEATRE RENOVATED, CLEANED, IMPROVED FROM TOP TO BOTTOM. SHOWING NOTHING BUT CLEAR, SHARP MOTION PICTURES AND CLASSY SONGS.

WEDNESDAY'S FEATURE:

ROMEO AND JULIET.

A Pathe Film D'Art, in 2 Reels—2. Hand Coloured. A beautiful Picture.

WALTER J. McCARTHY, the St. John's boy with the big tenor voice sings popular ballads.

MISS ETTA GARDNER, in all the latest ragtime hits. PROF. P. J. McCARTHY, at the Piano.

Coming—JOSEPH F. ROSS, Trap Drummer, to make the pictures more realistic.

THE NICKEL FOR A GOOD SHOW ALL THE TIME.

Mr. Coaker's Log.

(Continued)

April 3rd.—Ice continued tightly packed. About 1 p.m. a little swell rolled in and opened the ice a little. The ships were given some freedom, and about 4 p.m. the weather cleared, disclosing the Florizel, Newfoundland and Stephano within a mile of us, while the Beothic and Bellaventure were a little further distant. The Adventure and Bonaventure were about five miles distant.

Sixty-nine bodies had been recovered and placed on board of the Bellaventure. Nothing further could be done. The Bellaventure soon started for home and got away a few miles owing to the slack in the floe. The Newfoundland did not appear to make any attempt to follow.

The Beothic being homeward bound of course endeavored to follow the Bellaventure. Those on board here who had near relatives on the Newfoundland, are frantic with grief. All are grief stricken and don't want to handle any more seals this spring.

Anxious Inquiries

Several came weeping anxious to learn of the fate of loved ones who sailed in the Newfoundland. We spoke to no ship after we reached the scene of the disaster. All we saw was carcasses of seals and numerous gulls. Strange some of the

ships did not attempt to communicate verbally. What we know of the awful calamity is but little, although on the spot.

The men are asking hundreds of questions which can't be answered. What caused the men to be out in the universal question which I fear won't be answered until evidence before a court of enquiry reveal the facts.

Our men were out until about 1 p.m. on that fatal day, but no careful observant master would have allowed his men to scatter far from the ship on that day. Our men were picking up scattered seals, but none of them went far from the ship. When the first dwe of snow came on we had several men on the ice about half a mile from the ship. We lost sight of them while the dwe was on. It soon cleared again and they came on board.

Uncertain Weather

Another dwe came on and lasted for, say, 15 minutes and again cleared up. This was followed by more snow which did not slacken for the evening and night. The day was one that threatened weather, although not over cold. The wind increased in velocity. The temperature fell lower and lower. Not much snow fell. The drift was sharp, cutting like a knife.

My opinion is that most of the men survived the first night (Tuesday). The first night's exposure coupled with the total absence of a warm stimulant left the men exhausted, and Wednesday's high wind, drift and bitter frost, was too much for human beings to overcome, and seeing no hope of rescue owing to the tight nature of the heavy Arctic floe, many laid down to die long before Wednesday's fearful night passed.

On Wednesday evening about 4 p.m. the sky cleared and had the other ships been notified of the disaster relief crews could have searched the floe before night fall, although it was bitterly cold and a close drift swept over the floe.

All Was Comfort

On board the Nascope all was comfort and contentment, and no one thought of any poor chap being astray on the broad ocean on such a night.

We steamed until nightfall and once more burned down. This is another stormy night. Snowing with a stiff breeze. Our ship's company is silent; few gather in groups and in whispers discuss what they know about the disaster.

April 4th.—Day fine and clear. Wind off shore. Ice very tight. Just as bad as yesterday morning. Ice opened a little at 2 p.m. Newfoundland and Adventure close by. Florizel and Stephano few miles distant picking up pans. No seals. Men anxious to get the list of dead belonging to Newfoundland, but in vain. Crews of ships grief stricken and every sealer expected owners of steel ships

would order them in, accompanying the Bellaventure as a mark of respect for the dead, but all waited in vain. It is not 77 dead bodies of sealers sacrificed for greed they are interested in, but seals, which apparently are of more interest to them.

Message and Answer

Seeing no proper action taken, in behalf of men marooned the following message:

"Job, St. John's.
"Crews fleet grief stricken. Prospects nil. Suggest owners recall steel fleet accompany Bellaventure St. John's respect dead."

This message was sent as soon as the operator obtained a chance this morning. The Beothic is reported as having arrived at noon.

At 4 p.m. the following message was received in reply to the one mentioned above:

"Coaker, Nascope.
"Via Cape Race.
"Decision as to prospects getting more seals must be left entirely to the captain. Please don't interfere. JOB."
Such a ridiculous reply show exactly what knowledge owners as well as the feelings of the sealers on the ocean, and how easily it is for them to deceive themselves as to what transpire on board the ships at sea.
Improbable Work
Any one on the spot know what the prospects are when a ship like

the Nascope takes 250 seals in a week, and April the 4th is reached; when every harp pupped has taken to the water. But the object of the appeal, which was to have the 69 sealers escorted to port in a national manner, compatible with the respect which the whole fleet considers was due to the memory of the 77 men who died in an endeavor to secure wealth to maintain their country, and whose lives were sacrificed to greed for gold.

Heartlessness in the extreme is the action of the owners of the steel ships in expecting men to mourn the loss of 77 comrades by scouring the sea in quest of more seals, while their loved ones were being outwardly mourned by strangers in port only 40 miles away, and to make the disrespect more pronounced, the Beothic should fly away at high pressure in order to secure the honor of being first ship to port, leaving the Bellaventure to creep along as she may with her 69 dead forms of human freight and 46 souls just rescued from the jaws of death.

Regrettable

The fame-seeking anxiety of the captain of the Beothic and the indifference of her owners for the feelings of the toiling masses of the Colony, whose sons and brothers had died as heroes upon the Arctic icefloes in pursuance of their calling, is to be greatly regretted, for the Beothic at least should have been ordered to closely accompany the Bellaventure to St. John's, and thus pay some reasonable respect to the many dead who, through no fault of theirs had been

called upon to sacrifice their lives up on the frozen floe, after enduring the most excruciating torture.

But even this small token of respect was denied our almost assassinated countrymen. They were only tollers was the innermost thought of the slave owners; let us take it quietly and the whole thing will blow over in a few days.

To the insulting reply above quoted we sent the following:

"Job, St. John's.
"Taken 250 past week. Excceedingly obliged advice tendered. COAKER."

Lack of Thought

Who ever penned the Job reply must have done so without consideration, for only an irresponsible could have imagined that I would interfere in any way to influence the captain or the crew under the circumstances. I hear on all sides the desire of the crew to see the faces of the dead heroes and their hope that the owners would respect the dead by ordering the ships to port in funeral order as a national mark of respect for their dead comrades.

Eight odies of the 77 deaths as a result of the disaster, not recovered. The Diana came in sight at 6 p.m. and we steamed towards her in order to give her a supply of coal, which we succeeded in accomplishing. Had conversation with several of the Diana's crew. They knew nothing of the disaster until they came alongside. Some of the men report a slight improvement in the food on board since we spoke to her on Thursday. The Diana finished coaling at midnight.

Saw Sagona

April 5th.—Steamed 25 miles South in the early morning. Burnt down 50 miles East of Cape St. Francis. Sagona passed us in the afternoon; did not speak to her. Silent day on board.

Held memorial service at 7 p.m. consisting of Litany, Hymns and the Burial Service. Addresses by Wesley Howell, Skipper Peter Gaulton, Wm. Housnell and myself, after which several prayed. It was a joint service by Churchmen and Methodists, and was exceedingly impressive. All the crew attended. It occupied nearly three hours. The Litany and Hymns seemed very appropriate. The Burial Service was splendidly read by Fred Tuik, of Newtown; Wesley Howell, of Cat Harbor, reading the lesson. Many an eye was wet with

ears. Skipper Peter Gaulton spoke very feelingly of his experience at the time of the Greenland disaster, he being one of the crew on that voyage. Probably 50 of our present crew were on board of the Greenland that spring.

Memorial Service

Those present at the memorial service will long remember it. Those heartless lovers of gold ashore so indifferent to the feelings of the tollers respecting the Newfoundland disaster, should learn a thing or two from the manner in which the Nascope's crew respected the memory of their dead comrades to-night. Very few of the Nascope's crew will waste much time in considering how much respect the ship owners at St. John's have for those who risk their lives from year to year in order to maintain their country, their homes and maintain in luxury those who reap the cream of the sealfishery.

April 6th.—Fine day, wind moderate. Steamed all day towards the inside water, but found ice packed and made no progress. Took 11 seals. Saw Stephano, Florizel, Newfoundland. Adventure reports the loss of two and a half blades of her propeller. Had ticket lottery for 3 empty pork barrels. Winner Skipper Darius Hall, Hr. Keefe and George Ivany. Winners had to boil a gallon of molasses into "bullseyes." They started at 9 p.m. and did not finish until 4 a.m. next morning. They well earned their barrels.

Uneasiness

No word of the Northern Cross all day; is causing much uneasiness on board, but the general opinion is that she is safe although driven to sea. Every one is asking why a ship costing \$250 a day is kept out to take 11 seals, probably worth \$15; but of course the wisecracks ashore know best concerning such matters. Burnt down at 8 p.m. in heavy ice. Snowing a part of the night with strong North wind.
(To be continued)

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

ADVERTISE IN THE DAILY MAIL

SALZBURG

The City of Glorious Situation



The Wide Rooms of St. Peter's hewn out of Solid Rock



The Birthplace of Mozart



Riding School of the Austrian Soldiers
Once a Roman Amphitheatre



One of the Butter Women



Salzburg

Quaint Old City Once a Part of the Roman Empire and the Scene of Religious Persecution = Noted for Its Magnificent Location, Quaint Architecture and Rock-Hewn Caverns.

SALZBURG, the ancient Juvavia of the Romans, has been given many names, such as the City of Mountains, the City of Rocks and the City of Churches, but recently an American traveller charmed by the beauty of its surroundings called it "The City of Glorious Situation." This is, perhaps, the most appropriate name of all, for its location rivals any city in Europe in grandeur of scenery. It lies for the most part on a plain from which rise two isolated hills and between these hills the green glacier-fed Salzach River winds its impetuous way down through a fertile valley. On the right bank is the Kapuzinerberg, once the property of a great monastery, while on the left is the Mönchsberg, with its mediaeval fortress known as the "Schloss" perched in a most unique position on a spur of the huge rock. There is an endless charm to the magnificent half-circle of snowy Alps as they appear from the city across the grassy park-like plain which divides Salzburg from the Berchtesgaden-Hochland. These grassy plains are studied with villages and farmhouses, while the great snow-capped mountains rise in the background like giant fortifications.

Curious History.
The city has had a curious history.

It was the property of the Catholic Church from the early ages until the beginning of the nineteenth century. During all that time it was ruled by Prince Bishops whose luxurious manner of living rivaled the German potentates of that age, and for several centuries Salzburg was regarded as the wealthiest and most powerful ecclesiastical principality in that part of the world. It was taken from the jurisdiction of the Church in 1802 and converted into a temporal electorate. A few years later it came under the Austrian Government, then Bavaria ruled the city for a number of years, and finally, in 1816, it again became a part of Austria and is regarded today as one of the real gems in the Imperial Crown.

Religious Persecution.
It has been the scene of a number of religious disturbances—first, the persecution of the early Christians by the Romans, and again in the twelfth century when what is known as the "Salzburg exodus" took place. Even today the traveller finds evidences of the "Salzburg exodus" in that city, for in the Gerichtshaus a torture room is shown which was used during the dark days of persecution. The place is a perfect chamber of horrors—a relic of a happily-gone age.

Fine Old Churches.
The town is rich in churches—the cathedral being modeled after St. Peter's at Rome. It was built in 1614 by Santino Solari. The Franciscan church of the thirteenth century, however, is much more interesting with its fine Romanesque portal and splendid Gothic tower. On the high altar is the famous Madonna of Salzburg in wood; the work of Fischer, done in 1486. The frescos have been badly restored, much of the beauty of the church being destroyed by infernal workmanship.

The Church of St. George, while not as old as the two above mentioned, contains some remarkable statues, such as one of each of the Twelve Apostles carved in red marble. The College Church is an excellent example of the baroque, and has a lofty, imposing dome. It is, however, regarded as modern from the fact that it was completed in the eighteenth century. Near this church on the University Platz the public market is held, and by visiting this place early in the morning one gets an excellent idea of the peasantry of this section—splendid, hardy mountain people—thrifty and clean. The butter women are especially picturesque as they move about the market in their gay clothes balancing huge butter tubs on their heads. The market lasts only an hour or two and is a busy place for the time being.

A Roman Memory.
The old part of the town fairly reeks with reminders of the time when Salzburg was a Roman province. The summer riding school of the Austrian cavalry adjoining the stables of the former Prince Bishops was once a Roman amphitheatre, and its three galleries are hewn in the rock. Roman inscriptions are all about and one can readily picture the gladiatorial combats which took place in this ancient place of amusement in those days when the mere turning down of a thumb by the Roman governor meant death to the vanquished. Many of the early Christians, too, went to their death in this arena—today a training school for cavalry officers and one of the show places of the city.

Even more interesting than the riding school is the rugged old St. Peter's cemetery. It lies immediately beneath the Castle Rock, into the face of which many graves are hewn. Some of the interments in the burial ground date as far back as the thirteenth century, and in the rocks are numerous caves of chambers, one of which was known as the hermitage of the holy Maximus who was martyred at this place by the Huns in the year 477. At present it is called the Chapel of St. Maximus. The room is cut in the rock, everything about it being of stone except the wooden seats which form a strange contrast to the rough stone cavern—the most ancient Christian shrine in Salzburg. These caverns in Castle Rock are also believed to have been a refuge at various times for the persecuted Christians during the early ages of Roman rule and perhaps saved many from martyrdom in the arena at the riding school. The Gothic church of St. Margaret in the center of the burial ground was built during the early part of the fifteenth century while the Church of St. Peter's nearby is a Romanesque edifice dating back to 1181. It contains a monument to the composer, Michael Haydn, a brother of the more celebrated Joseph Haydn, whose body rests in St. Peter's cemetery, and a tombstone of St. Rupert dated 718. It has been well said that Salzburg is a city of contrasts and this is exemplified by the fact that one of the old caves in the rear of the cemetery has been converted into a wine room and a gate from the burial ground leads directly into a room full of tables where the wine is served. At first this rather shocks the American sense of propriety, but after mingling with the crowd at the tables, seeing how well behaved everyone is, and remembering that the drinking of wine in that country is universal, one soon forgets that just behind the living sitting at the tables and benches enjoying themselves lie the remains of their forefathers who had gone to their final rest generations ago.

Birthplace of Mozart.
Salzburg was the birthplace of the great Mozart, and his home on the third floor of a house on the Getzeidgasse is pointed out with much pride by the residents. During his life-time the people of the town refused to listen to his music, and in many ways embittered his life to such an extent that he is said to have died at the age of thirty-six thinking his life a failure. A few years later Salzburg began to do him honor by opening the Mozart Museum, where today the lover of music may revel in relics of this unequalled melodist. The spirit used by him and various other interesting mementos of his life have been gathered together. His birthplace is marked, a Platz is named in his honor, and a beautiful statue of the dead musician has been set up in the center, and Salzburg is proud to do honor to the genius whom their ancestors refused to recognize—truly an example of the people who build sepulchres to the prophets whom their fathers have slain.

Salzburg has made use of its rocks even in its fountains, for the one on the Residenz Platz shows four horses and the figure of Atlas, all of which were hewn out of a single rock. A number of monuments are scattered throughout the city, but the one in which Americans are usually most interested is the life-sized marble statue of the late Empress Elizabeth of Austria, who was assassinated during a visit to Switzerland several years ago. The statue stands in the new part of the town near the railroad station and is backed by the luxuriant foliage of a park. The figure is cut from a single block of marble and is of the most delicate workmanship, and said to be a perfect prototype of the much-beloved wife of the Emperor Franz Joseph.

There is the town palace, which is mediocre except for its beautiful facade floors. It is poorly kept from the fact that it has not been occupied by royalty for many years. Since the assassination of his wife the old Emperor spends most of his time in Vienna or at the summer palace at Ischl.

It must not be understood that Salzburg is not modern as well, for the new section of the city contains splendid, up-to-date homes, public buildings, fine shops and hotels, but these are to be found in all parts of Europe and do not attract the traveller half as much as the ancient rock-hewn parts of the city which give Salzburg a distinct individuality of its own.

News of the City and the Outports

Annual Meeting At St. Mary's

Congregation Had Year of Almost Unprecedented Success

The annual Easter meeting of St. Mary's Church was held last evening in the Parish Room. The meeting opened at 8 p.m. with prayer by the Rector, the Rev. H. Uphill.

After the minutes of the last meeting were read and confirmed the Rector presented his report, in which he showed that the Parish is growing very rapidly indeed, and that the extension that was absolutely necessary to build to the church to accommodate the congregation, and which meant the expenditure of \$11,500, had all been paid off. A good record for two years' work.

The Rector thanked Mr. Geo. W. Ellis very heartily for his services. Mr. Ellis has retired from the position of Rector's Warden, which office he filled the past year, having filled the office of People's Warden for the twelve preceding years.

In the resignation of Mr. Ellis from the above position, the Rector has lost a good worker, and a tried and true friend.

He also thanked Mr. L. G. Chafe for his good work; and Mr. Bert Churchill, Supt. Sunday School, for his great and successful efforts.

Officers Elected
The officers elected were: Rector's Warden, Wm. Churchill; People's Warden, W. J. Pike; Select Vestry, Capt. E. Dawe, Thos. Cornick, A. Whitten, W. Snow, G. B. Whitten, Geo. E. Cooke, W. Gardner, Capt. G. Herald, J. Worrell, W. Blackler.

Financial Committee—J. Worrell, E. G. Cousins, W. J. Pike, W. H. Strong, J. L. Noonan, Capt. Axford, L. Bartlett, J. W. Chafe, F. H. Ellis, W. C. Chafe.

Lay Delegates to Synod—J. Worrell, Wm. Churchill.

Cemetery—W. Cooke, F. Burcell, J. Oakley, A. Whitten, W. Snow.

General Protestant Committee—F. Burcell, Capt. E. Dawe, G. B. Whitten, Sidesmen—W. Chafe, E. Dawe, W. R. Williams.

Auditors—Arthur Ebsary, G. B. Lloyd.

Supt. Sunday Schools—B. H. Churchill.

Organist—G. B. Lloyd.

Sexton—G. Reid.

The year has been a most successful one financially, \$5,500 being raised, as compared with \$3,100 last year.

The meeting passed a resolution of sympathy with the bereaved by the recent sealing disaster.

OBITUARY.

Mr. Patrick McCaffrey

Mr. Patrick McCaffrey, manager of the Rennie's River Tannery, died at his residence yesterday afternoon, after an illness of three months.

Mr. McCaffrey came to Newfoundland from Nova Scotia in 1882, and made many friends here.

He leaves a wife and three daughters to whom The Mail extends sympathy.

Mr. James G. Dwyer

Mr. James G. Dwyer, a well known citizen, passed away last night.

Deceased was a carpenter and for the last four years had been in the employ of the R. N. Co.

He was prominent in Orange and Masonic circles and will be sorely missed.

He leaves three children to whom we tender condolence.

DON'T DARE DOUBT IT!
one of the Best Paying Propositions to-day is an Advertising Contract space in THE DAILY MAIL.

Fogo Council Sympathises

At a meeting of Fogo Local Council of the F.P.U., held April 4th, the following resolutions were adopted:

WHEREAS the members of this Council having heard of the awful disaster which has overtaken so many of our heroic sealers of the crew of the S.S. Newfoundland while engaged at their hazardous calling at the ice-fields;

AND WHEREAS—The gravest fears are held for the safety of the crew of the S.S. Southern Cross;

BE IT THEREFORE RESOLVED—That is Council tender its sincerest sympathy to the relatives and friends who mourn the loss of their loved ones.

CHARLES WOOLRIDGE, Chairman.
JOHN H. BANKS, Secretary.

Last Heard Of Sealer "Kite"

Rumors are afloat relative to the safety of the Kite, but there is nothing whatever to warrant the belief that she is not afloat and safe.

We have made enquiries about her and the latest we can learn is that soon after the voyage opened Capt. Kneec, of the Ranger, saw her in the lee of the Grotto islands. Shortly after, when the Ranger passed that way again, she had left that neighborhood.

Several men who have out in the Kite say she is as fine a sea boat as any vessel going to the icefields.

One says he was out in her until May 4th one spring without being reported.

Bible Class Hold Annual 'At Home'

The members of Cochrane Street Bible Class held a social evening or 'at home' in the lecture hall of the Congregational Church last evening, which was a very enjoyable affair.

The programme was an excellent one and was well rendered.

It was moved by Rev. C. A. Whitehead, and seconded by Mr. Arthur Mews that a vote of thanks be accorded the Trustees of the Congregational Church, also the different performers who helped to make the concert part of the programme interesting.

Refreshments were then served by members of the Blue Division, after which various games were indulged in to the enjoyment of all present.

Great praise is due the officers of the Class for the manner in which it was conducted.

Officers elected were: Rector's Warden, Wm. Churchill; People's Warden, W. J. Pike; Select Vestry, Capt. E. Dawe, Thos. Cornick, A. Whitten, W. Snow, G. B. Whitten, Geo. E. Cooke, W. Gardner, Capt. G. Herald, J. Worrell, W. Blackler.

Financial Committee—J. Worrell, E. G. Cousins, W. J. Pike, W. H. Strong, J. L. Noonan, Capt. Axford, L. Bartlett, J. W. Chafe, F. H. Ellis, W. C. Chafe.

Lay Delegates to Synod—J. Worrell, Wm. Churchill.

Cemetery—W. Cooke, F. Burcell, J. Oakley, A. Whitten, W. Snow.

General Protestant Committee—F. Burcell, Capt. E. Dawe, G. B. Whitten, Sidesmen—W. Chafe, E. Dawe, W. R. Williams.

Auditors—Arthur Ebsary, G. B. Lloyd.

Supt. Sunday Schools—B. H. Churchill.

Organist—G. B. Lloyd.

Sexton—G. Reid.

The year has been a most successful one financially, \$5,500 being raised, as compared with \$3,100 last year.

The meeting passed a resolution of sympathy with the bereaved by the recent sealing disaster.

SHIPPING

LATEST FROM NEPTUNE

Messrs. Job Brothers & Co. had the following from the Neptune at 2 p.m. yesterday:

"Neptune in wake of Entry Islands waiting chance to get West; gale from N. N. East, fine and frosty; ice very heavy; tight ice as far as can be seen; nothing doing; all well."

WILCOX.

KYLE LEAVES BAY BULLS

S.S. Kyle left Bay Bulls early this morning.

PARTHENIA TAKES MAIL

S.S. Parthenia takes an English Mail as suggested by The Mail yesterday. It closes to-morrow evening.

Sardinian is now due from Liverpool.

Durango sailed for Halifax at 11.30 a.m.

Schr. Freedom sailed for Pernambuco yesterday.

Rappahannock arrived at Halifax at 6 a.m.

COASTAL BOATS.

REIDS.

Bruce left North Sydney at 11 last night.

Lintrose left Basques at 3.30 a.m.

EXPRESS DUE TO-MORROW

The express train is due to-morrow morning.

WEST COAST FISHERY TO APRIL 4

From Rose Blanche to Petites 8,520 Qts.

From Mother Lake's Brook to Basques 2,837

Total 11,357

THE LATEST APPOINTMENT

Mr. Thomas O'Mara, of Baird's, has been elected Secretary of the Game Board. There were 28 applicants, and the appointment is causing no end of adverse criticism on the street to-day.

We think Mr. O'Mara an active young man who should fill the office well.

ADVERTISE JUDICIOUSLY IN THE DAILY MAIL

Day of Gloom at Little Catalina

The terrible calamity which has befallen so many of our brave sealers and deprived so many homes of a bread-winner, has been indeed very keenly felt in this little settlement, as six of our friends were caught out in that awful blizzard and before assistance had reached them they were frozen to death.

The train pulled in to the station about 2 p.m. on Monday, and the bodies were taken in charge of by the Orange Society and conveyed to the different homes. The grief-stricken families were almost heart-broken and the scenes which we have witnessed will never be forgotten.

The funeral took place on Wednesday at 2 p.m. The Orangemen and quite a number of persons came from Catalina to attend the funeral of the brave men who had died in the storm.

The six coffins were placed side by side in the one grave.

As they had died together so were they buried together, and in the near future may I hope to see a monument erected to the memory of our brave men who have met their death on the icefloes.

They were buried in the Methodist cemetery by the Rev. S. J. Hillier.

—J. G. STONE.
Little Catalina, April 10, 1914.

RESOLUTION OF SYMPATHY CARBONAR COUNCIL, F.P.U.

Dear Sir,—An emergency meeting of Carbonar Council, F.P.U., the following Resolutions were unanimously passed and ordered to be sent to The Daily Mail and Advocate for publication:

WHEREAS the greatest disaster in the history of the sealing voyage has fallen upon us through the death of 77 of our fellow Tollers, members of the crew of the S.S. Newfoundland, upon the ice—

BE IT RESOLVED that this Carbonar Council of the F.P.U. records its deep sympathy for our fellow Toller who gave up their lives while attempting to earn bread for their families, and this Carbonar Council hereby tenders its profound sympathy to the widows and orphans bereft of their bread-winners and loved ones.

BE IT FURTHER RESOLVED that a subscription list be opened in this Council for those dependent upon the toil of our brothers so suddenly called into Eternity.

The Council also expressed regret that the Government did not accept the offer of our Chairman, Capt. Geo. Penney, to provide a volunteer crew, navigating officers and seamen, to man a ship which the Government was asked to provide to assist the Kyle in the search for the S. S. Southern Cross.

By inserting the foregoing in the next issue of your paper and passing to Advocate for insertion, you will oblige the Carbonar Council F.P.U.

GEORGE SHEA, Secretary.

MARINE DISASTER FUND F. P. U. COLLECTING BRANCH

E. J. Goodland 5.00
Jos. T. Long 5.00
George Ivamy 5.00
W. J. Long 5.00
S. M. James 5.00
F. Kelly 2.00
J. G. Mercer 2.00
Isaac Kelly 2.00
Sympathiser from B. C. 1.00
W. White 5.00
Samuel Efford 2.00
John C. Tucker, Burnt Point 5.00

Elliston, Apl. 8, '14.

OPORTO LETTER

The following letter dated March 26th, was received yesterday by the Board of Trade from Lind and Couto of Oporto:—"Since we last wrote, the market in general has shown some improvement although the demand has not been very active owing to the bad weather retarding agricultural work. Stocks having become smaller there has been a reaction in prices which should still further improve in view of the limited supplies coming forward. There is still some quantity of dun fish in the market, but this is also obtaining a better price. The market recently became quite bare of Norwegian cure, but an arrival from Iceland, kept the market supplied until to-day when a steamer from Norway arrived with about 455 tons. Prices for this cure have also been maintained at a higher level."

FOR SALE! Schooner "Atlanta."

Vessel is 106 tons gross; in good condition; almost new; well found in every particular.

Apply, R. HICKS, Catalina.

mar10,1m

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

Elliston Mourns Her Many Dead

Elliston is indeed plunged in mourning for eight of her bread-winners, who but a few weeks before, had gone forth in the full vigor of life now sleep in the little churchyard on the hill. Bitter was her sorrow as she laid them there; but the All-wise controller of events will know how to comfort her—He who binds up the broken-hearted will be able to sustain her in the hour of her greatest affliction. Even in her sorrow her heart goes forth in sympathy to others who are in like manner bereaved.

A memorial service was held in the Methodist Church on the day when Reuben Crewe and his son Albert John, Benjamin Chaik, Noah Tucker, Charles Cole, Alexander Goodland, William Oldford, and Samuel Martin were laid to rest.

The pastor, Rev. T. H. James, chose as his text "Comfort ye, comfort ye, my people, saith your God"—Isaiah 40th ch., verse 1, and endeavoured to bring through God's messages, comfort to the heart-stricken people before him. The main points of the sermon were as follows:

(1) Some refuse comfort in the hour of their affliction; eg. Jacob and David; but generally speaking mankind in all ages has been glad to receive comfort—Lamech called his son's name "Noah" meaning "rest" or "comfort," saying, "This same shall comfort us concerning our work and our toil." Isaac was comforted after the death of his mother, Judith after the death of his son. The Jews came to comfort Martha and Mary concerning the death of their brother.

(2) God is the great source of comfort. The whole Trinity is engaged in the blessed work. God is the father of mercies and the God of all comfort. Jesus came to bind up the broken-hearted and comfort all that mourn. Isaiah 61 ch., verses 1-3. God can comfort through human agency. (Telegrams from former pastors and sympathizing friends were read.)

(3) Temporal blessings also a source of comfort. Abraham from his tent-dorm saw strangers coming and entertained them with "a morsel of bread." The pastor was glad to say that in Elliston, the "morsel of bread" was brought to the newly made widow and fatherless children.

(4) God can comfort through his word. The Psalmist said "Remember the word unto thy servant upon which thou hast caused me to hope." This was the pastor's comfort in his recent heavy affliction. Again when through genuine repentance of saving faith, the Gospel is received, the darkness scattered, the burden removed, the love of God shed abroad in the heart, the pardoned penitent can exclaim with Isaiah, "O Lord, I will praise thee. Though thou wast angry with me thine anger is turned away and thou comfortedst me."

(5) God can comfort through his minister; the prophets Ezekiel and Isaiah were a comfort to the children of Israel; Timothy to the Thessalonians and Titus to Corinth.

(6) God can comfort his people through one another. 1 Cor. 14 ch., verse 3.

(7) God can comfort with the hope of meeting our loved one again. Thess. 4 ch., verse 18.

(8) God can comfort with the hope of heaven. John 14 ch., verse 1.

After the close of the service the "Dead March in Saul" was played and as the sweet solemn tones of the grand old march pealed forth the congregation stood with bowed heads in reverence to the brave souls called home.

Many strong men shed tears as the long procession wended its way to the graveyard and consigned to kindly Mother Earth all that was mortal of their loved ones.

And there let us leave them—leave them to the infinitely merciful God who has led them through the deep waters safe home—safe home to port.

—G. J.

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

ADVERTISE IN THE DAILY MAIL

Easter Opening

VISIT OUR

UPPER BUILDING SHOWROOM

For the New Spring Styles in

Ladies' Costumes

Colored Silk Coats

Sports Coats

Lace & Bead Tunics

Silk Blouses

American Wash

Dresses

Black Silk Coats

For Matrons

ETC., ETC.

These are all made up of the most fashionable fabrics, in the accepted leading styles for the season.

Easter Hats,
Easter Gloves,
Easter Neckwear

Ayre & Sons
LIMITED.

FOR THE UNGAVA MISSION

An entertainment was held in the Synod Hall last evening in aid of the Ungava mission. Rev. Canon Bolt gave the opening address dealing with the work of the Rev. S. M. Stewart.

Songs by Misses Chafe, Fleet and Mr. Seymour and the Maypole and Dragon Fly dances followed, after which came the sketch "The Voice of Authority." In this the performers were Misses B. Cooke, L. Miller, V. Andrews, A. Miller, F. Ferguson, H. Roberts and A. Williams, all of the Cathedral Sunday School.

Miss Williams was the promoter of the affair and with all who took part deserve congratulations. Miss LeMessurier acted as accompanist during the evening.

A. B. C.

The members of George St. Adult Bible Class held its semi-annual meeting last evening. There was a large attendance and much enthusiasm was manifested.

The election of officers conducted by Mr. E. V. Wylie, resulted as follows: Teacher, Mr. C. P. Ayre; President, C. C. Pratt; Vice-President, B. Edgecombe; Secretary, A. H. Edgecombe; Treasurer, C. J. Laughlin; Librarian, W. J. Joyce; Assistant Librarian, W. Knight; Organist, C. R. Peet; Assistant Organist, A. S. Butler; Executive Committee, L. C. Mews, C. F. Scott, J. H. Bowden, H. Russell, W. Peet and F. Sellars.

Rev. Dr. Curtis will deliver an address on Sunday next, and Miss Russell will be the soloist.

AT THE NICKEL

The programme at the Nickel yesterday was a splendid one, and throughout the afternoon and evening the building was filled.

"Romeo and Juliet" in two reels was the feature film, and it was one of the most artistic and elaborate ever seen here.

The pictures will be repeated this evening, and Miss Gardner and Mr. McCarthy will be heard in new songs.

DOMESTIC ARRESTED

A domestic in a Water Street residence was arrested last evening on a charge of theft.

WEDDING BELLS

Reid—Spooner

Yesterday afternoon Wesley Church was the scene of a very pretty wedding, the contracting parties being Miss M. H. Spooner, daughter of Mr. J. Spooner, Royal Stores, and Mr. F. G. Reid, of Parker & Moore's.

The bride, who was assisted by Miss Horwood and Spooner, cousin and sister respectively, wore a pretty costume of white satin, with veil and wreath of orange blossoms and carried a bouquet of carnations and ferns.

The groom was assisted by his brother, Mr. Chas. Reid, while Mr. John Spooner, father of the bride, was father giver.

The ceremony was performed by Rev. F. R. Matthews, before a full congregation.

After the ceremony, the bridal party drove to Smithville where games and other amusements were indulged in till 6.30, when the guests were ushered into the dining room, which was tastefully decorated for the occasion, and supper was partaken.

At the conclusion of supper a toast list was gone through, Mr. C. B. Dicks acting as Chairman, who performed the duties in his usual good style. The following was the list:

"The King"—Prop. The Chairman; Resp. "God Save the King."

"The Bride and Groom"—Prop. Rev. F. R. Matthews; Resp. The Groom.

"The Bridesmaids"—Prop. Mr. W. Edwards; Resp. Mr. C. Reid.

"The Host and Hostess"—Prop. Mr. Cross; Resp. Mr. W. Horwood.

"The Chairman"—Prop. Mr. E. J. Goodland; Resp. The Chairman.

At the finish of the toast list the gathering assembled again to the ballroom, where dancing was indulged in till midnight