

# Commission Find Kean Guilty Error of Judgment

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

# THE MAIL AND ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. II. No. 57.

ST. JOHN'S, NEWFOUNDLAND, THURSDAY, MARCH 11, 1915.

Price:—1 cent.

## Fierce Fighting Between Allies and Germans

### Long Range Artillery Duel Progressing For Days In Notre Dame De Lorette

Paris, March 10.—A new engagement between the Allies and the Germans is in progress north of Arras, where forces of at least four divisions are engaged on each side, using a heavy amount of artillery. A long range duel has been in progress for days across a Notre Dame de Lorette. The cannonade has been varied with infantry attacks against trenches. Prisoners taken by the British and French on the Arras-Bethune highway include reservists between forty and forty-five years of age who have recently been brought into the theatre of war from Germany.

## British Seize Am. Barque

New York, March 10.—Despatches from Galveston announce that the American barque Pass of Balmaha has been seized by a British cruiser and taken to Kirkwall.

## For Love of Country

London, March 10.—David Lloyd George revealed in the Commons this afternoon, the interesting fact that no underwriting commission whatever had been paid to issue the British war loan of \$1,625,000,000.

## Greece is Neutral For the Present

London, March 10.—The new Greek ministry was sworn in today, and issued a declaration advising the country to maintain neutrality for the present at any rate.

## New Zeppelin For German Base

Berne, March 10.—A new Zeppelin, which is now undergoing trials over Lake Constance, will be the ninth to leave Friedrichshafen since the war began.

ADVERTISE IN THE MAIL AND ADVOCATE

## SEVENTH SUBMARINE LOST BY GERMANS

London, March 10.—The British announced to-night that the German submarine ramméd and sunk by the Ariet was the U-12, instead of the U-20 as previously stated. Out of a crew of 28, ten were saved. The loss of the U-12 makes the seventh submarine lost by the Germans since the beginning of the war.

## Protests Against Commandeering of Citizens

An official message from Pretoria reports that the Union Government's order "commandeering" citizens for the attack on German Southwest Africa has been met with protests from some 500 and by a refusal to serve "from 71. The latter will be "court-martialed"; the former will have their objections considered by tribunals in their own districts formed for the purpose. To understand the situation it is necessary to remember that South Africa in 1912 passed a Defence Act which made all her citizens of military age liable to compulsory service for home defence. In time the Act would have provided her with a Permanent Defence Force of some 3,500 men, formed by turning the old mounted police into five regiments of South African Riflemen; and an active Citizen Force of 20,000, drawn from men in their 20th and 21st year, if possible by volunteering, otherwise by ballot. When war broke out the Act was not fully in working order. The Permanent Force had been formed in 1913, and it was decided to utilize it against German Southwest Africa. The Active Citizen Force was not at anything like full strength. The decision to attack the German Colony was held by many of the Dutch to involve a misuse of the Defence Force, since German Southwest Africa could not be said to menace the Union, and since its fate would in any case, they thought, be settled on the battlefields of Europe. In quelling the rebellion, which sprang as much from this view as from German machinations, General Botha relied on the Permanent Defence Force, on such units of the Active Citizen Force as were available, and on loyal commandoes raised voluntarily on the old burgher lines. Now that the rebellion is broken, and at the same time, the difficulty of operation against the German Colony has become fully apparent, he has found it necessary to apply the principle of compulsion to all the ranks of the Active Citizen Force, and has ordered each of the military districts formed under the Defence Act to furnish a quota. That the objections with which he has met should be relatively so few is a good omen. At the same time it must be remembered that it is not against the principle of compulsion that those protests are made—for the compulsory clause of the South African Defence Act met with what in British eyes seemed singularly little opposition—but against the object of that compulsion. We do not doubt that the Union Executive will deal with the protesters in the spirit of wise patience and forbearance of which General Botha has already given evidence, and of which the decision to grant a local hearing to each man's case for exemption is a further proof; but it is clear that only by a careful and considerate handling of a situation still extremely difficult can General Botha secure a united front for South Africa.—Manchester Guardian.

## NO BLUFFING IN THIS A STRICT OFFER BACKED BY UNION TRADING COMPANY.

Ready to Purchase Any Quantity of Sealers' Seals at \$4.50 per cwt. for Young Seals—But the Crews Must Agree to Sell Before Sailing Because of the Conditions Laid Down by Firm Manufacturing Our Seals

Dear Sir,—The News to-day contains its usual batch of misrepresentations respecting our last night's meeting at the T. A. Hall and insinuates that my offer was not genuine.

I wish to state again, that we are ready to purchase any quantity of sealers' seals at \$4.50 per cwt. for young seals—but the crews must agree to sell before sailing because of the conditions laid down by the firm which would manufacture the seals for us.

To show that our position is genuine, I take the liberty of quoting from a letter received yesterday from Messrs. Murray & Crawford, which reads as follows:—

W. F. Coaker, Esq., President F.P.U.

Dear Sir,—Following on your application as to our undertaking to manufacture crews share of seals and our conversation this a.m., we are prepared either to manufacture the crews share of such sealers to be named by you or if you prefer it a specific quantity. It would be necessary to have a firm offer from the crews or from you duly authorized as otherwise the contract would only be binding on us, as "without authority" might be pleaded by your friends and our preparations would be completely upset.

MURRAY & CRAWFORD LTD.,  
Baine Johnston & Co., Agents.

The sealers can judge from this whether we are bluffing or endeavouring sincerely to aid them in securing \$100,000 more for the voyage than would be paid if there was no Trading Company to come to their assistance re prices for the first time in the history of sealing.

W. F. COAKER,  
Gen. Mgr. F.U. Trading Co. Ltd.

In this connection it was recalled

## German Submarine Ramméd and Sunk

### Russians Report Desperate Fighting on Niemen and Vistula Front

London, March 10.—The Admiralty reports the German submarine U-12 ramméd and sunk by the Ariet. The crew surrendered.

Three small merchantmen have been sunk by enemy submarines. The French Government reports continuous fighting north of Arras, also in Champagne, where fresh progress has been made at various points.

The Russian Government reports desperate fighting on the Niemen and Vistula front, and heavy fighting at various points in the Carpathians.—HARCOURT.

## AN INVASION OF GERMANY

Berlin, March 10.—The General Staff has learned, through its secret service, that a large British Army is concentrating near the Alsatian border, for an invasion of Germany from the South.

## Family Quarrel in Mexico

El Paso, March 11.—General Villa, in a statement received from Torreon declared that in the event of intervention of foreign troops to subdue Carranza's forces, he and all other Mexicans would unite against the invaders.

## Australians Arrive

London, March 11.—An Australian contingent arrived in England yesterday according to an official announcement.

## ITALIAN WARSHIPS HAVE PUT TO SEA

Geneva, March 10.—The Tribune says it has learned from Vienna that several Italian warships have put to sea, probably bound for the Dardanelles.

## British Airships Reconnaissance

London, March 11.—A despatch to the "Daily Telegraph" from Cairo, says that British airship reconnaissance shows there are no Turkish troops within a fortnight's march of the Suez Canal.

## Unhappy Mexico

Washington, Feb. 20.—Further representations against the persecution by Carranza officials of priests in Mexico were made today by Secretary Bryan. Consul Canada at Vera Cruz was instructed to appeal directly to General Carranza in behalf of the 180 priests arrested by General Obergon in Mexico City, where they are detained in the national palace. Some of them are reported to be Spaniards and these, it is said, have been threatened with expulsion from the country. Carranza officials demanded 500,000 pesos of the priests by a certain time, and when it was not forthcoming told the foreigners among them, according to report, that they would be banished, while natives would be held in captivity. It was not known here how many of the 180 priests were Spaniards. El Paso, Tex., Feb. 28.—A telegram from General Villa dated yesterday at Seapottan, between Guadalupe, metropolis of the west coast, and Manzanillo, a Pacific port, which is Villa's objective point, stated that 33,000 of his troops had defeated in the mountains near Sayula, a Carranza force, which he estimated at 12,000 men.

READ THE MAIL AND ADVOCATE

## A SUBMARINE BADLY DAMAGED

London, March 10.—The Press Bureau issues a statement regarding the recent British air raid. Besides thirteen soldiers killed and thirty-five wounded, a submarine was badly damaged at Zeebrugge and several batteries on the coast suffered greatly.

## Germans Bombard Town of Nieupoort

Paris, March 11.—In Belgium, the town of Nieupoort has been violently bombed with 42-centimetre guns.

Between the Lys and Lebassee the British army supported by French heavy artillery has gained important successes. It has carried the village of Neuve Chapelle, to the east of the road from Estaires to Lebassee, and has progressed to the north-east of this village, in the direction of Auter-direction of Borsedre. It has among whom are several officers, and has captured some machine guns. The German losses are very heavy.

## Garibaldi's Recalled

Paris, March 11.—The following official statement has been issued. "As the Italian Government has recalled certain categories of its reservists, the French Government has given liberty to the fourth regiment of the Foreign Legion, to which Garibaldi's belong."

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## Germans Make Attempt Break Through Russian Line

### They Are Advancing Along the Orzye River Big Battle Developing Here, and Another Further North

London, March 10.—Balked at other points, the German are making another attempt to break through the Russian line and the fortresses in Northern Poland. They are advancing from Khor-cic, on the East Prussian frontier, along the Orzye river and by roads leading southward of Orzye River, and by roads leading southward of Przasnysz. This is one of the routes the Germans took in their rush from East Prussia in February, which finally ended in their defeat at Przasnysz.

For their new attempt they have brought up troops which have been operating in the region of Grodno, and some of the new army which have been training since the outbreak of the war, in the interior of Germany. The point selected for the attack is most favorable along the East Prussian front, for a splendid railway system can bring troops and their supplies to the border, from which good roads lead to Przasnysz. A big battle is developing in this region, while one of almost equal importance is in progress further north, in the region of Suwalki, where the Russians have pressed the Germans back to their own border. The Russians appear to have successfully countered the German offensive on the Pilicia River and in the Carpathians they are withstanding continued attacks along the whole front.

## Japanese Troops for N. China

Tokio, March 11.—Newspapers report that Japanese troops are preparing to go to North China and Manchuria, ostensibly to relieve garrisons there.

## Dr. Tait's Lecture

Dr. J. S. Tait lectured on "Socialism" to members of St. Andrew's Society in their Rooms last night. Mr. A. G. Gibb, Chairman of the Social Committee presided, and briefly introduced the lecturer to a goodly gathering of members and friends.

Taking as his starting point the Garden of Eden, the learned doctor traced down through the ages the growth of true Socialism, up to the present era. The lecturer treated his subject in a very able manner, discouraging for over an hour in reviewing Socialism in its many phases, and vividly contrasted Modern or up-to-date Socialism as compared with Communism, Liberalism, Revolution, Anarchy, and all other 'isms of the past.

## THE S.S. ERIK STRIKES LEDGE

The sealing steamer Erik, which got away on Monday in company with the Diana and Terra Nova struck a ledge off Petty Harbor and it was some hours before the ship got off again. Twenty of her men left the steamer including the operator, ten of them coming on shore by way of the ice to Petty Harbor, and thence to town, and ten more went on board the Terra Nova.

## Patriotic Lecture At Freshwater

On Tuesday evening last a rousing public meeting was held at Freshwater when Professor Nichols gave a very instructive and interesting lecture on the great European war.

The hall was crowded, Rev. E. Broughton occupying the chair, whilst Miss Parsons presided over the musical department. The lecture was finely illustrated by splendid photos taken actually from the scenes of war, and gave the good people of Freshwater a glimpse of the war such as they had never had before. There is no doubt that Freshwater is intensely patriotic and will continue as ably as heretofore to do its share in upholding the King and our soldiers and sailors in the defence of our Empire.

A message from Codroy this morning to Marine and Fisheries Dept. reads: Wind north, ice long wya off; young white coat killed this morning 200 feet from the shore.

Joseph French of Lark Hr., with feet badly frostbitten, arrived by express, and was conveyed to General Hospital in the ambulance.

Miss F. LeMessurier, suffering from pneumonia, was conveyed to hospital, from Spencer College, in the ambulance yesterday.

S.S. Portia arrived from the westward at noon, bring as passengers: Miss Ingraham and Capt. M. Hoeborg in saloon and 8 others in steerage.

## DO IT NOW!

Its no use waiting till somebody else gets ahead of you. Now is the time to advertise in The Mail and Advocate.

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In closing his lecture, the doctor cited eminent authorities and gave fact and figures showing that Socialism up to date was not anti-religious as a goodly number of people supposed, but rather co-operation in effort, morally, socially and politically, and a blending of Labor and Capital that would surely end in the triumph of Democracy.

A hearty vote of thanks was awarded Dr. Tait for his very instructive lecture, by acclamation, on the motion of Mr. John Browning, President of the Society, and seconded by Mr. J. A. Carmichael.

## At Presbyterian Hall

A large and appreciative audience assembled last night at the Presbyterian Hall, the occasion being a Concert and Sale of Work held by the young women's guild of St. Andrew's Church.

The musical part of the programme was well sustained by the Misses Anderson (2), E. Herder, M. Reunie, M. Mitchell, G. Strang and Mr. King, also by a male quartette consisting of Messrs McIntosh, Kerr, Young and Hershell. All the performers did splendidly, encore being the order of the day.

A novel feature of the evening was the Cake Talk the talk being to supply words missing from verses on blue bells displayed at points round the Hall.

The general decorations of the Hall were of a most artistic nature, for which thanks are due Miss F. Cowan, whilst the designing and lettering of the bells was very nicely done by Mr. Twentyman.

The entire affair was a pronounced success, and the Young Women's Guild of St. Andrew's are to be congratulated on the result of their efforts, musically and financially, the proceeds of the Sale being up to anticipation.

## WEATHER REPORT

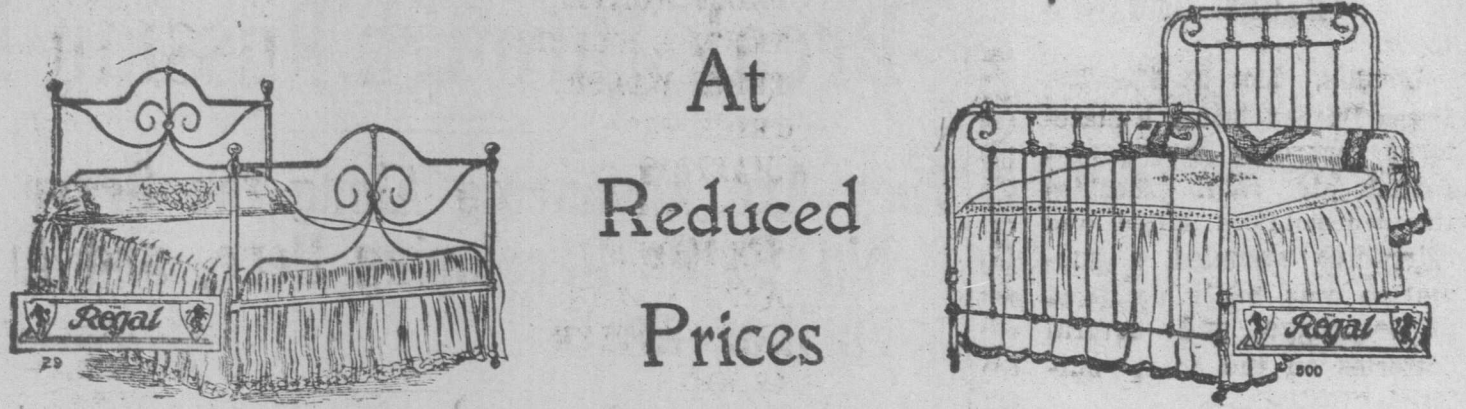
Toronto (noon)—Strong W. to N.W. winds, local snow falls or flurries but mostly fair to-night and on Friday with a little lower temperature.

Roper's (noon)—Bar. 28.70. Ther. 34.



# The Bowrings Challenge The Power of The F.P.U.

THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 11, 1915-2.



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Elastic Filing Cabinets in steel, although we also supply these in wood  
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## Questions For Kean

(Editor Mail and Advocate.)  
Dear Sir.—Please allow me space in your valuable paper to express my views regarding Bowring-Kean outrage that is at present being forced upon an unprotected people. Do Munn and Bowring realize that as Kean was commanding a ship out of their employ and acting in that capacity was their servant, and that he sent the crew of the "Newfoundland" on the ice and made no effort whatever to rescue them from the perilous position in which his blundering had placed them, could they ever be any greater crime committed than for Munn to allow Kean to sail as master of one of their ships again, thereby giving him a chance of blundering a second time, and, perhaps be the cause of sending more men into eternity. The voice of the people is Kean must not go to the ice as Master—but that piece of scorn and contempt towards the fishermen—Jack Munn and that small-faced boy Eric Bowring says "Yes, he will again command a steamer in defiance of the public wishes."

Why did Joe Kean send a message to his father saying he had three watch crews on board, but March's watch was missing, in answer to a message from him telling Joe to look out for his men, and why did not the two ships turn toward each other until March's watch was found? Was it to save the lives of those men or why was the "Newfoundland's" men left only a few hundred yards away to perish like dogs? Now, Mr Munn did A. Kean do wrong by making a search for his own men or did he do right by leaving the "Newfoundland's" men to die in groups as he did? Did one of Kean's officers go through the ship and investigate to see if any of the "Newfoundland's" crew was stowed away, or did he order all hands on deck at the time the "Newfoundland's" crew was leaving the "Stephanos"?

Now, sir, these are questions that no doubt Capt. Kean could answer and which no doubt could end his career as a Sealing Master if he was tried by a Commission determined to do justice and protect the lives of our sealers from a repetition of another awful disaster. Now, if these Captains that will prosecute the sealshery the coming season send their men seven or eight miles from their ship or turn other ships' crews on the ice, regardless of what happens, and another disaster occurs, who will be responsible? If A. Kean is allowed to command a ship this spring and the same thing happened again under his supervision, instead of receiving punishment, he would be decorated with an Iron Cross by Munn and Bowring for depriving so many more widows and orphans of their breadwinners. I say to Munn and Bowring, "Are ye possessed of hearts of stone?" If you could even now hear the cries of anguish, as the season for going to the ice approaches from heart-broken wives and mothers at homes made desolate by Kean's blundering; if ye are not more cruel than the Germans of the Belgian massacre, you would tell Kean to go bury himself instead of giving him command of a ship at the sealshery.

Now, sir, to ask a fair and honest question: "What is the supreme motive for the great agitation started by the F.P.U. and the verdicts passed at the different Conventions condemning Kean as a Sealing Master?" Is it a feeling of animosity that exists towards this particular man? I say no, but we hold it as a sacred duty, and it is the firm determination of the F.P.U. and its President to do all in our power to prevent a repetition of last spring's awful disaster and to safeguard, as far as possible, the lives of our men that go to the Sealshery in future.

What I would suggest, sir, is a general strike of both Union and non-Union men, not to keep the ships in port, but to bring the present government to its senses, so that laws could be enforced to protect the sealers' interest. Until laws are passed to that effect it will be an uphill fight for the Union. What about Morris? Was there ever such a piece of villainy as for him to keep the House closed until after the ships sailed, leaving Mr. Coaker to fight for the people's welfare single-handed. Morris is indeed a "Friend of the People." So is Jack Munn and Eric Bowring. Their party can well be styled the "People's Party." If Morris ever comes to the country again to solicit votes we would suggest that he take a new cognomen and call himself "Head of the Sealers' Protective Party" and the sealers will no doubt appreciate his action at the present time by sending both him and his party to Hong Kong. Mr. Coaker is using every available means to try and prevent Capt. Kean from sailing as Master of a ship to the ice. What is he doing it for? Isn't it vexatious to find men so obstinate? He is doing it for men that shouted for No-Heart Morris during last elections, but if ever a working man in this country shouts for Ned again in a city he, doesn't about his head off.

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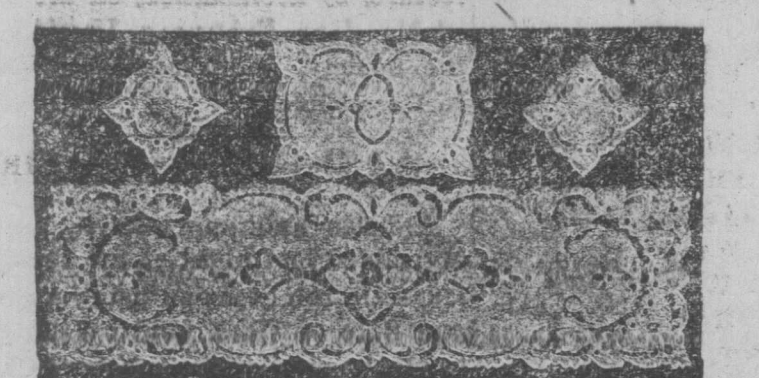
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Reg. \$1.50. White sale price \$1.30  
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Regular \$1.00.  
White Sale Price 75c.  
Regular \$1.50.  
White Sale Price \$1.00.  
Regular \$2.20.  
White Sale Price \$1.50.

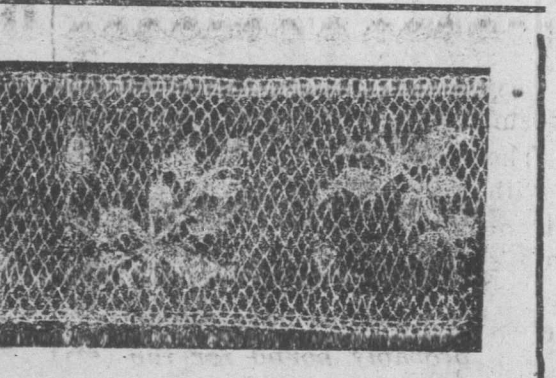
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ST. JOHN'S, N.F.L.D., MARCH 11, 1915

OUR POINT OF VIEW

KEAN'S CHART

WE republish the chart delineated by Capt. Abram Kean last spring in order to show the positions relatively of the different ships on March 21st, and their distances, and also to show where the Stephano picked up the Newfoundland's crew and where they were put on the ice again.

It is interesting to note that Judge Johnson, in order to clear Kean's skirts, is willing to insult the intelligence of his victims, and is willing to cast a reflection upon the intelligence of every Newfoundland fisherman in order to prove Kean's wonderful ability.

He does this in order to prove that it was no fault of Kean's if they failed to reach their ship. It has been pointed out, that if Kean put the men out where he says he did, a S.E. course would not bring them to the path they had walked in the morning.

How did Judge Johnson come to overlook this great disagreement. Let us go a bit further into Judge Johnson's remarkable report, and see if we can't find an item or two to confound his testimony.

A very important point, perhaps the most weighty problem of all is that in relation to the place at which Kean put the Newfoundland's crew on the ice, for on the distance the men had to travel hung the question of their reaching the shelter of their ship that night of March thirty-first.

But undermines Kean, therefore, it is wrong. But the stubborn facts remain, the men travelled S.E. to the Stephano, and they travelled to windward to find their path, and the wind was S.E.

REMARKABLE DIVERGENCE

THERE are some striking weak points in Judge Johnson's report which we intend to point out to our readers, so that they may judge for themselves as to that gentleman's qualifications to submit opinions differing from that of the other two learned Commissioners.

In the first place we wish to point out to Judge Johnson that we have exactly the same evidence to form opinions from that he has, and all his talk about presumption on the part of inexperienced critics is mere gratuitous word rolling, and can have no effect, unless it be to convince people that Judge Johnson thinks himself the only competent critic.

Now it is our purpose to show that Judge Johnson lacks one very important essential to a proper summing up of this case, and that is memory or else a fund of that penetrating power which helps the judicious mind to go far below the surface of any evidence and to note any possible conflicting testimony.

"On Tuesday morning I called the second hand and said, 'Isn't this hard that we're so near these seals, and can't get there now,' and he replied, 'Sure, Captain, it's no trouble to walk there now, which was just what I wanted him to say. I said, 'Now, then, George, you go down and lead the crowd and go right for the Stephano, and from that you will be able to know exactly where the seals are, and find out all from father. I can't give you any orders as to what you will do when you get there. I leave it all to you.'"

Now that is what Westbury Kean swore to last year. This year he says, or rather Judge Johnson credits him with saying that the matter was all arranged with officers of the ship the evening before. Judge Johnson says: "On Monday evening Westbury Kean decided that next morning he would send a party to the Stephano if, meantime, the Newfoundland was not released. He made this known to his officers and he chose his second hand, George Tuff, to take charge of the party."

How did Judge Johnson come to overlook this great disagreement. Let us go a bit further into Judge Johnson's remarkable report, and see if we can't find an item or two to confound his testimony.

A very important point, perhaps the most weighty problem of all is that in relation to the place at which Kean put the Newfoundland's crew on the ice, for on the distance the men had to travel hung the question of their reaching the shelter of their ship that night of March thirty-first. Judge Johnson says that Kean took the men south and to a point two miles nearer to their ship, than where he took them up. We have denied this time and again, and now, behold, we have Judge Johnson himself furnish the proof that we are right. We thank the great Judge for this, although, of course, he did not intend it. It is merely "an error of judgment." He tells us that the Stephano steered south and put the men down near the flag which the Stephano had put out earlier in the morning. Two miles south of the spot where those men were picked up would have been nearly mid-way between the positions of the two ships at five o'clock in the morning.

The Stephano had no men between the Newfoundland and her position previous to five o'clock, and certainly they were not there after that, or they would have been seen by the Newfoundland's crew. Also, the flag would have been seen, for the men traversed a path not far from where Judge Johnson says the flag had been placed.

If Kean put those men on the ice near a flag that he had put out early that morning, it stands to reason that he put them out not far from the position occupied by the Stephano at five o'clock that morning. And this proves that Kean took the men to the South-West and farther from their ship. It also proves that the men walked

ed S.E. to their path of the morning, and to windward. From no other position either would their ship bear S.E. from them, and that is the course given by Abram Kean to George Tuff, when he put them on the ice.

A BENEFIT TO ALL UNION AND NON-UNION

THE UNION TRADING CO'S offer to the men of \$4.50 for their share of seals is to-day the talk of the city and all hold that the Trading Co. and Coaker has done enough by this one action to fully justify their existence. It will mean that price at least for fat when the ships come in, and \$100,000 added to the sealers' earnings. The sealers are fully two-thirds non-Union men this spring, as it appears Union men were cut out by all the Captains wherever they could do so. Yet Mr. Coaker has accomplished his greatest work on behalf of the sealers, both in improving conditions, accommodation, food and price of seals, and non-Union men were the chief gainers. He makes no distinction and any buyer who offers less than the Trading Co. for seals will find plenty trouble this spring. The sealers were told four weeks ago that if they would not accept \$3.75, the ships would not go out. Now we find the price \$4.50, although only on Tuesday the buyers met and refused the sealers' requests and proposals and decided to pay \$3.75. They will have to pay \$4.50 now or the men will sell their seals outside to the Trading Co., as the owners on Monday evening wrote Mr. Coaker, agreeing to let the men take their own share of seals.

While seal skins are but moderate value, seal oil is higher in value than it has been for twenty years. The announcement that the Export Co. will establish a factory to manufacture seals and is negotiating to build a steamer of the size of the Nascope, has been hailed by the people, especially the sealers, with delight, and all are convinced that conditions are really changing and this man Coaker is indeed the most marvellous man ever produced in Newfoundland, as stated by Mr. Morine at his public speech at Bonavista and Catalina.

LAST NIGHT'S MEETING

LAST night's meeting of sealers in the Casino Theatre was a grand success in every way. The attendance was a large one, the enthusiasm was most marked. The speeches by Messrs. Coaker, Halfyard, Stone and M. Condon were among the best ever delivered from a F.P.U. platform, and were roundly applauded. The meeting opened at eight o'clock with M. Coaker in the chair. The President made a speech of one hour and a half's duration, during which he spoke on various items of the most vital interest to the fishermen, particularly as he referred to the price of seals, and the determination of the Trading Company to buy the men's share of seals at \$4.50 per cwt, unless the buyers here are willing to offer that price, before the ships sail on Saturday.

The announcement of this bold move, so like the move which kept the price of fish from slumping last Fall, was received with great pleasure by the assembled sealers, for they realized by its significance, how potent for the welfare of the toilers is their great Union. Without the power of Union to back him up, and without the money which the toilers had put into the Trading Co., this firm stand would be impossible. Were it not for the Union the sealers would have to take whatever the seal buyers offered.

We have the example of their offering \$3.50 this spring as proof of the need of a Union and the offer of \$4.50 is a further proof of what the Union can accomplish. Mr. Coaker also read the Amended Sealing Laws, and called attention to the improved condition of the sealer since the F.P.U. took up the toilers' cause. Particularly is the improvement noticeable in respect to food. He dealt in a convincing way with other important topics, and sat down amid a storm of applause. Mr. Stone followed the first speaker and was greeted on rising to speak by prolonged cheering. Mr. Stone's remarks were apt, and well and convincingly put.

SOUTH SHORE HARBOR MAIN

TO HIS EXCELLENCY THE GOVERNOR IN COUNCIL:

The petition of the undersigned residents of South Shore and electors of the electoral district of Harbor Main, humbly sheweth that on March 21st and April 1st last seventy-eight of the crew of the sealing steamer "Newfoundland" died on the lee side from exposure, and that in the opinion of your Petitioners, Captain Abraham Kean, Master of the "Stephano," was guilty of criminal negligence in relation to the said men, wherefore your Petitioners humbly pray that Your Excellency be pleased to direct the Law Officers of the Crown to take the necessary steps to test before the Courts the liability or otherwise of Captain Kean. And as in duty bound they will ever pray.

R. HIRBS T. F. BUTLER ABRAM FAGAN RICHARD PEACH JOSEPH PETRIE EDWARD FINNING GEORGE FINNING EDWARD DELANEY RICHARD TILLEY S. SNOW GEORGE BUTLER C. HYNES JOHN HAINES HERBERT BUTLER EDGAR HAINES CHARLES HAINES SAMUEL HAINES WILLIAM DELANEY HENRY CAPLE FRED CAPLE AZARIAH CAPLE LEMUEL CAPLE MICHAEL FAGAN JOHN ABRAM FAGAN JOHN HIBBS HARRY HIBBS ROBERT HAINES JOHN THOMAS GREENSLADE WILLIAM RIDEOUT ALFRED GREENSLADE SAMUEL BISHOP REUBEN VORTER BENJAMIN DAWE AMBROSE DAWE WILLIAM ANTHONY AUGUSTINE NUGENT JOHN DAWE ARTHUR DAWE MUGFORD HUSSEY WM. J. HENNESSEY GEORGE ALF. TILLEY JAMES HENNESSEY GARLAND BUTLER ROB. B. TILLEY R. NUGENT ARCH MORGAN WALTER W. MORGAN MARTIN DUGGAN NATH. MORGAN JOHN THOMAS MORGAN WILLIAM JOHN MORGAN FRED MORGAN ISAAC DAWE JOHN J. DAWE JOHN H. BUTLER ISAAC ANTHONY WILLIAM ANTHONY JOSEPH MORGAN RENAR MORGAN HENRY MORGAN EDWARD MORGAN ABRAHAM MORGAN ISAAC MORGAN W. J. MORGAN JOHN MORGAN HENRY MORGAN ABRAHAM MORGAN W. JOHN MORGAN ABRAHAM MORGAN ALFRED MORGAN WILLIAM H. MORGAN JOHN MORGAN WILLIAM MORGAN A. MORGAN WILLIAM MORGAN CHARLES SCOTT ELIOT SCOTT RICHARD WALSH

Mr. Halfyard also spoke, and captivated the audience by his quiet, but forceful utterances. Mr. M. Condon was the last speaker, but not by any means least. Mr. Condon is an ardent F.P.U. man, and gave very weighty reasons why he is so, and why, in his opinion, every toiler should be. Mr. Condon is a very eloquent speaker, and his remarks were well received.

The meeting closed by singing the National Anthem.

WILLIAM HARVEY WILLIAM ANDREWS HEBER ANDREWS JOHN WARFORD GARLAND DAWE JOHN W. DAWE HENRY WARFORD ELI DAWE PATRICK DOYLE WILLIAM KELLY GEORGE KELLY CALEB MORGAN CHARLES WARFORD FRED WARFORD THOMAS WARFORD JOSEPH MORGAN JOHN DAWE GEORGE H. DAWE PHILIP DAWE ABRAHAM DAWE

BAY ROBERTS

CHARLES CAVE WILLIAM J. SPARKES EDWARD J. SPARKES GEORGE CAVE NATHANIEL PARSONS JAMES KARMAN TIMOTHY PIKE SAMUEL MERCER WILLIAM MERCER EDWARD J. FRENCH ELIJAH CAVE THOMAS SPARKES ISRAEL MERCER ISRAEL PARSONS JOHN NORMAN WILLIAM J. MERCER JETHRO FRENCH EDWARD SPARKES JOHN RUSSELL JAMES BROWN GEORGE MERCER JOHN C. BADCOCK WILLIAM MERCER MALCOLM A. SPARKES JOHN A. BROWN EDWARD BROWN ROBERT HAYES GEORGE BADCOCK JOHN SNOW JACOB WHITE STEPHEN RUSSELL HENRY BROWN JOHN E. BROWN JOHN A. BROWN WILLIAM RUSSELL ISAAC RUSSELL ISAAC SPARKES THOMAS BROWN JOHN HAYES GEORGE MERCER JOHN PARSONS WILLIAM PARSONS BERT BAGGS HENRY SNOW JOHN BADCOCK THOMAS FARRELL HARRY BROWN ARCHIBALD HAYES JAMES BROWN JAMES S. BROWN SAMUEL BROWN CYRIL JAMES BROWN STEPHEN BROWN THOMAS BROWN AUBREY SPARKES JOHN SPARKES RICHARD SPARKES STEPHEN MERCER GEORGE CAVE H. EVANS WILLIAM KEARLEY L. SNOW MANUEL MERCER STEPHEN CAVE ISAAC PARSONS ROBERT BISHOP JOHN ROBERT EVANS JOHN PARSONS JOHN SPARKES ROBERT FRENCH JACOB CRANE JOHN C. MERCER ISAAC BADCOCK JOHN CROWLEY NATHAN BADCOCK JOHN BADCOCK ISAAC BADCOCK GEORGE BADCOCK ABRAHAM BARRETT ALLEN CARAVAN ELI FRENCH ARCHIBALD BARRETT EDWARD RUSSELL OF WM. JEBT FRENCH EDWARD FRENCH ROBERT BRADBURY CHARLES BADCOCK ROBERT BARRETT CHARLES H. BRADBURY MOSES BARRETT THOMAS MENTIONS JOHN MENTIONS NATHAN CHURCHILL WILLIAM FRENCH JACOB FRENCH GEORGE FRENCH ALBERT CARAVAN NATHANIEL FRENCH JAMES GOSNEY ABRAHAM BRADBURY IIAVARD BRADBURY ISAAC SNOW BENJAMIN SNOW BENJAMIN BRADBURY SAMUEL BRADBURY

COLLIERS, HR. MAIN

LAWRENCE WHALEN JAMES WHELAN JOHN WHELAN JAMES WHELAN MICHAEL WHELAN JOHN WHELAN MICHAEL WELSH PAT McGRATH THOMAS WELSH MICK WHELAN JAMES WHELAN PAT WALSH HENRY WALSH MICK McGRATH THOMAS WHELAN DAVID WHELAN JOHN CONWAY JAMES FLNN SAMUEL WHELAN MATTHEW WHELAN MICHAEL WHELAN JOHN GRIFFIN JOHN MERRIGAN MATTHEW WHELAN PAT GRIFFIN THOMAS HEARY DENNIS CONWAY JAMES COLE STEPHEN GAHANEY JOHN COLE PATRICK DOYLE SAMUEL GAHANEY

NEW CHELSEA, T.B.

SAMUEL BELBIN ARCHIBALD HARRIS ISRAEL PALMER CLARENCE BAILEY ELI BELBIN J. M. HARRIS HENRY MOORES THOMAS MOORES THOMAS GARLAND WALLACE PLYNN JORDEN HARRIS EARNST BELBIN A. TRIMM L. BUCKLER HENRY HART ELVA HARRIS MOSES HARRIS HERBERT BELBIN THOMAS LEAWOOD GEORGE PLYNN JOHN BURSEY THOMAS BELBIN LAURENCE PALMER JOHN BAILEY W. F. SINN PHINEAS PLYNN JESS BUCKLER DUNCAN BAILEY WILLIAM HARRIS CORBET PLYNN FRANCIS BELBIN WILLIAM J. HARRIS NORMAN HARRIS RONALD PALMER JOHN MOORES CALEB BUTTON MARTIN TRIMM THOMAS HARRIS ABNER BITTON WILFRED PLYNN CHESLEY PALMER SEHEMIAH PLYNN WILLIAM E. HARRIS CECH HARRIS JOHN M. HARRIS CHRISTOPHER HARRIS F. SINGLE AMBROSE HARRIS ISRAEL BAILEY ROBYN BELBIN HUBERT SINGLE GARFIELD HARRIS CHARLES HARRIS ENOS HARRIS ELIAL HARRIS GEORGE BAILEY ISCHMAEL BAY GERMAN HARRIS ERNEST BAILEY DOUGLAS BAILEY HORACE BELBIN TITUS BUTTON W. J. BAILEY MOSES BELBIN CHESLEY BELBIN WESLEY HARRIS MARTIN BELBIN MARTIN BELBIN, JR. ARTHUR J. HARRIS

BROAD COVE, B.B.

MICHAEL KEHEFFICK JOHN KEHEFFICK JOHN TOBIN MAURICE CAREW PATRICK HARTY JOHN WHELAN PETER DORAN THOMAS GRIFFIN PETER NOLAN JOHN DEVEREAUX MICHAEL POWER MICHAEL WALSH PATRICK KEHEFFICK JAMES MATTHEWS WILLIAM HARTY MICHAEL GRIFFIN MICHAEL MATTHEWS



# Twenty Thousand Freemen Take Up Challenge

THE MAL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 11, 1915-4.

## FINDINGS OF THE COMMISSION OF ENQUIRY INTO THE SEALING DISASTER OF 1914

Report and Recommendations by Commissioners Sir William Horwood, C.J. and Hon. Mr. Justice Emerson

Our consideration was first directed to the circumstances attending the loss of the members of the crew of the steamer Newfoundland. The Newfoundland was a wooden screw steam r built in 1872, of 919 gross tonnage and 568 net, and registered at St. John's in the name of the Newfoundland Sealing Company, Ltd. She left the port of Wesleyville on March 12th, 1914, on a sealing voyage in charge of Captain Westbury Kean as master, with a ship's company numbering one hundred and eighty-six. On the morning of Tuesday, March 31st, when the steamer was lying in a S.E. direction from the Funks, her crew, to the number of about one hundred and fifty men, including the first officer or "second hand," four masters of watch, four second masters, left the ship at about seven a.m. to proceed to the S.S. Stephano,

which lay to the N.W. a distance of from five to seven miles. The Captain states as his reason for sending the ship's company on the ice in that direction, that on the day before he had received a signal from the Captain of the Stephano, informing him of the presence of seals in the neighbourhood of that ship. The signal was given in pursuance of an arrangement made between the captains prior to the departure of their ships from port. The morning was fine and mild, and, in consequence, the men for the most part wore only light clothing, which would not hamper their movements or impede their march. Before leaving, the second hand, George Tuff, was ordered by the Captain to go to the Stephano for instructions from her Captain as to the position of the seals. On the previous evening the Captain had informed Dawson, one of the master of watch, of his intention to send the men out, and that they should find accommodation for the night on board the Stephano and Florizel. Dawson had communicated this information to the wheelman, deck master and bridge master who in turn told others, with the result that it was generally understood amongst the crew that they were to go next day to the Stephano and that shelter would be provided for them there for the night. The Newfoundland lay at the time in the heavy ice close fast bound and powerless to change her position. The character of the surrounding ice was such that the crew found progress slow and difficult, until about half way to the Stephano, when they reached the smoother, newly formed ice, and travelling became easier. At about ten o'clock some men who had killed half a dozen seals, returned to the ship with four of the seals, and a number of other men, in all some twenty-nine also fell behind and returned. Various reasons are given by these men for their return, some claiming that they had done so because the weather had become bad, others denying and stating that they had gone upon the ice merely to kill a stray seal or two and to bring them on board, and that having killed what seals were in sight they had completed their work. Others said that the Stephano was too far distant for them to reach, and seeing that she was moving still further away from them they felt justified in giving up the walk. The general body in charge of the first officer, reached the Stephano a little before noon. The difficulty of travel was such that it took these men more than four and a half hours to cover the distance between the two ships. The Stephano had been moving about that morning taking aboard seal pelts from points where they had been collected, but as the Newfoundland's men approached, she came to meet them. The Captain of the Stephano greeted them with a request to make haste and come on board as he wanted to get away to take up his own men. The Newfoundland's men went aboard the Stephano, partook of bread and butter and tea and, after twenty minutes were ordered to go upon the ice. Meanwhile the ship had been going forward. The members of the Newfoundland's crew say she went in a S.W. direction, but the Captain and others of the Stephano state that she proceeded south; the distance she proceeded after taking the men on board was, the Captain of the Stephano says, about two miles. When the Newfoundland's men reached the Stephano some of the witnesses saw

of a flag attached to a gaff. The Bellaventure was then slowly drawing towards them and they could see members of the crew getting overboard killing and hauling seals but she did not see them and, after a few minutes, turned and went in an opposite direction. Before she turned she could have reached the party from the Newfoundland in fifteen minutes. After that, the Stephano was seen by those men coming in towards them. She came so near that they could see the ice turning up from her bow and for a moment they felt confident that she was coming to their rescue but she also turned and went away without recognizing them. That was about an hour before sunset. At this juncture sight was obtained of the Newfoundland and an army of about ten, including the first officer as leader, started to reach her. They got about half way towards her when she started and steamed to the N.W. If she had not got clear they would have been aboard of her in half an hour. Then the Bellaventure came back and picked up three of her crew left by her on the ice earlier in the day. In describing this one of the witnesses says "The smoke of the Bellaventure was blowing down over our men and I thought she was taking them aboard."

Due to Several Causes The disaster was due to several causes, the absence of any one of which might have been sufficient to have avoided it, but its primary cause was the sending of the men so great a distance from their ship that there was no expectation of their being able to do the work for which they were sent in time to return to their ship for the night. Such a risk is sometimes taken by those in search of seals, but it is obvious that it can be excused only where there is the certainty that shelter for the night can be found on board a neighbouring ship. The captain of the Newfoundland says that before the crew left that ship that morning he said to

"You reckon on the Stephano for the night," as I thought that would be the one he would be most comfortable aboard. Of course I knew that, as in all other cases, he would go to the ship nearest and most convenient to board when he finished his day's work." Tuff says he doesn't remember being told this. His statement is that he was directed to go on board the Stephano and there to take the instructions of his captain's father, Captain A. Kean, of the Stephano. Although in conference with the captain of the Stephano for twenty-five

minutes Tuff did not request or suggest any arrangement whereby his men would have the Stephano as shelter for the night, but Captain A. Kean gave him instructions before the Newfoundland men were put upon the ice by the Stephano how to reach the seals respecting which the pre-arranged signal had been made, and gave him the course he should take to get back to the Newfoundland after he had concluded the work of killing these seals. Tuff seems to have had serious doubts as to the weather; from ten o'clock that morning he had noticed that a change was impending. It was snowing at the time they were on board the Stephano, and when leaving he asked the Stephano's captain's opinion as to the weather prospects. He says that the assurance he received fully satisfied him. It is clear that in the circumstances Tuff committed an error of judgment in leaving the Stephano to go in pursuit of those seals without having made an arrangement that she should return before night to take him and his crew on board. While Tuff and master, when dealing with his own captain Abiam Kean, were in conference the Stephano was under steam and Tuff had been informed by the captain that the steamer was taking advice from two miles nearer to the Newfoundland. It was upon this that Tuff and to leave them to return to their

own ship afterwards when at the time the Stephano left them, not only snow falling thickly and the wind from the S.E., but for half an hour or more he had been waiting for his ship to get away to fetch his own men. His explanation is that he did not know that it had taken the Newfoundland men so long to reach the Stephano, but was under the impression that they had come in two hours and twenty minutes and his first officer, Yetman, states that he was responsible for having, earlier in the day, given him this misleading information. Yetman, however, fails to say why, being in the barrel of the Stephano, he had not seen the Newfoundland crew of the ice earlier than nine o'clock; and how at that time, after they had been travelling two hours, they should have appeared to him as only then having left their ship. In the position of responsibility in which the captain of the Stephano stood towards those men he should have obtained from the Newfoundland's first officer exact information as to the time taken to travel that distance before presuming to advise. There can be no question that a grave error of judgment was committed by the captain of the Stephano in advising their going on to kill seals at the time and in the circumstances without arranging with them that the Stephano would return to enable them to board her before night.

At or near two o'clock in the afternoon the situation presented itself to Capt. Joseph Kean of the Florizel as serious enough to induce him to

his hand and replied, "Alright." The Stephano then proceeded on her way for about six miles, collecting seal pelts belonging to her en route, to the point where she had taken up the Newfoundland crew in the morning, and from that point steamed out to the edge of the heavy ice near to where the men had disembarked from the Stephano. She blew her whistle as she slowly steamed up there so that if there were any men on the ice they would hear it. The whistle was blowing, according to officer Yetman, every two or three minutes that afternoon and from five o'clock when the ship stopped until eight o'clock. According to the evidence of the Newfoundland men they must have passed beyond that on their return journey at an early hour in the afternoon, owing to their being no arrangement made for the Stephano to return there and no expectation on their part that she would return to them. The sending of these men so far away from the Newfoundland as not to allow of their doing the work for which they were sent and getting back to their own ship before night fall combined with the fact that they were left on the ice by the Stephano without any arrangement that she would return for them, are the causes which allowed them to be exposed without shelter to the fury of the storm that raged throughout that night and a portion of the following day.

We have invited the views of witnesses generally and especially of those most qualified to speak to the subject, as to what means, if any, can be suggested to prevent the recurrence of similar disasters. Various opinions will be found in the evidence appended hereto as to the distance which the witnesses think it is prudent to send men from their ship over the ice fields. Many have proposed that a limit should be placed on the distance; others are of the opinion that no limit is practicable. Of those who suggested a limit, some urge that it should be placed at three miles; others that it should not exceed half a mile; others that the distance should not be regulated by mileage, but that the men should not go beyond where they could be seen from the ship, or, as suggested by others, out of the range of the steamer's whistle. To the application of each of these restrictions there are practical difficulties, and it is not easy to lay down a rule which is at once certain and reasonable, and at the same time applicable in all circumstances. It is obvious that in some circumstances it might be vexatious to restrict a crew going beyond even three miles; a view from the ship may be obstructed by pinnacles of ice or other physical conditions; while the range of a whistle to windward may, in certain events, be a matter incapable of being estimated. The discretion of the masters and officers if prudently exercised, affords the only working rule but it ought to be uncontrolled or left without safeguard calculated to prevent the crew being left on the ice at night. This last qualification seems to us most important. The protection of human life is the paramount consideration, alongside of which all other considerations fade into insignificance. (To be continued)

made his calculations as to course and distance when he subsequently decided to turn back. Captain Abram Mile and a Half S.W.

Kean told him that he would find the seals about a mile and a half on a S.W. course from where the crew disembarked and Tuff says they were found about a mile away after a half-hour's walk. When they reached them the weather was already too bad for them to do anything with seals in the circumstances and it was decided to abandon the work of sealing and start for the Newfoundland. Tuff directed them to take a S.W. course by compass and to allow half a point for the divergence they had made in walking to the S.W. and calculated that this would bring them on the path they had travelled out on in the morning where they would be within about a mile and a half of the Newfoundland. It failed to do this. It brought them, after they had walked for an hour and a half, during which they estimated they had travelled perhaps two miles or more, to the flag with the Stephano's name and number and the seals and strap which they had passed as they walked out in the morning. It was at this point they found the path which Tuff had calculated to intersect within a mile and a half of the Newfoundland. In computing distance witnesses do not speak with exactness or complete agreement but it is clear from the evidence that this flag was much nearer to the Stephano than to the Newfoundland. Tuff says it was about a mile and a half from the Stephano. The failure to reach the path at the

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his hand and replied, "Alright." The Stephano then proceeded on her way for about six miles, collecting seal pelts belonging to her en route, to the point where she had taken up the Newfoundland crew in the morning, and from that point steamed out to the edge of the heavy ice near to where the men had disembarked from the Stephano. She blew her whistle as she slowly steamed up there so that if there were any men on the ice they would hear it. The whistle was blowing, according to officer Yetman, every two or three minutes that afternoon and from five o'clock when the ship stopped until eight o'clock. According to the evidence of the Newfoundland men they must have passed beyond that on their return journey at an early hour in the afternoon, owing to their being no arrangement made for the Stephano to return there and no expectation on their part that she would return to them. The sending of these men so far away from the Newfoundland as not to allow of their doing the work for which they were sent and getting back to their own ship before night fall combined with the fact that they were left on the ice by the Stephano without any arrangement that she would return for them, are the causes which allowed them to be exposed without shelter to the fury of the storm that raged throughout that night and a portion of the following day.

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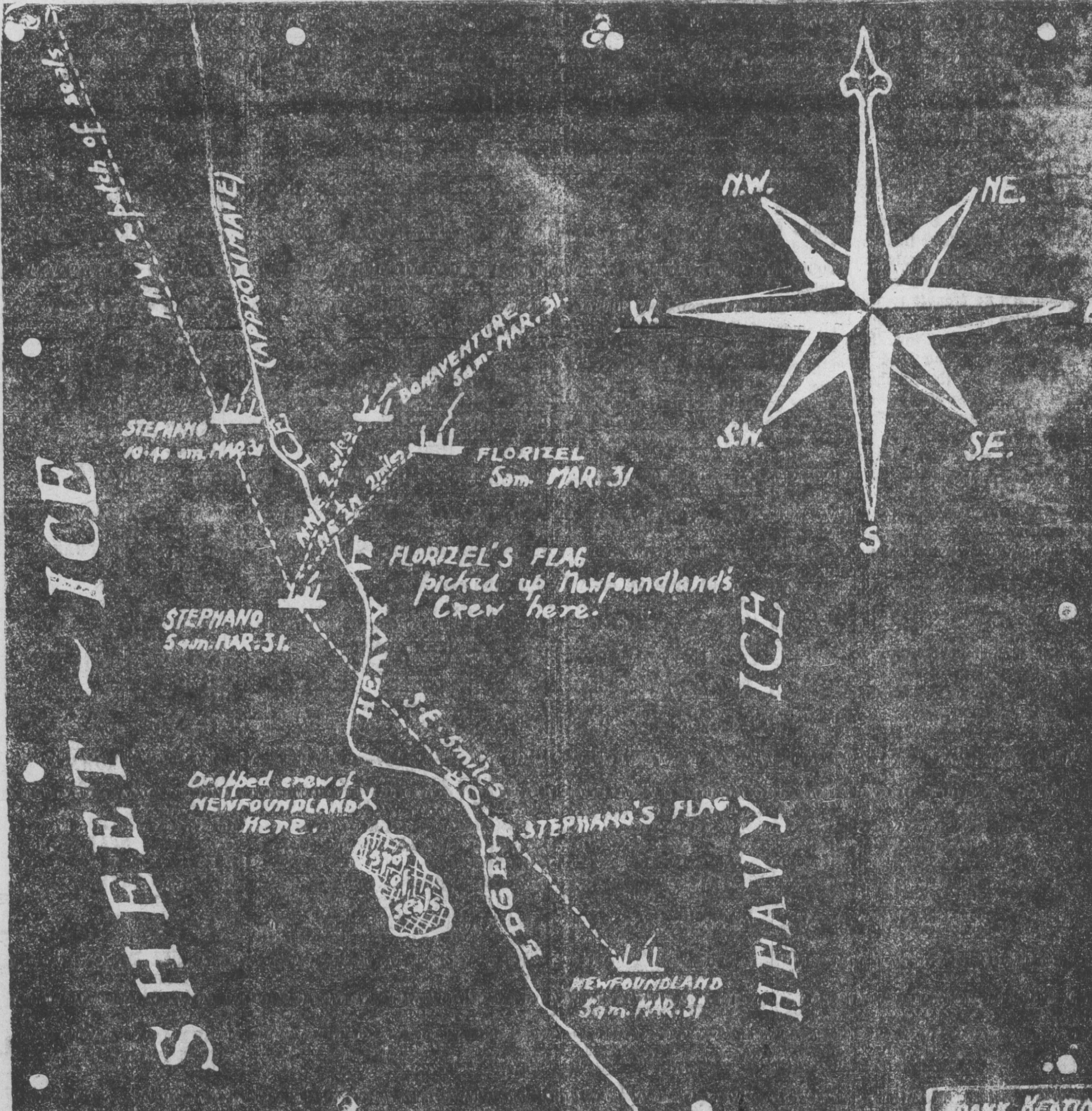
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**J. J. St. John**  
Duckworth St & LeMarchant Rd

**BEST GOODS**  
—and—  
**LOWEST PRICES**

- 20 Cases Tin'd Rabbit.
- 10 Brls. Partridge Berries.
- 100 Cases Tin'd Fruit, viz., Peas, Pineapples, Peaches, Apricots, &c.
- 75 Bags Very Choice Beans, 5c. lb.
- Lake's Smoked Caplin, 25 Fish for 7c.
- 10 Cases Good Eggs, 35c. Dozen
- 10 Brls. Salt Herring, 15c. Dozen.
- Tin'd Bakeapple, the finest ever packed.
- Gipsy Black Lead, 4c. Tin.
- Black Knight Stove Polish, 8c. Tin.
- 100 Dozen Jams, in Tumblers and 1 lb. and 2 lb Pots.

**J. J. St. John**



# Bowring, Munn & Kean Must Be Taught a Lesson

THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 11, 1915—5.

## Handsome White Swiss Embroideries

### Removal Sale Prices.

THIS is a golden opportunity for you to make a selection of high-grade, white, Swiss and French Embroidery and Insertions at low prices.

Here you can select a piece suitable for any purpose, in the best the world can produce, and you'll find no trouble to match the various designs in the different widths.

Some of the richest patterns you've ever seen are amongst this excellent lot of thirty thousand yards of New Goods—they are the best we have ever shown the public and you owe it to yourself to see them before buying elsewhere.

THESE EMBROIDERIES are worked with extra fine, mercerized thread, on fabrics such as Lawn, Cambric, and Long Cloth, etc.; in pleasing, floral and geometrical designs, in the raised style—no ruff edges—similar to hand-work; in half, one, two, three, four, five, six, seven, eight, twelve, fifteen, twenty-four, twenty-seven, forty-two and fifty-four inches wide.

Just imagine, a Dress Robe made of our 54-inch wide Embroidery—nothing could be more charming.

Then think of your children—how clean and fresh they look when dressed in dainty white Embroidery frocks—so easy to make and so easily laundered. Come in and make your selection today.

Prices are extremely low for such splendid qualities.

Remember, the REMOVAL SALE PRICES continue on all our Dress Fabrics, Blouses, and all other goods that we had advertised recently.

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

## Brass Bedsteads

OUR designs this season in Brass Bedsteads not only achieve a new standard of attractiveness but afford a greater variety for selection than ever before.

Single, Three-quarter and full size Brass Bedsteads in bright and dull finish, and in a great many different models of unusually graceful proportions are on view in our extensive showrooms. All can be fitted with A 1 quality Spring Mattresses where required.

## U. S. Picture & Portrait Co.

## SHINOLA POLISH!

In THE TIN WITH THE KEY. Black and Tan Wholesale only.

The Direct Agencies, Ltd.

## Onions :: Oranges :: Soap

Just arrived per 'Durango'  
60 Cases Small Onions  
40 Cases Sweet Oranges, 420's  
50 Cases Sunlight Soap, 12oz.

George Neal

## Boys and Girls Sell the Latest War Budgets!

Published in London every week containing 75 to 100 War Pictures taken on the Battlefield, at the Volunteer Camps and the Navy. They sell at 12c. and 14c. each, and your customers will want a new one every week. We pay you cash or give you valuable prizes for selling them.

Write for a dozen at once. We trust you. Pay us when sold. Do not delay, as we only appoint one or two boys in each town as agents.

Boys wanted in town every Thursday, Friday and Saturday to sell The Daily Mirror (weekly edition).

J. M. RYAN SUPPLY CO.,  
227 THEATRE HILL, ST. JOHN'S, N.F.  
WAR NEWS AGENCY.

"No man with eyes wide open can fail to appreciate the fine points of St. Lawrence Construction."

The St. Lawrence Two Cycle Marine Motor Engines, Kerosene or Gasoline.

From 2 to 35 H.P. complete with Reverse Gear Engines No. A6, 7, 8, 9, and 10—12 to 35 H.P. are specially made to suit Newfoundland fishing schooners from 20 to 120 tons.

The St. Lawrence Fay and Bowen. Four Cycle Engines 10 to 65 H.P. are in construction and operation the "last word" in Marine Motor Engines.

Full particulars and Illustrated Catalogue with price list will be forwarded on application to

R. FENNELL, 92 Military Road, St. John's, Nfld.  
Agent for The St. Lawrence Engine Co., Ltd.  
dec.19.sat.,tu.th.



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

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

PERCIE JOHNSON, Insurance Agent.

## The Elite Tonsorial Parlor,

Prescott Street, near Rawlins' Cross,

F. ROBERTS, Proprietor,

Mr. F. Roberts, of the Elite Tonsorial Parlors, begs to announce to his many patrons, that he has installed the very latest Massage machines for face and hair; also that he will carry full assortment Choice Cigars, Cigarettes and Tobacco.

On and after to-day the Parlors will be open each weekday from 8 a.m. until 11 p.m.

## RED CROSS LINE.

INTENDED SAILINGS.

From New York: From St. John's: "Stephano," March 12. "Stephano," March 19. Passenger Tickets issued to New York, Halifax and Boston.

FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

	1st CLASS	2nd CLASS	Single	Return	Single
To New York	\$40.00	\$70.00	\$15.00		
To Halifax	20.00	35.00	9.00		
To Boston (Plant Line)	29.00	51.00	18.00		
To Boston (D.A.R.)	30.00	51.00	18.00		

Connections at Halifax for Boston: (1) Plant Line Wednesday at 8 a.m. (2) Dominion Atlantic Railway through the beautiful land of Evangeline to Yarmouth, thence by Boston and Yarmouth S.S. Co., Ltd., Wednesday and Saturday. Luxurious accommodation and excellent cuisine by either route. Full particulars from

HARVEY & COMPANY, Ltd.  
Agents Red Cross Line.

## BOLINDER'S

DIRECT REVERSIBLE CRUDE OIL ENGINES.

First in 1893 Foremost in 1914  
Built in sizes from 5 B.H.P. up to 320 B.H.P.

Nearly 100 vessels fitted with Bolinder's Engines for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellers at low revolutions and consequent efficiency. As an example mention might be made of the "MIRI" (160 B.H.P.) which tows regularly at Sea a 1500 Ton Tank Barge.

The Bolinder will run light indefinitely without any load whatever, and without any recourse to the Blow-lamps.

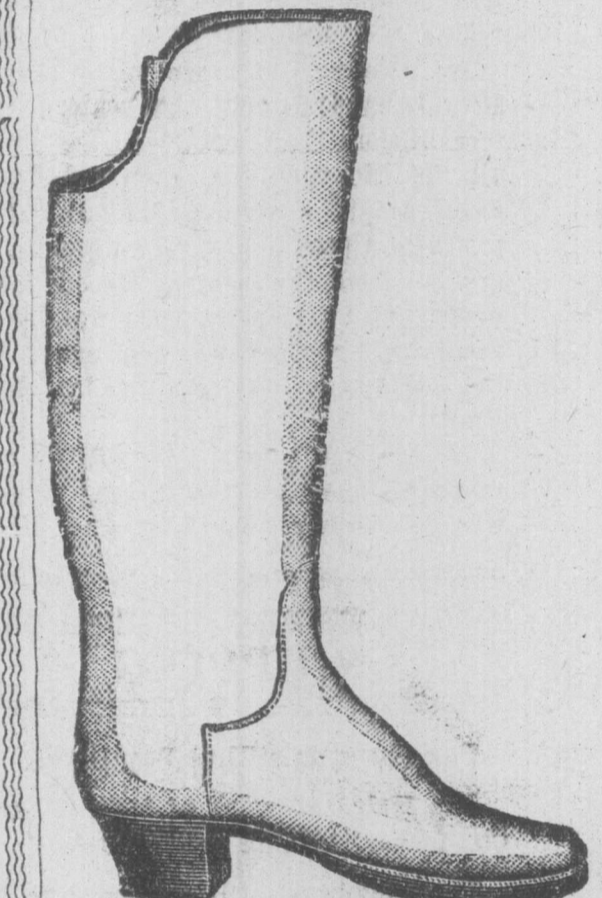
The Bolinder will run at any load down to a speed which only enables the engine to just turn over, this manoeuvring is carried out by a special device which entirely does away with the necessity for the Blow-lamps.

Bolinder Engines reverse in under 3 seconds—according to the power of the engine—and what is more reverse without a failure and without a strain on the crankshaft.

Alex. McDOUGALL,  
McBride's Cove, St. John's, N.F.  
Telegrams: "McDougall, St. John's."  
Telephone 180 P.O. Box 845

## Skin Boots!

Sealers! We have on hand 500 pairs of the very best quality Skin Boots.



The Low Tongue Boot custom-made. All Hand-made and Hard Pegged best Water proof Leather.

Fishermen! All our Hand-made Waterproof Boots have the name "Fred Smallwood" on the Heel Plate. Beware of Imitations.

Our Custom Hand-made Boots wear twice as long as the machine boots.

F. Smallwood, The Home of Good Shoes.

## SUCCESS IS ASSURED!

Yes, success is now assured Bear Brand Rubbers in Newfoundland. If you have not yet tried them, buy a pair to-day. You can get them from:

J. M. Devine,  
W. R. Goobie,  
Monroe & Co.,  
Nicholle, Inkpen & Chafe, Ltd.,  
F. Smallwood,  
Steer Bros.,  
Jesse Whiteway

or wholesale from CLEVELAND TRADING CO., St. John's.

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## Write For Our Low Prices

Ham Butt Pork  
Fat Back Pork  
Boneless Beef  
Special Family Beef  
Granulated Sugar  
Raisins & Currants

All Lines of General Provisions.

## HEARN & COMPANY

St. John's, Newfoundland.

## Housekeepers!

NOW that work is slack with Painters and Paper-hangers, get a hustle on, and have your House Papered at once. Do not lose any time in getting your choice of our

CANADIAN

## "JOB" ROOM PAPERS and BORDERS TO MATCH

Regular Price 25c. to 45c.

Job Price 15c to 25c

Also CURTAIN NETS and CURTAIN MUSLIN All Reduced

## NICHOLLE, INKPEN & CHAFE

Limited.

Agents for Ungars Laundry & Dye Works, Halifax, N.S.

Advertise in The Mail and Advocate

Advertise in The Mail and Advocate



# There Must Be An End To Class Rule in Nfld.

THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 11, 1915-6.

## A SEALER'S OPINION OF THE GREAT MEETING LAST NIGHT

(Editor Mail and Advocate)

Dear Sir.—I attended the Sealers' Meeting held by Mr. Coaker last night at the T.A. Hall and am delighted I went there. I am not a Union man, and heard Mr. Coaker for the first time. I congratulate the Union upon having such an able leader. I congratulate Mr. Coaker upon the great speech he delivered. It was the greatest I ever listened to and the hour and a half he was speaking seemed but ten minutes. I congratulate him upon his opinions and ideas and for the great interest he is taking in us toilers.

His offer to buy our seals is an eye opener to the Country and will do more to bring him to the notice of the non-union men than all the other good he is doing for it directly concerns them and they can now see what good the Union can do to the poor man and how it can secure a square deal for the toilers. As a non-union man sailing in the Florida I thank Mr. Coaker for his work on our behalf and especially in the matter of securing 75c. per cwt. for our fat.

We warmly support his remarks in connection with the proposed sealing laws to safeguard us toilers in the future against disasters. His way of asking our opinions as he did last night shows that he is not too proud or vain to own that the toilers know something about their own affairs. The unanimous vote recorded for each proposed law showed that Union and non-union intended standing at his back. The cheering he received, the high regard shown him when other speakers mentioned his name and the cheering which came from the audience is plain proof that the assemblage last night believed in him with all their minds.

It was indeed an inspiration for anyone to be present and we will have many an hour to talk over his far seeing and well considered plans for protecting our lives and the interests of those who might be left behind by such as happened last spring. Nathan Kean who was present can tell us in his own words the value of the hearing and of the high appreciation with which the meeting regarded them.

Mr. Coaker was more generous to advance and protect the sealers' interests than any other man who has ever lived. He has spent all his life time for when did Capt. Kean secure a cent additional value for fat, or pass a law to compel owners to feed the sealers decent and proper, and give them food worthy of them as Mr. Coaker has secured by the passing of the sealing law last year.

We see it all now. We will go out to the ice converted to the F.P.U. and will join other fishermen who made

the Trading Co. with their money and enabled thereby Mr. Coaker to be in a position to make an offer for fat that will mean putting \$100,000 more in the sealers' pockets the coming spring than would be there if no F.P.U. or Trading Co. was in being. I never thought a man could so easily convert me to Unionism but the simple illustration given by Mr. Coaker soon convinced me.

Mr. Halfyard's address was good, and went home also. He speaks well; common sense, moderately applied in expressing his ideas is one of his strong points. The audience appreciated his remarks very much. He belongs to my own district and I know his friends very well.

Mr. Stone is an excellent speaker, his ringing voice and delivery was a surprise to me.

Mr. Condon spoke as a fisherman and his words were suitable to the occasion and the meeting applauded him without restraint. When he stated that in 100 years after President Coaker's death Newfoundland would celebrate it as America did Washington's or would Lincoln's, or as England would Nelson or Gladstone. The audience cheered and cheered and showed they believed Mr. Condon.

To-night the great demonstration will be on and I for one non-union man will attend and show my sympathy for the grand work Mr. Coaker is engaged in and the grand fight he is putting up on behalf of us toilers. We see the fruits of his labors. We see now the proposals of the Judges for new laws to protect our lives and secure compensation for our hardships if we must ever endure such and if Mr. Coaker did not turn the country up side down and keep agitating this disaster for a year, such proposals would never have been recommended by our Judges, for there would not have been any Commission or report had Mr. Coaker not forced it.

He will have to keep it up until the new laws are passed, for we recognize now that he is our only true friend and his efforts on our behalf will now be better understood. The country should be proud of him, and no doubt is. The sealers will no doubt appreciate his efforts and although every effort has been made this year to cut out F.P.U. men and replace them with supporters of the Government, yet every one of us in our inner souls believe Mr. Coaker to be right and their best friend, and will yet show it.

Thanking you for space.

A SEALER.  
St. John's, March 11th, 1915.

P.S.—Try to print this to-day, Sir, as I would like our men to see my views in print before we sail.—A.S.

### SHIPPING

The Portia is still at Bay Bulls.

The Helen Stewart, of Monroe and Co., is now loading fish for Brazil.

The Progress is still supposed to be near St. John's.

St. John's is expected to leave for St. John's tomorrow for here. It is thought that the ship will be in St. John's before the end of the week.

The Sagona, which has been chartered by the R.N. Co., leaves in a day or two to take up the place of the Bruce on the Cabot Strait service.

There are several vessels awaiting an opportunity to enter port. The Dundre, Ade Peard and Nellie Louise should, if things had gone O.K., have reached port ere now. There are also several vessels in port, and when they will begin their voyage.

### THE NICKEL

Each show at the Nickel yesterday afternoon and night was crowded, and the quality of entertainment was pronounced one of the best ever presented at the Nickel.

The programme was a very pleasing one, and the audience was very much pleased with the entertainment, and you come away pleased with yourself, and everybody else.

Remember, every time you attend the Nickel you thereby help towards enlarging the fund to assist the poor of the city. You also get a splendid hour's entertainment, and you come away pleased with yourself, and everybody else.

By yesterday's train some 300 sealers came to the city. These men will begin signing to-day for the ice fields.

# Great DEMONSTRATION .. and .. TORCH LIGHT Procession SEALERS and CITIZENS To-Night Will Start From The T.A. Hall at 8 p.m.

# TO SEALERS

The UNION TRADING COMPANY is ready to purchase the Seals belonging to the crew of any ship, and unless the Buyers will guarantee \$4.50 per cwt. for young fat if the voyage is under 200,000, and \$4.25 if over 200,000 the sealers should arrange with us for their seals. The Trading Company is ready now to agree with the crews to take their seals at \$4.50, for young seals.

But the Captain or Officers of the ships will have to accept this offer on behalf of the crews, by noon on Friday.

FISHERMEN'S UNION TRADING CO.,  
Per W. F. Coaker, General Manager.

### LOCAL ITEMS

Tenders are now out asking for the refloating of the acid steamer, Desola. The job will be a very big one.

A Mission Retreat for the women of St. Patrick's Parish was begun this morning, and will continue for the remainder of the week.

The Naval Reserve boys have been granted a couple of days' leave, and a number of them went out by last evening's train to visit their homes.

All who can should hear Mr. J. M. Kent's lecture to-night on Daniel O'Connell in the Star's Rooms. A good subject, a good cause, and an excellent lecturer. Go.

As will be seen from our advertising columns, the Imperial Oil Co. of Halifax, has opened business under the management of Mr. Jas. Duff, being the Commercial Chambers.

Mr. Duff is a son of the late Wm. Duff, of Carbonara, and we welcome him heartily in the local business arena.

The Truckmen of the city held their monthly meeting in the L.S.P.U. Hall last night, when the question of carting the new material for the proposed Marconi tower was discussed. Pres. Barter, of the body, spoke for some time about the contract of this work being awarded to Mr. C. Lester, but he explained that the transaction was belonging to the Imperial Government. The meeting closed at 11 o'clock.

Fr. Cox, S.J. preached another impressive sermon at the Cathedral last night.

He spoke of the inevitable death that must come to all, and the remorse of the dying when they look back at an ill-spent life, and realize "what might have been."

The preacher announced that on Monday next, a mission-retreat would commence for the men at the Cathedral parish, and he urged that all would attend.

### IN MEMORIAM

#### MR. ADAM JOHNSTON

Close on the midnight hour last night there passed away at the age of 76 years a much respected and well known citizen in the person of Mr. Adam Johnston.

He was born at Moffat, Dumfriesshire, Scotland, in November 1839, and came to this city at the age of 15, where he entered the employ of Baine, Johnston & Co. He remained with this firm in various capacities until the big fire of '92—and ever since and up till his death, filling most acceptably the position of official in charge of the Masonic Temple—erected after the fire.

It was as a member of the Masonic Order that the late Adam Johnston was best known, having been a most consistent and active member of the Craft for over half a century—forty years of which he acted as Secretary of Lodge Tasker, R.S.

His passing beyond the veil means the departure of a worthy citizen, a devoted craftsman, and beloved husband and father, and to the widow and family who survive, the writer—whose forebears are from the same County in Scotland—extends his deep sympathy in the hour of their bereavement.—C.

### ENLISTED

St. John's—Harold Holwell, John Spearns, Wm. Jos. Byrne, Kelligrews—Wm. J. Tilly.

It is hoped that all who possibly can will report to-night for medical examination, as the doctors will be in the city and the medical services of late have been good, and of very high percentage. To-day those who have had leave to visit their homes in the near settlements, will report again for duty. The rifle shooting has now reached a very high mark in excellence, nearly every Volunteer showing proficiency in handling.

### A PRESENTATION

Club Rooms, Mr. Arch. Calvert, of the Bank of Nova Scotia, who has been promoted to Headquarters of the Bank at Halifax, N.S., and leaves for his new sphere of labor by this evening's express, was the recipient of a handsome bric-a-brac case at the hands of his old friends of St. Andrew's.

Mr. W. B. Ernie made the presentation in a few words to which were afterwards added by Mr. Calvert, who in his own remarks, which alluding to the many happy years that he had spent in St. John's, and the many friends he had met there, and all present joined in wishing Archie Calvert "bon voyage."

There are 1270 names on the roll of the Second Contingent, including four who joined last night. Those are:—

### Supreme Court

#### A TWO YEARS SENTENCE

The case of the Crown versus Ballard for rape, on which a Special Jury disagreed a fortnight ago, was disposed of yesterday in the Supreme Court, before Mr. Justice Emerson, and the following Special Jury—T. H. O'Neil, Foreman; James A. F. Bowden, J. Clouston, W. Thompson, F. Fitzpatrick, F. Roll, W. Harris, F. Canning, J. Sellers, J. Hare and J. Kenney.

The case occupied the attention of the Court all a p.m. when the jury returned to consider their verdict. They returned to Court at 3 p.m. when a verdict of Guilty was tendered through their foreman.

Judge Emerson sentenced the prisoner Ballard to a term of two years' imprisonment in H.M. Penitentiary from yesterday's date.

### NOTICE!

His Excellency the Governor-in-Council has been pleased to approve of the following Regulation:

#### FOR THE SEASON OF 1915 ONLY, THE TAKING OF RABBITS BY SNARES (BUT BY NO OTHER MEANS) IS HEREBY PERMITTED UNTIL THE 15TH DAY OF APRIL, 1915.

The Game and Wild Birds Officer,  
GOWER RABBITTES,  
m.l.3i Secretary.

### The Steel Company of Canada, Ltd., MONTREAL.

Manufacturers of all sizes of Ball and Tube, Sheet Iron, Galvanized Sheet Iron, Bar Iron, Rolled Wire and Staples, Mill Steel, Galva. Telegraph Wire, Galva. Bar Iron, Pig Iron, Lead and Waste Pipe, Iron Pipe, Fences and Wire, Tacks of all kinds, Shot and Putty.

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625, St. J. AGENTS.

### A CORRECTION

(Editor Mail and Advocate)

Dear Sir.—In to-days Mail and Advocate we noticed an error in connection with the Kean arrest petition sent from here.

The names of James Jones and J. T. Fowlow appear on the list as having signed the petition. These names should read James Jones and J. W. Fowlow. James G. Fowlow signed the petition but his name was omitted from list published by you.

Kindly have these corrections made at your earliest and insert in your paper.

On behalf of the Trinity East Local Council of the F.P.U.  
GEO. FOWLOW, Secretary.  
Trinity East, March 9, 1915.

Buy your Fire Works at GARLAND'S Bookstore for the Great Parade to-night.—mar11,11

### DEATHS

JOHNSTON.—At midnight, at his residence, Masonic Temple, Adam Johnston, aged 76 years. Funeral from the Masonic Temple on Sunday at 2.45 p.m. Friends will please attend without further notice.

### FOR SALE—A Single SEWING MACHINE

Exp. Sewing Machine, turned down top, good as new; cost \$60.00, will sell for \$30.00. Apply to H. SMITH, care New Tremont Hotel (during meal hours).—mar5,11

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