

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

THE DAILY MAIL

WEATHER RE. QNT. Toronto (noon)—Fresh Westerly winds, fair and cold to-day and on Thursday.

SUBSCRIPTION RATES.

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

VOLUME 1, No. 75.

ST. JOHN'S, NEWFOUNDLAND, WEDNESDAY, APRIL 15, 1914.

PRICE:—1 CENT.

W. F. Coaker Makes Trenchant Reply to Capt. A. Kean's Letter.

COST OF WAR IN LIVES AND IN HARD CASH

As a Result of Recent Balkan Contest Bulgaria is Out the Enormous Sum of \$548,000,000, and Lost 58,000 of Her People.

Sofia, April 14.—Pro. Tsankoff has figured out the cost of the Balkan War to Bulgaria. The total credits voted amounted to \$62,000,000. The requisitions for horses, supplies and other necessities are estimated to have cost \$30,000,000.

The deficit in the revenues of the country owing to the hostilities amounted to \$10,000,000. Munitions and transport cost \$30,000,000. The expenses of taking strategic railways and other miscellaneous expenses are placed at \$35,000,000. Pensions for soldiers incapacitated will require the capital sum of \$80,000,000. The value of the territory ceded to Roumania is placed at \$300,000,000. The grand total is thus \$548,000,000.

The number of lives lost was between 55,000 and 58,000, or between six and seven per cent. of the adult male population of the country.

Got a Plumber To Release Baby

Mother Declines Sympathetic Passenger's Offer of His Can-opener.

Chicago, April 13.—A woman entered a Broadway car with a baby in her arms. You could tell it was a baby from the way it moved and the way she held it, and became every once in a while she would look at the bundle and cry. But otherwise—no. It might have been a box in blankets of a small ironing board. The passengers in the car—mostly women—became curious and then indignant.

A little hand pushed through the layer of blankets and moved spasmodically in the air. Finally the top blanket on the baby fell off and revealed what was wrong. Instead of a regular baby the passengers saw what appeared to be three-quarters infant and one-quarter tin pail. "It has got its head caught in a tin pail," cried the mother.

The passengers exclaimed and some giggled and crowded around the infant. The tin pail was certainly in evidence. It covered the baby's head and rested on its shoulders, and it was wedged tight.

"I'm taking her to a—a plumber," cried the mother.

"Wait, I've got a can-opener in my pocket," one of the men exclaimed. "No," the mother retorted. "I know a good plumber in the next block and he'll fix it."

SEVEN LIVES LOST IN BIG BOSTON FIRE.

Boston, April 14.—Seven persons were killed, 16 injured and 21 families totalling more than 75 individuals were endangered this morning by a fire that wrecked the Melvin, a five story brick apartment house.

'Dead Man' Woke Up In Morgue

Hartford, Conn., April 13.—Half an hour after his companions had carried him to an undertaker's morgue as dead, after touching a wire carrying 2,300 volts, Carl Lundell suddenly sat up, rubbed his eyes and when he saw where he was he got down from the slab and hurried out of the place.

Lundell was at work on the Middletown Bridge, across the Connecticut River. When he touched the naked electric wire he plunged forward and fell to the floor of the bridge.

Eagle Reports Seeing Wreckage

April 14th (8:05 p.m.)—Have not been able to report before on account of distance. Killed five hundred odd to-day, done nothing before, terrible blustery weather. Have about 70 tons coal left. Saw some wreckage Thursday just before dark, position at noon lat. 47.9, long. 50.45 W., consisting of cars, hatch and piece of scantling. Our position to-day 91 miles E. by S. Baccalieu, all well.—E. Bishop.

Made Successful Fight to Suicide

Niagara Falls, April 11. An unidentified woman successfully fought the efforts of a reservation constable, who endeavored to prevent her from taking her own life at the Third Sister Island.

Tried a Pike Pole One reservation constable, Charles Martin, pulled her from the water but she luded him and waded in again. This time Martin got a pike pole, caught her clothing, and then followed a struggle in which the woman fought desperately, sinking time and time again under the rapidly moving water.

Body Soon Recovered Help arrived from the mainland in about ten minutes and the body was brought to shore, and a physician was summoned, but the woman was dead.

UNCLE SAM'S BROAD HINT TO MEXICO

United States Fleet Sails for Mexican Waters to Demand from Huerta an Apology for Arresting Two U. S. Marines at Tampico.—Salute Required.

Washington, April 14.—President Wilson to-day ordered practically the entire Atlantic fleet to Mexican waters to force a public salute to the American flag from the Huerta Government, as an apology for the arrest of some American marines at Tampico on Thursday last.

No ultimatum has been issued—that is no specified time has been set within which the Huerta Government must comply—but the naval demonstration has been ordered as a concrete evidence of the fixed determination of the United States to back up Rear Admiral Mayo's demand for a salute.

Up to to-night Huerta had not made any satisfactory response to the demand.

"Future developments depend upon Huerta himself," was the way a high administrative official, close to the President, summarized the situation to-night.

Aerial Funeral For Millionaire

Paris, April 13.—A strange posthumous enthusiasm for a new form of locomotion has been displayed, according to the St. Petersburg press, by Ivan Sopronowski, a Russian millionaire.

During his life M. Sopronowski was extremely conservative and even refused to enter a motor car. In his will, however, was a clause bequeathing \$100,000 to any airman who would convey his coffin to the graveside in an aeroplane.

A young airman named Posoff offering to undertake the task, and placing the coffin in his biplane, flew to the cemetery where he made such a bad landing that he nearly killed himself. M. Sopronowski's relatives reluctantly paid his \$100,000 out of the estate.

Miners Asking Increased Wages

Pittsburg, April 14.—Forty-five thousand miners are idle to-day, voting on a proposition to approve or disapprove of a wage agreement, entered into between the district officers and the coal operators.

If approved the wage agreement in force during the past two years will continue for a similar period.

3,000 KILLED IN 9 DAYS' BATTLE

Juarez, April 15.—A nine days' battle has resulted in victory for the rebels under Villa, according to an official report made public here.

Rebel forces came upon the United Federals, who are said in the last days of the battle to have numbered 15,000, forty miles East of Torreon.

The killed and wounded on both sides number about 3,000. The rebels claim to have taken 700 prisoners.

BRITISH WANT IRISH QUESTION SETTLED AT ONCE

Have Grown Tired of the Endless Bickerings Over Home Rule and are Irritated About the Spectacle Britain Presents to the Whole World.

London, April 15.—Settlement of the Ulster question is being urged by The Times, which refers to the members of Parliament as reassembling in a mood of quiet exasperation. If the Ministry settle it, says The Times, public opinion will angrily compel the discovering of a solution.

The Times proceeds to refer to the national consciousness of the humiliating spectacle which the United Kingdom undeservedly presents to foreign observation and also to their kinsmen of the Empire, mentioning that its Canadian correspondent stated that a continuance of the controversy would have deplorable results in the Dominion.

Can Protect Province.

The demand for a settlement, adds The Times, does not mean weakening on the belief in the justice of claims of Ulster, but is rather the result of a reaction of the intense excitement of the last few days.

The Westminster Gazette still know whom volunteers, whether of

GREEK PATRIARCH IS ON TRIAL AT CONSTANTINOPLE

Constantinople, April 7.—Archbishop Germanos, the Green Patriarch, is to be tried by Court-martial on a charge of superintending during the Balkan war the formation of bands which had as their aim the massacre of Moslems at Kavala.

2 ARE KILLED FIVE INJURED IN TRAIN WRECK

Scotch Express Train Collides With a Freight and Fireman and Engineer Lose Their Lives.—Wreck Caught Fire and Many Passengers Were Injured.

Aberdeen, April 14.—The Scotch express train, Northern Britain, was wrecked near Burnt Island station to-day. The engineer and fireman were killed. Five passengers were injured and will probably die.

While en route to this city, travelling at the rate of sixty miles an hour, the express dashed into a freight and passenger engine and was thrown from the rails upon the golf links, that lies parallel to the tracks at that point, dragging two coaches after it. Two express cars turned over. Other cars piled up against this wreckage. Fire broke out in the debris. The injured are badly burned.

Connaught to Be Viceroy of Ireland?

Dublin, April 14.—A good many Liberals have been discussing exactly what is going to happen when a Home Rule parliament is actually sitting in College Green, in the course of next year.

By these circles Prince Arthur of Connaught, it is thought, will be the first Viceroy under the new order of things.

There has not been a member of the Royal Family at the head of the Government of Ireland, since Henry, Duke of York, afterwards Henry VIII, was appointed Lord Lieutenant and Lord Deputy in 1494.

DO IT NOW!

A few months' more and we'll shake the largest circulation in the country. We claim second place now—What about your advertising!

Ulster or of the Nationalists, propose to fight, since Carson declared his army is one of peace, while Darrell Fingis, writing in The Times, declares that the volunteers would rather Ulster or Nationalists, fight the British army but not each other.

The Westminster Gazette still urges the idea of Ulster Irishmen settling the problem by agreement among themselves. Looking over the past three months it comes to the conclusion that the parties could have sensibly approached each other and that the remaining gap could be bridged with patience and forbearance.

ARSON SQUAD BURN \$195,000 MANSION.

Shrewsbury, Eng., April 14.—One of the worst fires yet caused by militant suffragettes of the arson squad, occurred here to-day. The mansion owned by Sir Walmer Smythe was burned down; damage, \$195,000. The police believe the incendiaries came from London.

Suffragettes Find Cash for Candidates

London, April 13.—The Suffragettes have introduced a new phase into the political situation by their determination not only to support Labor candidates, but to finance them as well. There is to be a great outpouring of funds. The result will be that when the general election comes there will be innumerable triangular contests.

A well-informed political writer says that this probably will return the Unionists, "with too small a majority to be workable, whereas in all ordinary events the Government will come back with only the loss of a comparatively few seats."

He continues: "There is no question of patriotism; Suffragettes care nothing for Empire. They mean to have the vote, and they are not likely to shrink from financing irresponsible individual candidates drawn from labor, when they pour chemicals into letter boxes, burn country houses, and destroy masterpieces such as the Velasquez 'Venus.'"

An illustrious statesman has said that he regarded the danger of Suffragette interference in elections as a greater peril than any civil war in our islands. Their funds cannot be estimated, for they are lodged in Paris and Brussels; their resources seem practically limitless, and how they would exercise power if they ever acquire it may be diagnosed by the means they are taking to obtain the vote.

Rich Westerner Is Found Dead

Fort William, Ont., April 11.—Arthur A. Vickers, 41 years old, a wealthy land owner and real estate dealer of this city, was found dead with a gunshot wound in his head, in the bathroom of his home. His shotgun was on the floor beside him.

No cause is assigned for the deed, Mr. Vickers having retired in apparently good spirits at the usual hour last night.

Mr. and Mrs. Vickers returned only a few weeks ago from their wedding tour.

ASQUITH GETS GREAT OVATION FROM COMMONS

Takes His Seat Again After His Recent Re-election in East Fife.—Mexican Troubles are Aired in the House.—British Government Characterises Carranza "Rebel."

London, April 14.—Premier Asquith was greeted with an inspiring ovation on his return to the House of Commons to-day.

During question time Mr. Acland, Parliamentary Secretary for Foreign Affairs, gave the House official information as to events in Tampico as recorded in the despatches.

He told that Secretary Bryan, at the request of the British Ambassador at Washington had taken steps to impress the commandant that a most serious situation would be created by wanton destruction of the oil fields. Mr. Acland described the followers of Carranza as rebels to which Josiah Wedgwood, a Liberal M.P., took exception.

Acland replied "I think the word describes what I well enough in the absence of their being conquerors."

Walked 100 Miles For An Operation

New Liskeard, Ont., April 13.—To walk 96 miles for the purpose of undergoing an operation is the experience of an Indian woman who has been admitted to the Lady Minto Hospital.

This woman, whose name is Mrs. Squirel, lives at the New Hudson Bay Post, 96 miles from Cochrane, and in company with her husband and little child walked the entire distance from the Post to Cochrane, where she took the train for Liskeard.

She cannot speak a word of English but was accompanied to the hospital by a companion from Cochrane, who acted as interpreter.

The operation has been performed and the patient is getting along as well as could be expected.

Samuel Rogers Reprted Safe.

The Acting Premier had the following message yesterday from Hering Neck, telling of the safety of Samuel Rogers, who was reported missing Monday:

"Pleased to inform you that Samuel Rogers reached Baccalieu at 1 p.m. yesterday. He arrived here at 12:30 p.m. to-day and left for his home feeling alright."

Willie's Little Game.

It Succeeds, As Usual.

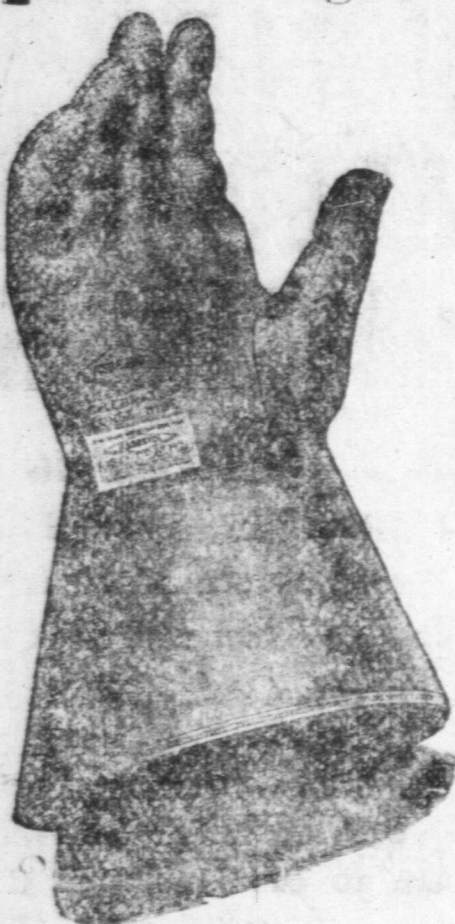


"I've Got Wise--Know Enough Now to Wear Gloves."

"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 XIV.

Capt. Curzon in the Merchant Service
(Continued)

Curzon was very hot. He had risen from his chair and was pacing the deck in short, agitated strides. The gradual decline in the national importance of the merchant service touched him on the raw; he had likened it to the life-blood of the country, and to a certain extent he was right. The great heart of England might beat strongly and courageously, but how could it beat for long if left unsupplied with blood? And food makes blood, and merchantships carry food, and British seamen are needed to man merchant ships. But—let England beware! The constant influx of foreign sailors, the frequent notices to be seen in any port: "No Britisher need apply," are all signs and tokens, and the day may come when the whole Empire will squirm and writhe in misery for lack of a nationalised merchant service.

"But that won't come yet," said Aileen soothingly. "So long as there are men like you and Mr. Steadman and Rhys, I don't think we need be afraid."

"There aren't many, girl, who care two straws what becomes of the service—there isn't enough inducement to care. No, no; look at that dunkey-funnel there. It cost us five men when that engine was installed, and we get no coal to make steam—it's a useless weight on deck; but where are our five extra men? On a bad Cape Horn night, when we need twice the men we carry, where are those five men? The donkey-engine can't go aloft, can it? It's used sometimes in port to get cargo out when there's a rush, but beyond that it's so much

AN UNEQUALLED RECORD.

Synonymous with simplicity, quality, efficiency and moderate cost, as applied to office filing equipment, are the words "GLOBE-WERNICKE". It does not suffice the "GLOBE-WERNICKE CO." to have "no complaints"; this great firm prospers and thrives upon the never ceasing praise of its countless customers and their recommendations. The support of the business 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-WERNICKE" agencies at the suggestion of their friends. These friends speak from a happy experience when recommending "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?

scrap iron. It simply means that every man aboard must do his own work and that of another man; and British sailors won't stand it, that's all. So in comes the Dutchman, and out goes our strength. Donkey-engines!"

He wound up with a snort, and, meeting Aileen's amused glance, tried to smile, but failed. His wrongs were hot upon his head—he saw farther ahead than many men, and to him the well-being of the merchant service was very dear.

"We'll feel it even in the officers," he resumed after a while. "We don't carry a third mate now—no apprentice will take the trouble to serve a four years' apprenticeship under the present conditions and then secure a berth as third officer at two pounds ten or three pounds a month. I don't blame 'em. They can do better in steam, when you remember that liners—liners, Aileen, are leaving port with less than their complement of junior officers, simply because they can't get 'em. Catch a youngster fooling about in a liner when he can get comparative comfort and good food in a liner! We've got two officers and a skipper, and a steward who's a Greek, and ready to slip a knife into the first man who finds fault with the scum's work; and we have fourteen so-called A.B.'s in the fore-cabin—Dutchmen all, who'd think no more of broaching cargo and getting drunk, and then sailing into us of the after-guard, than they'd think of blowing their month's advance on a gigantic spree. Two men and a skipper to tackle that gang in case of need! And if a skipper brings a case against a sailor, it's generally given in the sailor's favour—what with federations and sailors' unions and the like. There's no discipline at sea now. We have no discipline, I say. We have to browbeat and bully the men to get them to work, or else they think we're safe and easy, and take advantage. Heaven knows, I hate to treat a sailor as a dog, but with these squareheads here a blow must follow a word, or else they think we're scared of 'em. Where it's going to end I don't pretend to know."

"Would you leave the sea now, dad, if you had a fortune left you?" queried Aileen slyly.

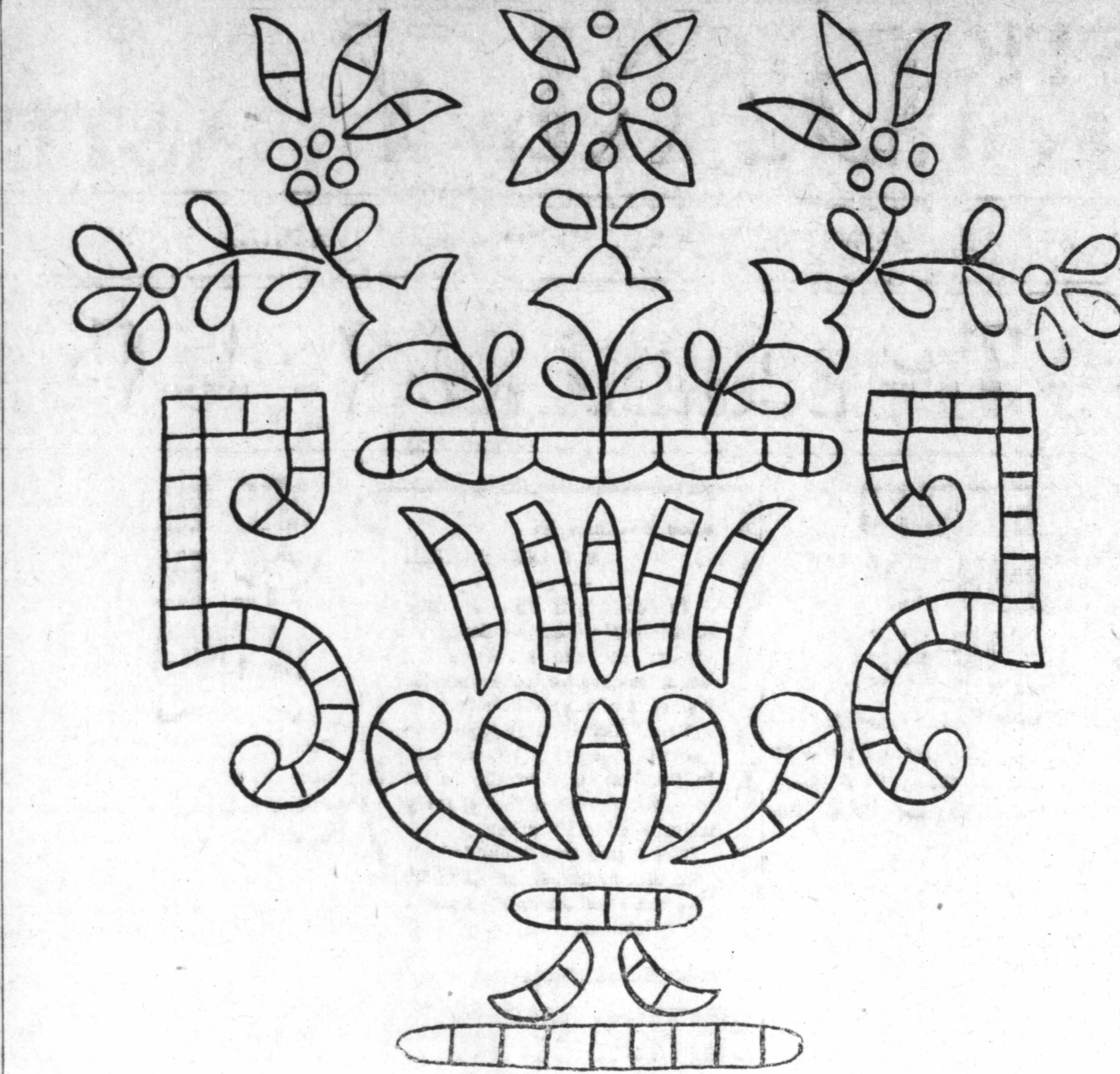
Curzon hesitated, stammered, and looked confused. He let his eye travel from the bulging sweep of the main course, right up through the tracery of rigging, until it rested on the slender spring of the denuded royal mast. He opened his mouth and inhaled a deep chestful of the glorious air.

"You little witch," he laughed suddenly. "You know I'd die as soon as I was chained to a snore house."

"Yes, I know. That's how I feel,

scrap iron. It simply means that every man aboard must do his own work and that of another man; and British sailors won't stand it, that's all. So in comes the Dutchman, and out goes our strength. Donkey-engines!"

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MOTIF FOR WORK BAG

In this conventional motif the flowers and leaves are worked solid, with the dots as eyelets and the stems in the outline stitch. The rest of the pattern is buttonholed closely around the edge with the purling brought to the inside. The cross bars are formed of strands of the cotton stretched from side to side and closely button-

holed without catching through the material which is cut away underneath. Use mercerized cotton No. 20.

DIRECTIONS FOR TRANSFERRING

Lay a piece of impression paper, face down, upon the material. Place

the newspaper pattern in position over this, and with a hard, sharp pencil, firmly trace each line.

If the material is sheer, this may be laid over the pattern, and the design drawn direct on the goods, as it will show through. When handled in this way, impression paper, of course, will not be required.

dad. That's why I stowed away. And there are dozens of men who are the same. You shouldn't get so desperate as long as the Briton remembers what the merchant service has done for him; and there are some who remember. They can't get rid of the salt in their blood, it draws them to the sea—and so—we'll have faith in the future, and not look too far ahead. So long as the sea foams and boils and invites round England there'll be men who want to wage a relentless war with it. Dear old sea!"

"But, all the same, Aileen, you shouldn't be here, you know. I'm glad to have you, of course, but—there's no room for a woman at sea nowadays. No comfort, no ease, poor food—it's a bad look-out for you, my dear."

"But the sea makes up for all that, dad."

The young Dutchman who had recently relieved Rhys at the wheel was staring with protuberant eyes at the vision of beauty in the deck-chair.

He was a stolid man, who knew very little about his work; not the man to confide in, not the man to rely on in an emergency. He showed that in his vacuous face. He had been drilled to a certain extent to obey mechanically the sea orders, but, as far as individual acumen was concerned, he showed as much intelligence as the spokes he was playing with. Captain Curzon had sunk his head on his breast, he was deep in thought. The officer of the watch—it was Stubbs, the second mate—had left the poop, and was on the fore-cabin bulwark with a couple of so-called seamen. Aileen looked about her; her quick eye noted the line of steel light to the westward, noted how the rising wave-tops were being sliced off sharply as by a razor-edge. Already the ship was breaking a protest to the coming squall, but the helmsman was staring vacantly at her face. She blushed and turned away.

There was a hurrying crack aloft; the ship had heeled over and over, until a curl of foam slid over the lee rail and eddied into scuppers. Curzon's deck chair took charge across the sloping planks, Aileen steadied herself automatically. The Dutch helmsman turned white and lost his head completely.

Aileen saw him fling the wheel up, felt the ship stagger to the strong thrust of the squall. It all happened in a moment. The regular routine in case of a squall is to put the helm down—"to luff" is the technical term—and try to shake it out of the sails. But the Dutchman was still heaving the helm upwards, and the ship was heeling dangerously. Something aloft

would go in another moment; the sails were billowing at the unjust weight in their bulk.

Aileen sprang from her chair to the weather helm in one bound, her firm young hands closed on the spokes; the Dutchman staggered away before the thrust of her arm. Then she hovered in another moment; the sails were billowing at the unjust weight in their bulk.

Some years ago whilst at Labrador I was fortunate in securing a formula which has proved a benefit to many a sufferer. I gave it but little attention at first but finding some few persons who tried all means for relief and found nothing to help them I thought I would try a remedy. I was successful in curing the first five who drank this Arctic Indigestion Cure, and that encouraged me to put it on the market and to-day we have scores who are testifying to its curative value.

It is not only a cure for indigestion but if you follow up our advertising you will see testimonials that it cured various other complaints. It is made from herbs and roots and contains no poison.

Manufactured by SAUNDERS & MERCER, Shearstown, Nfld.

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

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137 WATER STREET,
TELEPHONE 60.

A GREAT BENEFIT SECURED

For the Benefit of the Human Race.

Some years ago whilst at Labrador I was fortunate in securing a formula which has proved a benefit to many a sufferer. I gave it but little attention at first but finding some few persons who tried all means for relief and found nothing to help them I thought I would try a remedy. I was successful in curing the first five who drank this Arctic Indigestion Cure, and that encouraged me to put it on the market and to-day we have scores who are testifying to its curative value.

It is not only a cure for indigestion but if you follow up our advertising you will see testimonials that it cured various other complaints. It is made from herbs and roots and contains no poison.

Manufactured by SAUNDERS & MERCER, Shearstown, Nfld.

NORTH SYDNEY COAL.

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

W. H. HYNES,
East End Coal Dealer

MUIR'S MARBLE WORKS
ESTABLISHED 1847.
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Monuments, Headstones, Memorials, Cemetery Decorations in Marble and Granite.

Largest and most chaste designs. Largest stock to select from in the city.

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Designs and price list mailed to any address.

Mail orders have special attention.

F. CHISLETT,
Manager.
ap19,3m

EVERYBODY TREATED ALIKE—

Even the advertisers are beginning to realise that **The Daily Mail** is now fast becoming **The Home Paper**. The answer is simple—A square deal to all!

the wheel down with all her returning strength.

"Why don't you luff, you idiot?" she gasped, throwing all her weight on the heavy spokes. The Dutchman gasped, clambered to leeward, and added his strength. Inch by inch the wheel came down, the ship shook, came up to the wind, steadied, swung wide, righted again, and the squall broke in full fury as the captain's voice clattered along the decks: "Stand by topgallant halliards! Hands lay aft!"

The yards clattered down, the strident chorus came shrilly along the wind, the great sails that had been pressing the Zoroaster inertly down were clewed up and snugged, and a minute later the sudden squall was booming past harmlessly. But for Aileen's prompt action damage must certainly have been done. As it was, one man was flung from his position on the yard—he was one of those engaged aloft—and but for being caught in a tightened buntline he must inevitably have been hoisted over the side into the frothing tumult.

Within half an hour the ship was snorting along close-hauled under her topsails and foresail, and the Biscay gale was roaring thunderously in the skeleton rigging aloft. Curzon had called for a fresh hand to the wheel as soon as the temporary tumult was at an end, and when order had been restored he seated himself beside his daughter.

"What did I tell you, Aileen?" he asked proudly. "You've seen for yourself. That man is a sample of what we have to deal with to-day. But it was surely something more than inclina-

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Shoe Departments
New Styles,
Latest Approved
Models
—in—
Smart Boots & Shoes.

Knowing's Shoe Stores

tion that brought you aboard the Zoroaster, my girl. That was very smart of you, and very plucky, too. But it only goes to prove my contention. What is needed is that officers should be allowed to carry their wives to sea with them. Let their children be born at sea—in a gale for preference, as you were; let 'em live with the scent of the sea in their nostrils; and then—then there might be some hope. Overgrown manufacturing towns can't produce sailors; they must be bred up in the breath of the salt spray. You're a living example of what I mean. Do you mean to tell me that an average land-woman could have acted so smartly? Why, to all intents and purposes you saved the ship just then. That's what we need—smartness of thought and smartness of action, and then—we might get sailors."

"I'm feeling hungry," said Aileen. "Isn't tea nearly ready?"

CHAPTER XV.
One Crowded Hour.

"Who hath desired the Sea—the sight of salt-water unbounded? The heave and the halt and the hurl and the crash of the comber wind-bounded? The sleek-barrelled swell before storm—gray, foamless, enormous and growing? Stark calm on the lap of the Line—or the crazy-eyed hurricane blowing? His Sea in no showing the same—his Sea, and the same 'neath all showing—His Sea that his being fulfils?"

"Who hath desired the Sea—the immense and contemptuous surges? The shudder, the stumble, the swerve ere the star-stabbing mowsprit emerges—The orderly clouds of the trade, and the ridged roaring sapphires thereunder—Unheralded cliff-lurking flaws and the head-salls, low-volleying thunder? His Sea in no wonder the same—his

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, dropper fillers, 70c.

Our White Stone Rings, made to resemble 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

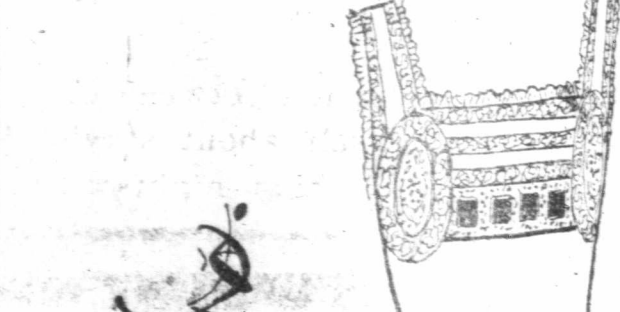
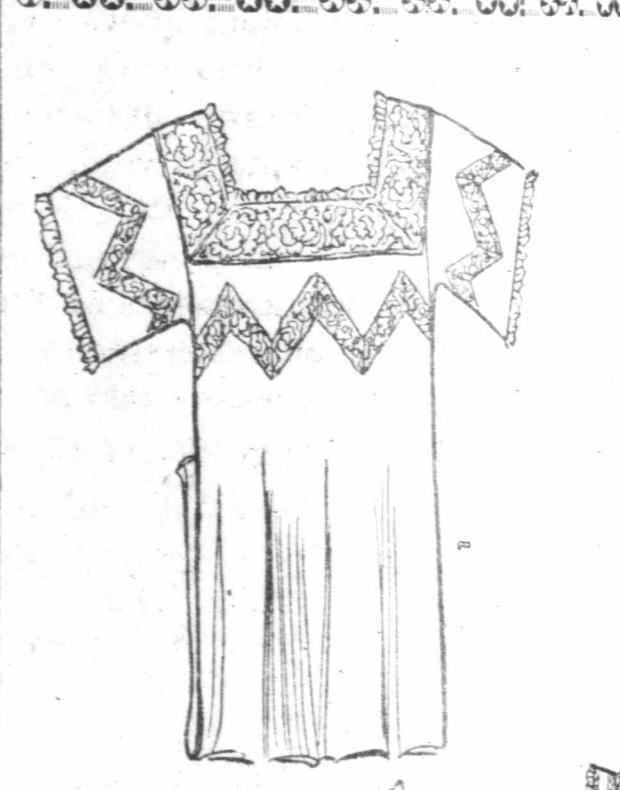
Sea, and the same in each wonder. His Sea that his being fulfils."
(To be continued)

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OFFICIAL INVESTIGATION; "NEWFOUNDLAND" DISASTER.

Saturday, April 11.
George Tuff (sworn)—continued—
This is my fourth spring in the Newfoundland. The first spring we had a wireless apparatus and that is what we should have had this spring. I am sure that had we the wireless aboard of her this spring this disaster would not have occurred. Our ship could have got in touch with the other steamers and they would have come to our assistance.

The first mile and a half from the Newfoundland to the Stephano was fairly good ice for travelling on as the ice was this spring, and from that on it could not have been much worse.

As we neared the Stephano the ice got a little better for travelling on. I don't think the Stephano could have forced her way through the jam not nearly way to the Newfoundland than where they picked us up on the first day.

When I started off to the Newfoundland I took the hindmost place, which is the hardest place. The reason of this is that when coming across small cracks where water is the first men copy across it on a small pan of ice, but after a number have gone over it, the pan may become broken, with the result that those following may have to travel some distance around before finding a lead, or other opportunity of getting, and by this time the front men are some considerable distance ahead.

Storm Getting Worse

When I and Stanley Andrews started with the sick men in company with another volunteer, the storm was not at its worst, but it was getting worse. Stanley Andrews is alive in hospital, but I do not know about the other. The path was winding everywhere.

It is not part of my duty to go out with a crew like that, and that is the reason why I was not provided with a compass.

When I was going to the Stephano she was steaming about in different directions. I had my "mug up" in Captain Kean's dining room. Captain Kean came down off the bridge and came to me in the room.

When Captain Kean came in the dining room he told me that I was likely to pan 1,000 or 1,500 seals. I also asked the captain about the seals generally, and he told me. He told me to the S.W.

Before I left I went back to the bridge with him. I was wearing amber glasses while I was on the bridge with the captain. Before leaving the Stephano Captain Kean showed me the direction of the Newfoundland, and I took the bearings myself—S.S. After wearing glasses and taking them off it is not as easy to see as those who do not wear them at all.

To Take Them to Seal

Captain Kean told me he was going to take me to a spot of seals and nearer our own ship. The Stephano was coming towards us before we reached her.

When I was taking my "mug up" I don't know what course the Stephano was taking. I do not remember any conversation between Capt. Wes. Kean and myself about staying aboard the Stephano that night if the weather

came on, or if we stayed in the neighborhood where we were going panning seals.

When we left the Stephano the snow was mild, and I thought it would clear up or turn to a mild and we should be able to get back to the Newfoundland all right.

When I was on the bridge with Captain A. Kean I said "Captain, I think we are going to have some weather, but it is mild," and I am not so sure of his answer. I do not recollect what Captain Kean said. I don't remember the words he used. I do not recollect the effect of the words he used. Capt. Kean did not tell me there was a bad storm coming on. He did not suggest any kind of a storm as far as I can remember. I fancy he made some answer but I don't remember what he said. Whatever the captain said to me it gave me no alarm whatever as to the weather. What was on my mind when I was talking to Capt. Kean was getting the seals. I was giving no thought to bad weather.

No Protest

I never for one minute protested to Capt. Kean about my men leaving the Stephano and more than that not one of my men ever mentioned weather to me while I was on the Stephano. Not one of master watches for one minute objected to me to their leaving the Stephano. None of my master watches reported to me that any of our men did object to leaving the Stephano. I have heard nobody object as far as I can remember.

In looking over the windward side of the Stephano before leaving her I noticed the ice was looser than on the starboard side and there was not a pan near to jump on. The condition on the windward side was not due to any stress of weather or wind that was on at the time. The order to get over the starboard side was not due to the fact that a storm was raging, nor were the ice conditions due to that fact.

There was nothing extraordinary in the Stephano going off and leaving us. When I left the Stephano before twelve I was not anxious about the weather.

Began to Get Anxious

It did not come into my mind then about getting back to our ship but about a quarter to one I began to get anxious about the weather and about getting back to the Newfoundland. At that time I began to fear that the weather was not going to clear away, and I became anxious to get back to the ship, the whole lot of us. I did not at this time have one thought of getting back to the Stephano. I did not know whether that would have been possible or not.

I did not know how far off the Stephano was at this time. I cannot remember seeing her after I got across her head. I think she slowed. I did not look out for the Stephano at quarter to one because she was gone out of sight, beyond that I looked all around and did not see her.

At a quarter to one o'clock I made the remark that I never saw a better chance to be out all night on the ice. The last time I saw Dawson the master watch was on Wednesday after

noon when I was going towards the Bellaventure. The news of the Bellaventure being in view revived him I understand. He had been lying down and I was told he was raised and placed against a pinnacle. He was in a bad state, almost a dying man. He was not in a fit condition to take charge of men. At this time it was every man for himself; each man was trying to save his own life.

This was about a half-hour before sunset on Wednesday evening. This is the reason why no master of the watch was left in charge of any man behind.

Simply Followed

The masters of the watch were not ordered to come with me, but simply followed me up as they were active and able men.

On Tuesday night the noise of the gale would prevent any whistle of the Newfoundland being heard by us more than half a mile.

Our men knew the Stephano was in the seals because I told them all in the morning. Perhaps half the crowd did not know where they were going when we were going towards the Stephano on Tuesday morn.

I do not know to what to attribute the disaster. I did not know of it in time to prevent it. I did not think I would be justified to turn back when the other men turned back on Tuesday morning.

In my own conscience I would be justified in leaving the Stephano and going to look for seals. Between the time I left the Stephano a little before 12, and a quarter to one, the storm had increased, and this determined me to abandon the seals and make for the Newfoundland.

The hearing adjourned at 5 p.m. on Monday at 10 o'clock.

Captain Kean's Evidence.
Captain Abram Kean (sworn).—I was captain of the Stephano at the seal fishery this spring. I have been at the fishery 41 years, 26 as master of steamers, and two years master of sailing vessels, six years captain of steel ships, the first being the Florizel.

Our position on Tuesday, March 30th, was S.E. of Cape Bonavista. The Florizel and Newfoundland were south of me. The Bonaventure to the north west. I sighted the smoke of the Bellaventure, she was a bit to the north.

Some time during that day I informed the Newfoundland that there were seals in that direction. When I sighted the Newfoundland on the morning of the 30th the Florizel was nearest the Newfoundland. Sent them a wireless asking them to get the Newfoundland's news and send it to me. He did so and informed me that the Newfoundland had taken 400 whitecoats last Saturday about 5 miles south of where he was then and that the captain of Newfoundland was of opinion that there was a spot of young harps west of his position then.

Position of Ships.
I now put in plan showing positions of ships on morning of the 31st. The Bellaventure is not on this plan as she was out of sight. Where you see the Stephano's flag at the edge of the ice that is the position she

was in when we got into the small ice where the seals lay on Monday night. As the bulk of the seals lay to the N.W. my men worked in that direction all that evening to pan the seals leaving a small spot of seals on my port hand untouched.

Where you see Stephano marked "5 a.m. on March 31st" is the position I reached at 8 p.m. in the evening of the 30th and burned down for the night.

The positions of the Bonaventure, Florizel and Newfoundland on the plan are the relative positions of these ships from us when daylight came on March 31st.

Early in the morning I commenced putting my men in the ice seals and steamed in N.W. direction for probably two miles. The Florizel and Bonaventure had put down their crews and commenced work in the heavy ice.

After they saw us place our men on the ice and seeing that we had more seals and easier ice the Florizel picked up her crew with the exception of a few men and steamed into the N.W. of our men and put his men on the same patch of seals that we were on.

Three Ships in Company.
The Bonaventure did the same thing later in the day and commenced work on the live seals of where the Florizel's men had finished.

After dropping my men I came back to where you see "Stephano Mar. 31st 5 a.m." on the plan, and commenced picking up dead seals of the evening before.

At 9 a.m. on the 31st the second hand reported that the Newfoundland's crew had left their ship to walk towards us. At 10 a.m. I sighted them from the bridge. I saw they were bound to board us.

At 10:40 where the Stephano is marked on the plan I turned and went towards Newfoundland's crew and picked them up at position where you see Florizel's flag marked on the edge of the big ice.

When I turned for the Newfoundland's crew I called to my chief cook and told him to have dinner ready for Newfoundland's crew as I was going for them. He replied that everything was all right.

When I got them on board I ordered every man to get a dinner, and advised some of my own crew about the deck to show the Newfoundland's crew the different places they had to go to get their dinner.

Led by Tuff.
When the Newfoundland's crew came alongside I noticed they were led by the second hand named George Tuff, and I was proud of it, because I knew him to be a good practical man.

After ordering the men to their dinner, I gave orders to my second hand to steam down to where we had put a flag in our wake on the evening of the 30th, that we would place the Newfoundland's crew on the spot of seals which we had left on our port hand the evening before.

I then asked Tuff down below in my own private dining room to get a meal. While there we exchanged views. I said to him, "It's no use for me to take you into the N.W. on the string of seals that we are on. They lie in a

very narrow string, and ahead the Florizel has foreloaded my men, and the Bonaventure is going in to forelead the Florizel's crew, and by the time you would reach any live seals you would be from 12 to 14 miles from your ship. But we left a nice spot of seals yesterday evening on our port hand, where, I am sure, you will pan from 1,000 to 1,500 seals, if they have not taken to water. And when you get on those seals you will two miles nearer your own ship than you were when I took you on board."

Advised How to Start.
When he had had his meal, I said, "Now, George, if you are finished I want you to get your crew after they have had their dinner, and we have to get ahead to our work as quick as possible, because some of my men must be five or six miles from us now."

He appeared to be just as willing and as anxious to get over as I was to send him away.

All the crew that I saw appeared to be in the very best of spirits coming out of the castles where they got their dinner, most of them smoking their pipes.

I asked my second hand whether he could see the flag we had left in our wake yesterday, and he called out to me that it was just a little on our port bow.

I then ordered the engines stopped and the wheel starboarded to press the vessel tight on the ice, and shouted out, "Now, boys, if you have all had your dinner, every man get out on the starboard side and get clear of the head of the ship, because I want to get ahead at my own work as quick as possible," which they accordingly did.

Steamed Back.
I then went full speed ahead with a fast wheel, and steamed back to where I had dropped my men to haul pans together at a position on the plan where you can see the Stephano marked at 10:40 a.m.

So far as I can remember the sky commenced to get overcast at about 10 a.m.

It had been a magnificent morning before that, as fine as I ever saw at the ice in the early morning. The sky was looking dark to the south at 10 a.m., but had more the appearance of a mild day than anything else.

When I put the Newfoundland's men down there was a scattered peck of snow falling and very soft and little or no wind of any consequence from the southeast.

I said to the second hand, Tuff, "Now, George, come up on the bridge and take the bearing of your ship." Going along to the compass myself and taking the bearings of the Newfoundland, Tuff standing by my side and remarked "there she is bearing due southeast."

Took Bearings.
He glanced at the compass and remarked "Southeast," which left me the impression that he saw her quite as plain as I did myself, but I am surprised to see in his evidence that he says that he did not see her at the time.

Tuff then remarked to me: "Cap- (Continued on page 5)

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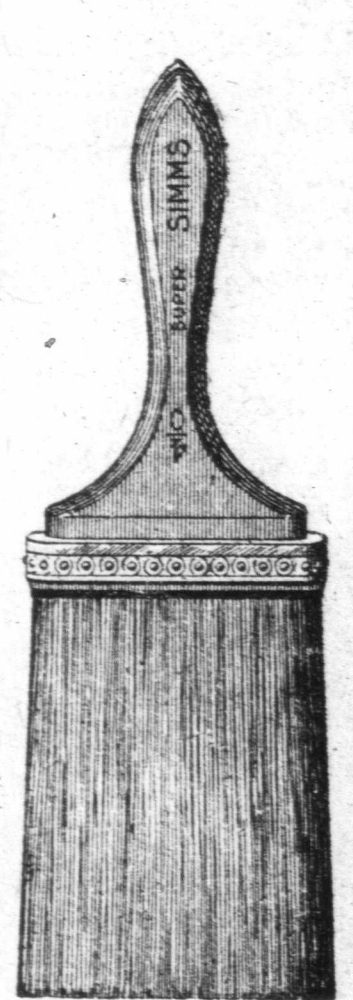
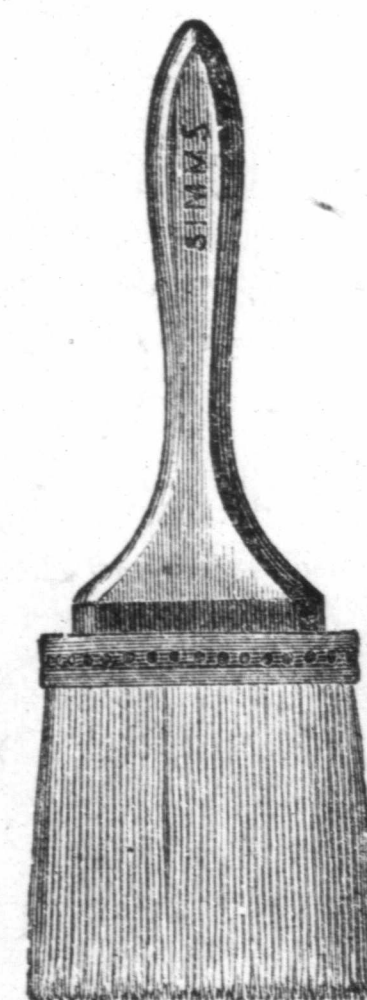
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The publication of any letter does not signify that the Editor thereby shows his agreement with the opinions therein expressed.

ST. JOHN'S, N.F.L.D., APRIL 15, 1914.

OUR POINT OF VIEW.

UNFORTUNATE.

It is somewhat unfortunate to have personalities introduced into the present discussion of the terrible Newfoundland sealing tragedy, especially personalities of the nature of these Capt. Abram Kean used in his letter in yesterday's Herald.

Captain Kean forgets his relation to the matter now under discussion. He stands very much in the position of a public servant and as such is amenable to public criticism.

Mr. Coaker's family affairs are not relevant to the question at issue. They are not matters of public interest.

They are no concern of Capt. A. Kean.

But it does look very much as if the Captain were using them as a red herring to draw the public from his trail.

Capt. Kean's letter presents him to the public in a most undignified light and he gains absolutely nothing by his vindictive attack on the private character of W. F. Coaker who is solely actuated by a desire to get at the underlying facts of the disaster and to adduce lessons therefrom that will lead to precautions such as will prevent all possibility of such an awful tragedy in the future.

MEDAL FOR TUFF

Captain Abram Kean suggests some sort of reward for George Tuff. To reward Tuff for anything he may have done would be putting a premium on stupidity, and Capt. Kean's suggestion is the very climax of absurdity.

Next to the two Keans, Tuff is responsible for the large loss of life at the ice this spring. Had he possessed even common sense and a bit of intelligence, the chances are no lives would have been lost.

A gauge of the man's fitness is furnished by his own evidence. He left his ship with her crew following him, depending on him for safety. His mind is too dense to remember any important agreement between himself and Wes. Kean as to what he was to do. Thinks there was something said about remaining on the Stephano, but can't remember what it was.

At the ice the lives of men are largely at the mercy of the elements and an intelligent man watches the sky and reads its portent in cloud and sun and wind.

Tuff did not take any notice of the weather at all. Had on thick glasses, could not see if there was any snow falling, could not see any "sundogs." Saw nothing.

A man who wears glasses so firmly fixed to his nose that they cannot be removed for a look around should not attempt to lead men over the ice.

How inert was the man's brain when he did not know that a large detachment of his men had returned to their ship!

His intelligence is further displayed in his statement that he does not know what course the Stephano had stored whilst he was down in the captain's room.

The merest land lubber of any degree of intelligence would have remarked the change of position and noted the course, and he a sailor in charge of men did not take any notice of it.

Give him a medal, yes, give him a leather one for stupidity.

Captain Abram Kean is just as stupid, and a little review of his story will prove it. We intend to furnish that review at an early date.

—CRITIC.

Advertise in The Daily Mail, the Brightest and Best Paper in Newfoundland.

AT THE HOSPITAL

Many sealers visited the hospital again yesterday to see friends, and were delighted to find so many making such rapid progress.

The only serious case is that of Mr. Keels, of Bonavista. His wife arrived in town yesterday. Four or five of the minor cases are well enough to leave the hospital to-day, and will go home by train and Baileine.

Simon Trask will probably lose all his fingers, while several will lose all or most of their toes. None of them will lose a hand or a whole foot. This the country will be pleased to hear, for many expected that some of the rescued would lose some of their limbs. The patients now endure considerable pain, as is but natural in such cases, consequently several slept but little on Tuesday night.

They are all anxious to give their evidence before the court, and it is somewhat surprising to find some about to depart for their homes in the North without having been visited by the court or any steps taken to secure their evidence.

A searching enquiry must be made into the terrible blunder which caused the lives of 77 men, and the public are awaiting the Government's answer to Mr. Coaker's request for a commission of enquiry.

TO THE EDITOR.

W. F. COAKER MAKES REPLY TO LETTER OF CAPT. A. KEAN.

(Editor The Daily Mail)

Dear Sir,—
A word or two in reply to the attack made by Capt. Ab. Kean on me in last evening's Herald. I decline to discuss with him or anyone my domestic affairs. They concern only myself and are not the business of any other person, and only an ignorantly vain man would refer to such matters in discussing a public question.

I will however say that Capt. Kean's personal reference to me is as much as one can expect from a man of his make up. He occupies two-thirds of a column in referring to a statement made in my letter of Tuesday wherein I stated that he had men on the ice three nights in succession. That information was given me in the presence of many witnesses by a man who was one of the number of the Wolf's crew who were three nights on the ice in succession. My informant now intimates that the actual time was two nights and three days. At that time Captain Kean picked up seventeen thousand seals while the men were on the ice, and instead of seeking his missing men he continued picking up seals and he last night the men were out he stated on board that they would have to look after themselves or if he went on to take in the men that night he would pass out of a batch of seals then surrounding him and may never see them again, so all the chief engineer ordered him to burn her down. I believe the men and refuse to believe Capt. Kean.

Became Ice Blind.
Some of the men became ice blind while out on that occasion and their sight was restored again before they reached their ship. I have no doubt at what some of the men who suffered then will publicly reply to Capt. Kean's remarks.

What about the time he had men on the ice who had given up hope of rescue to such an extent as to ask Kipper Martin Sainsbury and a man named Carter of Greenspond to pray to God to send deliverance?

The hero of that occasion and who was given the credit for leading the men through safely was skipper Josiah Spurrell, of Pools Island. I can inform Capt. Kean that hundreds of the men who sailed under his command consider him the hardest and most regardless master they ever sailed with.

As far as the recent disaster goes I notice the feelings of nine-tenths of the people in the expressions I have publicly made, and I don't care whether they are acceptable or not to Capt. Kean. I intend in this affair to say and publish what I believe to be right, and will spare no man when convinced that he has been instrumental in any degree to the sufferings thrust upon the Toilers and Country by the Newfoundland disaster.

Blame Him.
I have examined all the poor chaps sent to the hospital suffering from the effects of the exposure of the nights of March 31st and April 1st, and they all point blank lay the blame for their suffering to Capt. Kean's lack of good judgment and common sense in sending them away from his ship at a time when they say they would not drive a dog out of doors.

They say they had no dinner on board as the Captain states in his evidence, he ordered. They say they found the hard bread bag and what

they received was hard bread and boiled tea. Some of those at the hospital did not have a mug and had to drink from a kettle cover. Others say they had no tea for all the tea was consumed before their turn came, and they went on the ice worn out from a 10 mile tramp of five hours without having tasted any food, and in the face of an impending storm.

Not ten of the 120 men who left the Stephano that day would have gone if they had their choice. Some of them actually intended to stowaway when they heard the order to get on the ice. An officer of the Stephano went through the ship crying out that if any of the crew of the Newfoundland were there to get out on the ice.

Kean and Tuff.
We blame the whole trouble to Captain Kean and George Tuff is the universal cry of the men at the hospital. One of them recently told Capt. Kean's daughter that he blamed her father for the loss of the men and said he ought to be hanged. Will the Captain deny that?

Will Captain Kean inform the public of the statements made before his face and in the presence of his crew by one of his own men on Monday, the 6th inst.? Will he deny that his crew were furious because of his conduct on the 31st for taking on board panned seals from 4 p.m. to dark instead of looking for the Newfoundland crew? Will he deny that the men on that fatal Tuesday went so far as to remonstrate with the master watch and that one master watch—Garland Galton—went to the bridge and spoke to the Captain about what the men were saying about not looking for the Newfoundland's men, and that he—the Captain—replied, that they need not trouble about the Newfoundland's men for they would get on board their own ship all right?

Stephano's Men Uneasy.
Now if the sealers on the Stephano became so uneasy and actually went so far as to remonstrate and condemn openly the action of their Captain in losing precious time in taking panned seals instead of seeking for the men they believed were then exposed to the storm, how comes it that such an experienced man should not have been as far seeing and observant as the ordinary men of his crew?

Will Capt. Kean inform the public of how he left a man astern in the wake of his ship the past spring on an isolated pan and passed on in the darkness, not heading the man until some of his crew drew his attention to it, and even then instead of going astern to pick him up quickly he had a punt launched over ice and had the weather been bad the man would have had an undesirable experience?

More of Them Yet.
I can fill a book with the sealing actions of Capt. Kean that would open the eyes of the people to goings on, that would surprise every reasonable man. If Capt. Kean possessed the feelings of regret and remorse that ought to be his concerning this disaster he would never again pen another word for public observation. The people are just about sick of him and the less conspicuous he makes himself from now forward the better pleased will the whole Country be.

He has brought this reply upon his head by his indiscretion, for what I stated about him was moderately worded as compared to what he might have seen in view of his conduct on March the 31st.

Let me say in conclusion that the universal opinion is that he should never again be permitted to sail for the ice as master of a steamer. I may state that I have taken no interest in the enquiry proceedings for the reason that the enquiry is not broad and comprehensive enough to meet the demands of the public.

A Commission of Enquiry is what is wanted and must be conceded, and until that Commission sits there will be no let up concerning this terrible blunder so far as I am concerned.

—W. F. COAKER.
St. John's, Apr. 15, '14.

We have received a letter from one of the men who was out on the ice for two nights and three days under Capt. Ab. Kean in the Wolf. We will publish it to-morrow.

CAPT. JOE KEAN STATES HIS POSITION RE WIRELESS REPORTS.
(Editor The Daily Mail)

Dear Sir,—An article appeared in your paper yesterday, entitled "Another Blunder," and in justice to myself, I must certainly explain the facts concerning this charge.
On Saturday after the disaster Capt. George Barbour of the Nascopie wireless me to acquaint him of the men who had been on the Newfoundland from Fox Cove, Pound Cove and vicinity.

Not knowing any of those men myself, the only means I had to gather information was to ask my master watch, Arthur Hounsell, who belonged to Pound Cove; Thomas Howell, another of my men, who belonged to the

same place, and the list of survivors furnished by Stephano.

Checked Them Over.
I carefully called over the names in Arthur Hounsell's and Howell's presence and wireless Captain Barbour, as they stated.

I did this in good faith, and I certainly thought that they knew more about those men than I did.
Secondly, the message referred to in The Daily Mail that was sent from the Nascopie and replied to by me is not altogether correct.

Here are facts concerning this message:
After 7 p.m. on Saturday, Mr. Barclay, the wireless operator on the Florizel, handed me a sealed Marconi-gram for one of my crew. I immediately summoned the man on watch to deliver this message, which he did.

The contents of that message I could not swear to, neither could I swear to what was answered; it was private so far as I am concerned.

Not in His Name.
If my name were attached to the answer received by some member of the Nascopie's crew it was done solely by the operator for the purpose of obliging the receiver of the message and to save him the payment of tolls.
I think this explanation will satisfy.

In conclusion I wish to say that Arthur Hounsell, Thomas Howell and myself did our best in trying to reply to these messages and I think so far as I am concerned that no member of my crew or any other man that came on my ship at any time, can but say that I treated him as well as any other man out there.

—J. W. KEAN.

BADLY NEEDED HERE AT THIS JUNCTURE
(Open Letter to Mr. Coaker)

Dear Mr. Coaker,—I am glad you are back, you are wanted badly. The country missed you while you were gone. The whole country is indebted to you for the valuable information that they received during the session of the House. You have brought to light matters that were never known before concerning the wholesale slaughter and extravagance of the public revenue, how the sons of toll are bled to keep up extravagance and grandeur.

Now some one has blundered in this terrible calamity, and there were more than one; and it should be sifted to the very root why so many valuable lives should be slaughtered. There is no excuse, it should not have happened, and it is well known to the general public who did blunder.

Badly Treated
Talk about driving cattle to the slaughter house, their death would be a quick one, not like those poor creatures that were driven on the ice floe in a terrible snow storm to be frozen to death in slow torture. Every fair-minded man who has a grain of human nature just ponder over the situation to be out for forty-eight hours in that terrible frost and snow storm.

What a sick excuse—the son thought they were on board the father's ship, and the father thought they were on board the son's. Such an excuse will not be taken with a grain of salt by the general public.

I made inquiries from some of the men how was it that some of them stood the storm. They said they were fed better. Is it possible that men of the same flesh and blood on board the same steamer are fed with different grub from the others. Every man that goes out on that voyage of hardship should be fed equally alike when the grub is supplied from the owners and paid for by the men.

Investigation Needed
All those matters should be investigated why men are treated different. It is not because they have a little authority over others that the line should be drawn, there should be equal rights for every man.

The whole English speaking world is aroused over this terrible disaster that should not have happened. Some of our finest men that the country can ill afford to lose have been sacrificed. Hundreds of widows and orphans have been robbed of their bread winner.

Some one has blundered, seriously blundered, and to satisfy the public it must be brought to their very doors, and to you Mr. Coaker the public is looking to see that justice will be done. You deserve the good will of the whole Island for your pluck and spirit in showing the guilty ones up in their true light. There are only a few who will criticize you for your action in comparison to the vast majority who will endorse your action.

Fatal Ambition
There is no one to tell the tale of the Southern Cross, but ambition to get in first sent her to her doom with over one hundred and seventy valuable lives when she could have taken St. Mary's Bay. There may be some excuse for the Southern Cross but there is no earthly excuse for those who were sacrificed off the Newfoundland, because that could have been avoided with so many powerful steamers around the graveyard as you said,

particularly the one powerful ship that should have gone in search of the men when the storm came on, knowing that they could not reach their own ship in such a terrible storm.

It took them five hours after they left the Newfoundland to reach the other ships, surely common-sense would tell them that if would take ten to get back again in that blinding snow storm. The men went to their doom because they did not want to be called cowards, as the others were who turned back, but there they showed their best judgment.

You do your part Mr. Coaker and the public will be to your back.

I saw by the evidence given at the Court House that the men were called aboard to their dinner. Some of them to the forecastle, more to the captain's dining room. It would be interesting to the public to know what did the dinners consist of, and was there any difference in the two dinners. That is another matter deserving consideration in the interest of justice.

Every one is in the blues over this terrible disaster, it is enough to make a fellow never to smile again.

—HUMAN NATURE.
St. John's April 14th, 1914.

IF I WERE PREMIER.
(Editor The Daily Mail)

Dear Sir,—Permit me space in your valuable paper to say a word as to what I would do if I were Premier.

If I were Premier I would first and foremost demand that the moneys voted for the maintenance of Public Departments be spent economically, and if I were Sir Edward I would see that R. N. Co. would perform their part of the contract and would not permit them to charge so high freight rates on their trains and steamers.

And secondly, if I were in Sir Edward's shoes I would open two Protestant districts, and appoint two Protestant men for the Departments of Agriculture and Justice.

Next, if I were Premier, I would at once demand that Hon. J. C. Crosbie resign from the position he holds as member of the House of Assembly and Executive Council. I would also insist that Hon. M. P. Cashin apologise to the Union for having called them ignorant and illiterate.

And again, if I were Sir Edward I would never "forget" that drubbing I received at the hands of Mr. Coaker in the House.

Further, if I were Premier, and any of my supporters were charged with bribery in any way; also if there were any petitions filed against their return as M.H.A.'s, I would insist that they resign, and then when they were defeated at by-elections, and the Union Party returned to power, I would get some tickets for their departure to Hong Kong and South America, and St. Helena islands, for they would have to be separated, as it is well known they cannot agree.

And last of all, if St. John's West returned me as member to the House I would follow the example set by my renowned leader, Sir Robert Bond, and return to the resorts of my misty law books and let Mr. Coaker and his loyal band of men continue to do their great work for the toilers unmolested.

Yours truly, I am finished with Mr. Premier for the present.

—OLD DOG HOOD.

AN OLD FRIEND WRITES

A letter has been received from Capt. Roberts, of Bowring's oil tanker Elsinore. It was written at sea, the steamer then being 49 days out from Amsterdam to Seattle. The distance is 14,475 miles and the captain expected to make it in 60 days. He wishes to be remembered to friends in St. John's.

MIXED FEELINGS.

Bill had made a New Year's resolution. He determined to try to get on better with the foreman, who was a bully and very unpopular. His wife had urged him to take this step. She thought it might materialise into a rise in his wages.

As Bill walked towards the works across the common he heard groans issuing from the bottom of a disused quarry. Looking over the edge, he beheld a man clinging to a plant about six feet from the edge.

Bill had not been to the cinema once a week for two years for nothing, and, with the help of his muffer and a pair of braces, soon got the man out. To his surprise, he recognised the foreman.

"Why, Bill," exclaimed that worthy, "you have saved my life! Tell me what I can do for you! Just say the word, and it shall be done!"

"Best thing you can do is to say nothing about it," mumbled Bill.
"Oh, don't be so modest!"
"It's not modest," said Bill; "it's funk. If the other fellows knew I'd pulled you out of that place they'd jolly well kill me!"

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JOHN COWAN, Agent for Newfoundland.
Jan 21, 3m, w, f

HEAR What Adjutant J. Wallace White Has to Say Regarding Our MATTRESSES.

To Messrs. Pope's Furniture & Mattress Factory, St. John's.

Gentlemen,—
I have bought hundreds of Mattresses during my time for hotel business both in Canada and other places and I can honestly assure you that I have never used anything so good as the Mattresses you supplied us with some time ago.

(Signed), J. WALLACE WHITE,
Adjutant S. Army.

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There are other teas that are largely advertised as being the best—all we ask is that you buy a pound of GOLDEN PHEASANT and a pound of any other fifty cent tea—compare the two—Result another life customer for GOLDEN PHEASANT TEA.

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Mr. Coaker's Log.

(Continued)

March 25th.—Took an S. E. course at daybreak, accompanied by the Adventure, and steamed South of the Funks in search of a new patch, but saw nothing in the shape of seals. Ice much scattered and broken. Weather thick, wind blowing a gale from the N. W. Took no seals. Adventure kept close to us all day and both ships burnt down at nightfall within halting distance of each other.

Adventure's crew bitterly complained concerning negligence of chief cook in not providing meals according to the sealing law. Fresh beef was served once, having been boiled instead of roasted. Brewes only served twice to date. No breakfast being cooked on Sunday, as all cooks but one lay in bunk until 7.30 a.m., and the chief cook loudly proclaimed that he would cook breakfast for no one. He must be noted and prevented from sailing again as a cook.

Cooks Object

Adventure's men say Capt. Keen anxious to have meals served according to rules, but cooks refuse to do so. It will be necessary to amend sealing law and provide for the placing of an official on board of each ship to see that regulations are observed and in case of default to institute action against cooks, master and owner. Cooks will also have to be paid a bonus by the owners in addition to a share of the voyage, as their duties continually demand all their time and they work 18 hours every day. They probably put in three times as much time on duty as any of the men in the underdeck. A bonus of \$20 should be paid to each assistant cook and baker, and \$30 to the chief cook, then the chief cook will be in a position to demand the close attention of assistants, which they don't feel like doing under present circumstances.

Must Be Alike

Every ship must supply meals alike and all sealers must be accorded similar food, and until such conditions are accomplished, there must be no "let up" on behalf of the F.P.U. and toilers of the deep.

The experience afforded me as a

result of this voyage to the icefields, will, I trust, result beneficially for those who tread the frozen pans.

Captain George Barbour has continually interested himself in the matter of the food of his crew since leaving port, and makes it his duty to visit the cooks' quarters regularly and consult with the chief cook in order to see that the regulations are respected and observed on board of the Nascope.

Steamed All Day

March 29th.—Ship steaming all day. No seals. Adventure and Beothic in company. Held sacred gramophone concert in hold for crew. Methodist service held in afternoon and night by Ariel Burt, of Old Perlican, who has led service at the seal fishery under Captain Barbour's command for eight years. I attended evening service. Splendid order prevailed throughout the ship during service. The singing was excellent. The strong voices of 100 men singing some of the grand old hymns was something to be long remembered.

The only black spot I noticed was the action of one Henry Lockyer, of Bay de Verde, who outraged the feelings of all who attended the service by chewing tobacco. The indecency of such an action did not seem to disturb him, as he afterwards gloated over the incident when it was brought to his notice by one of those who attended.

Away to the North

The ship steamed over a large distance during the day and apparently Captain Barbour decided there was no seals South as he headed for the North in the afternoon.

Most of the men had washed, shaved, and were dressed in holiday attire.

The Beothic reports for 25,000 and hopes to reach St. John's by Wednesday.

March 30th.—Took out 200 seals.

In company with Beothic, Eagle, Sagona and Fogota. Fine day, but seals very scarce. Ice tight with a considerable swell. Court held on board at 8 p.m., Mose Waterman being the first to answer to a charge. He was ably defended by Dr. Bunting. The sentence of the court being that the

left side of his moustache should be shaved by Constables Lidstone and Norris. His counsel pleaded for suspended sentence which was granted. The next case being against N. Green. The charge was not proven but a minor offence being sustained, the sentence of the court was that he be taken to his bunk; his left boot and sock removed, his toes painted with molasses and the sock and boot replaced, which sentence was carried out by Constables Lidstone and Norris.

Prisoner Acquitted

The third case being a charge against W. Humphries, for manslaughter, which was not proven. The complainant being charged by the court with false arrest, was sentenced to have his left boot filled with water. The whole ship's company attended. Splendid order prevailed. Smoking was suspended and heads uncovered. N. Green and S. White were ably defended by G. Carter and H. Mercer.

Another custom being sharing empty barrels, 100 applicants being made for one barrel. These barrels are filled with seals carcasses. The cook decided to dispose of the barrel today by ticket, and the ceremony of drawing was very interesting. 36 was the successful number, which fell to the lot of A. Haggood, of Port Blandford, who was immensely pleased with his good luck.

Scattered Seals

March 31st.—East from Fogota about 30 miles early in the day. Sagona, Eagle and Beothic in company. Steaming through ice; a few scattered seals about. Ice poor for getting around on. Took a young hood seal alive on board. Have also two screechers alive on board. The hood seal is the most interesting of the three. The hood is about two days old. It has a beautiful skin. The hood seal sheds its white furry coat before pupping. A screecher is a harp seal whose mother perished after giving birth to the pup. It is consequently very small and devoid of fat matter. It is not killed by the sealers as it is valueless in their estimation. About ten in a thousand are screechers.

Eagerly Wanted

Then there is the cat harp. This seal is eagerly sought by the sealers, as it is the seal that is dressed and known as the white coat. A cat white coat is so called because it is still-born. The fur of the still-born white coat will not pull, i.e. the fur

will remain in its natural state. A white coat born alive will shed its white coat.

The proportion of still-born harps (cats) would average about 10 in a thousand. Out of 18,000 young pets on board there is about 50 cat skins, but all the cats were not brought on board, as in the morning men often pass by cats as it would be using up energy to carry a cat slung across the shoulders all day. The custom is to sling the cat across the shoulder and when once done it remains until the ship is reached. Consequently some men refuse to take a cat skin in the morning, unless they feel sure they will be picked up for their ship within an hour or two, for a cat slung across a sealer's back interferes somewhat with the free movement of his arms in pelting seals.

Valuable Pelts

Each cat skin is worth at least one dollar, as there is a demand for them in a dressed form. The smaller the cat the more it is worth as a curiosity.

The early morning was clear at 10 a.m., indications of weather observable. At noon looked as if we would have snow storm, weather mild. At 1 p.m. snow thick, lost sight of men on ice near ship; snow cleared a little and all men taken on board. Captain kept men close to ship all morning. Snowing and blowing bitterly all evening.

At nightfall the wind was blowing a gale from the N. with snow. Real wintery night. Our men all on board at 1 p.m. when weather came on. Considerable swell all day. A stow-away on board ill with mumps and is confined to hospital.

Blowing Gale

April 1st.—Blowing a gale from the North during early part of the day veering to N. W. in the evening, with very little abatement in the wind. Ice very tight. Ship made but little progress. Freezing hard. A real February Day. Took two or three hood seals. Eagle and Adventure sighted about 4 p.m. about five miles off.

Held a gramophone concert in the officers' quarters after tea. Uncle Darius Hall sang a song entitled "The Bold Hero." Levi Green sang "Come all ye jolly ice hunters," and David Rodgers sang "On the Banks of the Clyde." Each song was well received. That sung by Levi Green was composed by a sealer on board the Leopard, the spring Captain Bob Fow-

low secured so many white coats. Mose Waterman told one of his remarkable "big fib" stories. The concert ended at 10 p.m.

In the fore hold "Greenspond" held a ball and danced to the music of an accordion, loaned by a fireman, until it was time to turn in. Ship supposed to be about 40 miles South East of the Funks. The ice must have drifted two miles an hour. The Marconi reports the Stephano about 20 miles distant.

Stormy Wintery Day

This is a stormy wintery day, but the boys of the Nascope only knew of the storm when appearing on deck. All was contentment and enjoyment under decks. Such is life on a steel ice hunter on a wintery day, blowing a hurricane, on the bosom of the mighty angry Atlantic.

April 2nd.—Fine day; wind West. Met the Diana at 9 a.m. Several of Diana's men on board. Reports very bad cooking on board whole spring, and quite a lot of dissatisfaction. No brewes, no fresh beef and no canned beef. Bread only twice each week, and unneat, being sour. Flour very bad, can't make good bread from it. No duff on April 1, being duff day. The chief cook is named Hr. Abbott. He should never be allowed to sail in a sealing steamer as cook. More care must be exercised in selecting the chief cooks for the crews. Captains will have to be hailed before the courts if they do not see that the

cooks supply food as provided by law. The regulations can be carried out easily, as proved on board the Nascope, where the food supplied exceeded what is provided by the new law.

Easy to Cook

One of the easiest meals to cook is the brewes. It takes three quarters of a bag of bread on board of the Nascope for a meal of brewes. Our cook has a boiler with a double bottom and brewes is cooked as easily as a woman cooks it at home.

The men on board the Diana are furious over the treatment accorded them, and judging from the statements made to me, Capt. Barbour will have to answer before the courts for breaches of the sealing law in reference to the supply of food. At 10 a.m. our operator picked up a message from Florizel enroute to St. John's, reporting Newfoundland disaster, which was followed by other reports confirming the same. The news caused tremendous excitement and sympathy on board. The ship was headed at full pres-

sure for the area where our captain supposed Newfoundland to be. The Adventure reported to us intimating that they could see Newfoundland with flag half-mast. The ice was as tight as it could be forced together and of a very heavy nature, being chiefly Arctic ice. The ship kept butting continuously. At 4 p.m. the Adventure was four miles distant from us, the Beothic about six, the Florizel about eight, and the Stephano and Newfoundland about seven. The Bellaventure about six. The Stephano was nearest to the Newfoundland.

If 1000 men were on the ice dying we could offer no aid. The mighty powers of Nature had brought about conditions that the most powerful ship could not force.

All day our crew waited silently for news by the wireless. Men huddled together and talked in whispers about the awful calamity that had overtaken the poor chaps belonging to the Newfoundland. Some of our crew were fathers, with sons amongst the number sailing in the Newfoundland. Some had brothers on board.

Anxious Time

I passed the morning in the top cabin anxious to hear the latest news by wireless. In the evening I spent most of the time with the men. The one prominent feature that I noted was the universal cry of captain, officers and men to do away with pan-

ning seals, as that system is responsible for most of the risks to life now experienced.

Captain Barbour told me that there would not have been a Greenland disaster had there been no practice of panning seals. This practice must be annihilated. I had a minor experience of this the other evening. I with about 60 men spent an anxious hour or two owing to our ship having gone out of sight to pick up pans after set in, but fortunately for us it was a mist instead of snow.

The incident brought home to me the amount of risk to life incurred by the present methods of sealing.

Waiting Particulars

We must await full particulars ere we decide who or what is responsible for this last and greatest disaster known in the history of the sealfishery.

Our ship kept butting without ceasing. The captain spent the whole day and night on the bridge, but alas poor progress was made. Our doctor was especially anxious to reach the Bellaventure as he may be of some use in alleviating the sufferings of those who had been rescued.

The ship steamed all night, ice conditions remaining unchanged. Progress about two miles during the night. Continually butting at highest pressure.

(To be continued)

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

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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.

OFFICIAL ENQUIRY; "NEWFOUNDLAND" DISASTER

(Continued from page 3)

tain, I think we will have some weather, but its very soft." I said: "I think it will turn mild. It is a very fair glass." Tuff never said anything else, only sang out to the crew to see if they all had finished their dinner and to get out as soon as possible.

After getting ack to where the Stephano is marked at 10.40 a.m., where we had left the men hauling pans together we commenced the work of picking up the seals. About 1.20 the wind was increasing, blowing but a fair breeze and the snow was falling faster.

At 11.50 I had put the Newfoundland's crew on the ice.

At about 1.30 I got wireless from the Florizel saying "you look after my men, I will look after yours." The Florizel had left men on big ice near where I picked up Newfoundland's crew. I sent a message back, "All right," and shortly after his men came on board.

Picked up Florizel's Men.

I enquired if they were all there, and the leader, Noseworthy, told me "yes." I think there were five or six of them. I said "You go down and get your dinner and stay aboard here, we will meet by and by and exchange crews as I had a message from your captain to look after his men." That was just inside of where I had the Stephano marked "10.40 am." on the place about half a mile or so. This was shortly after I got the message. Then about 2 or 2.30 the wind pich-

ed in a flurry the same as you will see it fly from the north or northwest, but most unusual from the southeast.

It became a blinding snow storm. I instantly began to blow the whistle and to move slowly along to the N. X. W. towards our men, just picking up a pan as we would actually run across it when I got a wireless from the Florizel saying "we have three of your watch crews on board, but George March's watch is missing." I wirelessed him back "proceed towards us slowly and keep whistle blowing. I will do the same and come towards you." This was between 2 and 3 o'clock.

Got the Watch.

About 5 minutes afterwards we picked up George March and all his crew with the exception of three men. They reported that these three men were only a few hundred yards from them, that one of them had fallen into the water and could not get along very well. We got these in a few minutes.

We soon got to the Florizel and exchanged crews. That was about 3 p.m.

As soon as I got my crew from the Florizel I turned in search of the Newfoundland's crew. I had but two thoughts concerning them—one was that if they had fallen in with the seals and were panning them they may have held on too long to reach their own ship in the storm that was then blowing. In that case I felt certain that they would make for us because I had explained to Tuff

that the ice where the seals were so small, beautiful ice to travel over and he knew all about the bad ice.

I thought "if they are coming towards us we will have them sure," because I knew as a practical man he would follow the line of carcasses that would bring them up alongside.

Blew the Whistle.

I then proceeded slowly keeping the whistle constantly blowing, picking up here and there a pan, and every time that we stopped I would give some extra puffs with the whistle so as to indicate that we were stopped, and in the evening about 6 p.m. I noticed a flag ahead that looked a little blacker than our flag.

I then went near to enough to it to see that it was the Florizel's flag, and that I was in exactly the position that I was when I picked up the Newfoundland's crew.

By this time the small ice which was getting inclined to be loose at 3 o'clock, was packed together so tight that it was with great difficulty that we could move ahead and too tight to turn.

Wind Veered.

The wind in the meantime had veered two points, it being then about E. S. E. I kept the whistle blowing but felt certain that Tuff could not have come for us or he would have been to us by that time. But I kept the whistle blowing until 8 o'clock and by that time I was certain that he had not stopped to pan seals, and

that he had left in time to board his own ship and felt sure he was aboard her.

The second thought that was in my mind was that I had taken the time the barrelman reported the Newfoundland's crew had left their vessel 9 o'clock. When they got aboard of my ship it was 11.30. During all that time they were walking over very heavy ice. When I took them aboard I brought them down clear of that big ice and gave them all instructions about the flag in the big ice which I have marked on the plan, that we had put there the evening before and I reasoned it out in this way that if it took them only 2 hours and 20 minutes to walk 4 1/2 or 5 miles over heavy ice, they could without any trouble walk from the Stephano's flag to the Newfoundland in 1 1/2 or 2 hours easy.

Error in Time.

Unfortunately, as I learned afterwards, instead of their having left their ship at 9 a.m. they had left it at 7 a.m., and had been walking two hours towards us before the barrelman noticed them, and the only way I can account for his mistake is that when he first saw them they were on some high pans and it appeared to him coming in line with the bow of the Newfoundland that they had just left.

I judged the Newfoundland when I laid down the course for Tuff to be 3 or 3 1/2 miles from us, but no more than 2 miles in the big ice. I stopped blowing the whistle at 8 o'clock. I

News of the City and the Outports

Meeting Held of St. Thomas' Parish

Year's Work Reviewed.—Officers Elected.—Sealing Disaster Referred To and Resolution of Sympathy Passed.

The annual meeting of the members of St. Thomas' Parish took place at Canon Wood Hall last evening. The Rector presided.

There was a large attendance of members and considerable business was transacted.

The meeting opened with prayer by the Rector, after which the Church Warden presented a statement of the Church's finances.

There is a debit balance, but in effort will be made to wipe it out during the year.

The Rector then reviewed the work of the past year. He expressed the sympathy of the congregation with the members of Cochrane Street Church in the loss of their church by fire.

Letters were read from Mr. A. Mews Secretary of the Trustees Board, and Miss Parsons, thanking the Rector for the use of Canon Wood Hall.

In connection with the sealing tragedy the Rector spoke as follows:

In the face of this terrible disaster, the full significance of which is not yet known, our hearts go out in sympathy for the saddened homes of the relatives and friends of the victims of another tragedy of the sea. The tale of their sufferings is not told, nay, never will be told, for they reap their bread hardly who reap the harvest of the deep.

Fellowship of Sorrow

In the cruel fellowship of sorrow the sympathy of this parish goes out to the survivors and to those who mourn their loss. We can but pray that the wise Providence who ordereth all things, will give to the widow and the orphan comfort and consolation in their hour of need.

Two of the deceased were members of St. Thomas' Church.

The report of the Cemetery Committee was read by the warden, and Mr. Findlater that of the C. E. I.

Mr. J. A. Clift proposed and Mr. H. W. LeMessurier seconded the following Resolution of Sympathy:

That this Parish places on record its deep regret at the loss sustained by the death of the late M. C. S. Pinesent, sometime Church Warden of the Parish, and Lay-Secretary of the Diocesan Synod, and offers to his widow and family, its heartfelt sympathy in their bereavement.

The election of officers resulted as follows:

Rector's Warden—Hon. M. G. Winter.

People's Warden—Mr. F. E. Rendell.

Auditors—Messrs. T. Winter, A. Findlater.

Cemetery Committee—Messrs. A. J. Harvey, J. C. Oke, A. G. Carnell, Tasker Cook, E. Pinesent.

It was decided to increase the pew rents in sections of the church.

Votes of thanks were passed to the choir and officials, after which the meeting closed at 11, with the Benediction.

SHIPPING

LATEST FROM KYLE.

The S.S. Kyle arrived at Bay Bulls at 9.20 a.m. for shelter. The following message was received by the Acting Premier:

"At noon yesterday our position was lat. 46.53, long. 50.30. Twenty-six miles North East by North of the Virginias, wind blowing about 50 miles per hour, heavy sea running from West North West. Impossible to approach ice, been steaming half speed since one o'clock, ship heading to sea, and wind W.N.W. From 9 p.m. to 3 a.m. heavy snow storm with intense frost. Barometer showing 28 since yesterday. Will leave here as soon as wind moderates.—Piccott."

SALT STEAMERS COMING

The steamers Havso, General Gordon and Craigendoran will bring cargoes of salt to St. John's this year. This may be expected during the present month.

IN TROUBLE AGAIN

S.S. Manchester Commerce which struck an iceberg in the Straits and had to undergo extensive repairs here has been in trouble again. This time she ran down a wharf at St. John, N.B. The steamer was not injured, however.

S.S. Meigle will be docked shortly for repairs and renovations.

S.S. Beothic returned from the Northward yesterday.

Portia arrived at Gaultois at 6.30 a.m. and left at 8.

Barqt. Clutha, Capt. Halfyard, has arrived at Pernambuco after a passage of 33 days, all well.

S.S. Talisman did not reach Halifax until 8 p.m. Monday. She left here Thursday and must have had stormy weather.

DINNER POSTPONED.

At a meeting of the B.I.S. billard dinner committee last night, it was decided to postpone the dinner owing to the disaster.

COASTAL BOATS.

REIDS.

The Bruce arrived in Sydney at 8.20 a.m. and leaves again tonight.

The Lintrose arrived at Basques at 7.55 a.m. and will wait until arrival of Sunday's express.

EXPRESS DUE TOMORROW.

The express is not due until tomorrow morning.

Disaster Fund Now \$36,000

Official Acknowledgments

The Honorary Treasurer of the Relief Committee begs to acknowledge, with thanks, the receipt of the following subscriptions:

Already acknowledged	\$14,158.07
Grand Lodge, S.U.F., per W. H. Godland, Grand Purser	200.00
Edward Milligan, Hartford, Conn., per R. G. Rendell, Esq.	50.00
Acord Lodge, L.O.A., Hodge's Cove, per Wm. Smith, Recording Secretary	5.00
Dr. Henry Shea	20.00
Bank of Montreal	5,000.00
Dominion Iron & Steel Co., Sydney, per Bank of Montreal	2,000.00
W. G. Harvey, Vancouver, per Bank of Montreal	500.00
Officers, Ship's Company and Reserve Men, H. M. S. Calypso	117.00
St. John's Journeymen Coopers' Union	150.00
Leopold Frank, London, per Bank of Montreal	100.00
Liverpool Fund, per Bank of Liverpool	2,426.25
Newmans and Carwithen, London, per Bank of Montreal	500.00
Wilfrid Shears	10.00
Crew of Sealing Steamer Beothic, per Capt. W. C. Winsor	247.56
Topseal Loyal Orange Lodge, per John J. Butler, W. M. E. W. Gillett Co., Ltd., per T. & M. Winter	200.00
Ogilvie Flour Mills Co., Ltd., per Harvey & Co., Ltd.	250.00
Daniel Monroe	100.00
U. S. Picture and Portrait Co., St. Lawrence Flour Mills, Montreal, per Campbell & McKay	100.00
Swift Canadian Co., Toronto, per Campbell & McKay	100.00
Sandbach Parker & Co., Demerara, per Hon. J. D. Ryan	122.01
Royal Oak Lodge, L.O.A., St. John's	100.00
Hon. James Baird	1,000.00
Nova Scotia Steel & Coal Co. Eastern Trus Co., Halifax	500.00
O. Mustad & Son, Christiania, Norway, per P. C. O'Driscoll	100.00
Commercial Cable Co.	500.00
St. George's Society, Halifax	125.00
J. A. Farquhar & Co., Halifax	100.00
Young Ladies' Guild, St. Andrew's Church	50.00
Dominion Boat Club, Bell Island	25.00
Royal Bank of Canada	5,000.00
Total	\$36,005.89

R. WATSON, Hon. Treasurer.

April 15, 1914.

COCHRANE ST. BIBLE CLASS

The members of Cochrane Street Bible Class are holding a re-union in the Congregational lecture hall this evening.

Fund Collectors Map Out Work

The meeting of members of Societies and Unions at the Board of Trade last evening for the purpose of making arrangements for collecting for the Disaster Fund, was largely attended.

Mr. E. M. Jackman occupied the chair and explained the object of the meeting.

He presented a plan of the city supplied by Engineer Ryan, and then asked for volunteers, and the following offered their services:

Sections and Collectors

Quidi Vidi Road, Collier's Lane, Howe Place, Signal Hill Road, Walsh's Town, French's Ave., Power's Ave., Battery Roads, Temperance Street, Hunt's Lane, Cook's Hill. Collectors—Messrs. George Summers and Denis Fitzgerald.

King's Bridge Road, Portugal Cove Road, Logy Bay Road, Sheehan St., Torbay Road, Factory Lane, Elymouth Road, Buckley's Lane, Forest Road, Boat House Lane, Lake View Ave., Boulevard. Collectors—Messrs. N. Vinicombe and J. C. Pippy.

Cochrane St., York St., Wood St., Ordinance St. Collectors—Messrs. J. R. McCoubrey and H. V. Hutchings.

Bannerman St. and Road, Colonial St., College Sq., Carew St., Knight St., Stuart Ave., Bowers' Lane. Collectors—Messrs. W. H. Hynes and Jas. Lawrence.

King's Road, Hanley Place, Prospect St., Cummins' St., Pilot's Hill and Gill Place. Collectors—Messrs. Philip Hanley and Arthur Melvin.

Prescott St., Flavin St., Holloway St., Nunery Hill, Kickham's Place, British Square. Collectors—Messrs. Wm. Hawkins and Jas. Leahy.

Cathedral, Victoria, Chapel, Garrison Hill. Collectors—Messrs. Geo. Soper and J. C. Chafe.

Church Hill, Bell, Henry, Bulley, Dicks' Sq., Kimberley Row and Bogan Sts. Collectors—Messrs. Thos. J. Walsh and M. Leonard.

Long's Hill, Long St., Tessier Pl., Young St., Livingstone St., Balsam St. and Allen Sq. Collectors—Messrs. J. P. Stapleton and Geo. F. Grimes.

Parade, Spencer, Field, Cook, Scott Sts., Merrymeting Road, Summer, McNeil, Newtown Rd. Collectors—Messrs. W. F. Graham and D. R. Thistle.

Barnes' Road, Barnes' Ave., Gorman's Lane, Bonaventure Ave., Alandale Rd. and Long Pond Rd., Belvidere St., Fort Townshend, McDougall St., Howley Ave. Collectors—Messrs. J. P. Scott and Wm. Harris.

Fleming St., Maxse St., William St., Mullock St., Hayward Ave. and Catherine St. Collectors—Messrs. Thos. Dunn and A. H. O'Keefe.

Monkstown Road, Rennie's Mill Road, Old Portugal Cove Road, Circular Road, Carpasian Road, Winter Ave., and New Street opening off Old Portugal Cove Road, East side. Collectors—Messrs. G. House and Thos. A. Murphy.

Military Road and Harvey Road. Collectors—Messrs. W. R. Stirling and E. V. Wylie.

Bond Street. Collectors—Messrs. J. Wheeler and T. Hopkins.

Gower Street. Collectors—Messrs. Richard Comerford and John Alinworth.

Theatre Hill and Queen's Road. Collectors—Messrs. Harris Hill and Chas. Moakler.

LeMarchant Road, from Parade St. to Bastow's on Pleasant St. Collectors—Messrs. Geo. Reid and James Perchard.

Beck's Cove Hill, Bates' St., Carberry's Hill, Murray St. and Freshwater Road. Collectors—Messrs. James M. Carberry and W. J. Bugden.

Lime St., including Lanes off, Dammill's Lane, Wickford St., Goodview St., James' St., Moore St., Bonclivity St., Pennywell Road, Stamp's Lane, Linscott's Lane. Collectors—Messrs. J. P. Duffy and Geo. Lynch.

George St. East, Holdsworth St., Adelaide St., William's Lane, Mahon's Lane, Cuddihy St., Notre Dame St., Simms' Street, Tank Lane, Finn's Lane, Lion Sq., and Codner's Lane. Collectors—Messrs. S. J. Condon and J. H. Farrell.

Barter's Hill, Gear St., Franklin Ave., Rocky Lane, Burke Sq., and Scbastian St. Collectors—Messrs. A. E. Withycombe and S. Gardiner.

Monroe St., Clifford St., Central St., Stephen St., Duggan St., Ferguson's Place, and Gilmore St. Collectors—Messrs. Ronald Morris and Ernest Spracklin.

Flower Hill, Sheehan Shue, Cabot St., and Cookstown Road. Collectors—Messrs. S. McBay and Thos. Noseworthy.

George St. West, Hutchings' St., Buchanan St., Prince's St., Joy Place, Thomas and Waldegrave St. Collectors—Messrs. N. Andrews and George Langmead.

Casey St., Deady's Lane, Lime Kiln Lane, Brazil St. and Brazil's Sq., McFarlane St., Barron St. Collectors—Messrs. J. E. Taylor and James Hustings.

John St., Dunford St., Hagerty St., Pleasant St. from New Gower St. to Springdale St. and Gilbert St. Col-

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

SEALING RESULTS

Stephano
The Stephano landed 22,040 young harps, 167 old harps, 3 old hoods, total 22,210 seals; gross weight, 52 tons, 6 cwt. 1 qr. 24 lbs.; net weight 510 tons, 12 cwt. 3 qrs. 12 lbs.; net value \$48,112.55. Her crew of 270 men shared \$59.17 each.

Florizel
The Florizel landed 17,488 young harps, 150 old harps, 5 old hoods, total 17,643 seals; gross weight 400 tons, 7 cwt. 1 qr. 22 lbs.; net weight 394 tons, 16 cwt. 1 qr. 2 lbs.; net value \$37,132.78. Her crew of 270 men shared \$45.67 each.

Terra Nova
The Terra Nova landed 24,294 young harps, 242 old harps, total 24,536 seals; gross weight 560 tons, 7 cwt. 3 qrs. 22 lbs.; net weight 542 tons, 16 cwt. 2 qrs. 17 lbs. Net value \$51,097.73. Her crew of 292 men shared \$83.50 each. This is the largest bill so far.

CARNEGIE GIVES \$1,000
The Acting Premier has received a cablegram that Mr. Carnegie contributes \$1,000 to the Sealing Disaster Fund.

GEORGE ST. BIBLE CLASS
The semi-annual meeting of George St. Bible Class held its annual meeting at 8 to-night. Every member is requested to attend.

DISORDERLIES
The police were phoned at 8 last evening that a man and a woman were acting in a disorderly manner near the old railway track, near Mr. J. Dwyer's residence.

REMAINS INTERRED
The remains of the late Mr. Lorenzo Bartlett, of Noddy Cove, which were brought in by the Bloodhound were interred at the C. E. Cemetery yesterday afternoon. Rev. J. Brinton officiating. Messrs. W. M. Clapp, M. H.A. and F. Moore walked as mourners.

EXPRESS DELAYED
The express which left Basques on time yesterday, was blocked at the Topsails last night, owing to Monday night's storm. The rotary was sent out to open the road.

EXPRESS DELAYED
Mrs. G. Hadden, G. Harvey, H. Rollings, R. J. and Mrs. Waters are coming by the express.

ADVERTISE IN THE DAILY MAIL

POSTAL SUGGESTION.

The Mail has been asked to suggest that the postal authorities send an English mail by the Parthenia.

FIRE ALARM

At 6 last evening a slight fire occurred at the residence of Mrs. Charlotte Rose, Waterford Bridge Road. It was caused by a spark from the chimney. The damage was only trivial.

RESOLUTIONS OF SYMPATHY

At the regular monthly meeting of the St. John's Branch of the Tailors' Industrial Union (International) held last night, the following resolutions were passed:

WHEREAS the whole country has been plunged into deep mourning over the loss of so many of her brave sons in the recent disaster of the sealfishery;

BE IT RESOLVED that this Union tender its profound sympathy to the relatives of the deceased and others afflicted by the calamity, and pray that the Divine Disposer may give them the grace and fortitude to bear their sufferings and loss with resignation.

AND FURTHER RESOLVED that we vote the sum of Thirty Dollars (\$30.00) to the funds of the Relief Committee.

M. COLBERT, President.
M. J. DOYLE, Fin. Secretary.
Local 410, T. I. U. (International)

DO IT NOW!

It is now a recognized fact that the **ADVOCATE** has no equal as an Advertising Medium. Don't be in doubt about this. Our advertisers are getting results.

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

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ADVERTISE IN THE DAILY MAIL

(IN AID OF THE SEALING DISASTER FUND)

To-Night, the 15th, at 8.15
and for five succeeding nights,
(MATINEE WEDNESDAY AFTERNOON)

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.