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THE DAILY MAIL.

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ST. JOHN'S, NEWFOUNDLAND, MONDAY, APRIL 13, 1914.

PRICE:—1 CENT.

WEATHER REPORT.

Toronto (noon)—East Coast: West-erly to N. W. gales with rain, turning colder with snow flurries. Tuesday: Decreasing N. W. winds, fair and cold. West Coast: N. W. gales to-day. Tuesday: N. W. gales, fair and cold.

YOUNG INDIANS KILLED WHOLE U.S.A. FAMILY

The Dead Are a Wealthy Indian Farmer, His Wife, Baby Daughter and Fourteen-Year-Old Nephew—Lynching is Threatened.

Oklahoma City, April 9.—Four persons are dead, the entire Indian country in Seminole County is in a fever of excitement, and threats of lynching are being made as a result of a murderous attack by two Indian youths on the family of David Bolegs, a wealthy Indian farmer, near Seminole, Oklahoma. The dead are David Bolegs, his wife and baby daughter, and Jimmie Walker, aged fourteen, nephew of Bolegs.

CONCEPTION BAY WILL SUFFER MOST IF SHIP IS GONE

Most of the Crew of the Southern Cross Came From the Districts of Harbor Main, Port de Grave and Harbor Grace.

As the days pass and no news is received of the Southern Cross anxiety as to the fate of the missing steamer grows keener. This is especially the case in the various places round Conception Bay from which section of the country most of the crew of the steamer hailed.

St. John's was particularly stirred over the fate of the victims of the Newfoundland tragedy. All the circumstances of this sad event combined to impress on our citizens the awfulness of the disaster. Particularly was this so when the bodies—awful objects—arrived.

In the case of the Southern Cross, however, there is little or no likelihood of such an occurrence taking place. At most our citizens will hear the number of unfortunates who have disappeared and the impression made on their minds, should it be taken for granted that the Southern Cross is gone, will be by no means so vivid as in the case of the Newfoundland tragedy.

Conception Bay Hard Hit.

But in the Conception Bay outposts where came the crew of the missing steamer hundreds are already feeling the pangs of bereavement. In these small settlements the folk are as well known to each other as if they were all members of one big family. Hence there is a deep cloud of gloom hanging over these fishing settlements and hundreds of hearts are heavy with the foreboding that loved one will never again return to hearth and home.

We understand that over seventy of the crew of the Southern Cross come from the District of Harbor Grace and

Sent Wife Pack of Deadly Poison

Gideon Jewell Admits Attempted Murder and Arson.—In Prison.

Chatham, Ont., April 9.—While on his way to Kingston, where he will serve four years for attempting to burn the house occupied by his wife and father-in-law, Gideon Jewell, who pleaded insanity at his trial, admitted trying to set fire to the house with the idea of rendering his wife homeless.

He also admitted sending his wife a mixture of rat poison and medicine after he had separated from her some time ago.

Archbp. Hamilton To Retire in June

After Twenty-Nine Years' Service as a Bishop of the Anglican Church.

Ottawa, Ont., April 11.—Most Rev. Charles Hamilton, Anglican Archbishop of Ottawa, and Metropolitan of Ontario, in a circular letter to the clergy and members of the Church today, announces his resignation, to take effect on June 22nd next. His advanced age is the reason for the step. The announcement says, in part:

"I have chosen this date in order that I may complete with the synod the Church's work in the diocese for the current year, and leave, as I humbly hope, all things in readiness for my successor."

"I desire to add that I am moved to withdraw from the active duties of a bishop because the Church is entitled to the best work and judgment which any man in his fullest strength can render. In my 81st year, my powers are no longer advancing; they are on the decline."

fifty-odd from the District of Harbor Main. Seventeen of the latter are from Kelligrews which would feel the blow of the disaster most keenly. In Harbor Grace District, we understand that Spaniard's Bay is the settlement most largely represented, having about a score of men on board.

There is also a considerable number of men from the District of Port de Grave in the missing steamer. Concerning one of these, Mr. Grimes, M.H.A., tells us a pathetic story.

Pathetic Case.
Mr. M. Corbett, of Otterbury, Clarke's Beach, lost his elder son Patrick in the Newfoundland disaster and now we understand that his other and only son is on the Southern Cross.

A particularly pathetic thing about the Southern Cross is the large number of young men comprised in the crew for the safety of which such crew fears are entertained. Ninety-seven of the hundred and seventy on the ship are men of about twenty-five years and under.

The loss of such desirable wage-earners would be a very grave thing indeed for this country. That's the general aspect of the situation. But it has also a particular application.

Think of the anguish of the people of the three contiguous districts of Harbor Main, Port de Grave and Harbor

"BLOODHOUND" REACHES PORT; AND REPORTS HAVING SIGHTED QUANTITY OF WRECKAGE AFLOAT

CREW REFUSED TO CONTINUE OUT LONGER

So The Bloodhound Was Forced to Discontinue Her Voyage and Return to Port.—Men Make Complaints as to Food.

The S.S. Bloodhound, Captain Jesse Winsor, arrived at midnight Saturday from the icefields hailing for 8,000 seals.

The cause of her return was the mutiny of the crew who refused to remain out longer, alleging that the sealing laws were violated as regards food. She also landed the corpse of Lorenzo Bartlett, of Noddy Cove, near Quirpon. The man was driven off on the ice last month and met his death.

The Bloodhound struck the young harps on March 19th, thirty miles S.E. of St. Anthony in company with the Florizel and killed 4000.

Seals Scattered.
The seals were scattered and in very small patches so that the men had to work hard.

In two days however they killed the four thousand and since then picked up another four thousand.

The Sagona was seen a fortnight ago and the crew reported for 13,000. The Ranger and Diana were seen but not spoken on Friday last seventy miles East of St. John's.

The Fogota and Kite were not seen.

Crew Refuse to Work.
For the last fortnight the majority of the sealers have been causing trouble and repeatedly asked the captain to land them as they were tired of the voyage.

They complained that they were not properly fed, the supply of soft bread being very limited, and beans running short.

Two or three say they had very little beside salt meat or pork, bread and tea for the last fortnight.

The grumbling and discontent of the men became serious on Wednesday last when the men took their ropes and gaffs to the quarter deck and told Captain Winsor that they would not do another stroke unless he brought them back to port.

There were scattered seals around at the time, but the men not only refused to kill them but would not work the ship.

A small number of sealers signified (Continued on page 6)

Grace over the fact that almost one hundred and fifty of the able-bodied men from these sections are out in the missing ship.

Truly thousands of our people today sit in sackcloth and ashes and mourn, husbands, sons and fathers as already dead.

SAYS WRECKAGE MUST HAVE COME FROM A SEALER

Articles Sighted Included Deck Sheathing and Pound Boards.—Also Seaman's Chest and a Cap.—Floating Bottle May Have Held Message.

Captain Jesse Winsor, of the sealer Bloodhound, which arrived in port on Saturday night, reports having sighted a lot of wreckage along the edge of the icefield about one hundred miles Southeast of Cape Broyle.

From the nature of the wreckage, the captain believes that it came from some sealer or other. It had evidently been checked in its drift by the ice.

The wreckage was first seen on Saturday morning. Amongst other things, it comprised deck sheathing such as would come from a sealer and in her course north along the edge of the floe, the Bloodhound passed various other floating articles. Pound boards, for instance, were seen and also flag poles, pieces of timber painted light blue or green, the transom of a boat, a seaman's chest, a cap and a bottle, the latter evidently tightly corked.

New Lumber
The lumber seen was apparently quite new and could not have been in use very long.

The crew of the Bloodhound were not aware that the crew of the Southern Cross was missing, not learning this until they reached this port on Saturday. Numbers of the crew of the steamer now express the opinion that the bottle sighted contained a message.

The captain says that had he been aware of the search for the Southern Cross he would have put back into the ice and waited for the weather to moderate and give him a chance to pick up some of the wreckage and examine it. However, he had not this information and the weather was too stormy at the time to permit of an attempt being made to get the bottle and some of the other drifting articles on board.

Bulk Of It to the South
As the Bloodhound steamed North, the wreckage thinned out and Captain Winsor believes that had his ship been south bound the opposite would have been the case.

Dr. Campbell, medical officer for this port, boarded the Bloodhound on her arrival, and on landing again reported Captain Winsor's find to the Colonial Secretary. Mr. Bennett immediately wired the Kyle and gave the position of the Bloodhound at the time of sighting the wreckage. The Kyle, however, was forced to return to port to replenish her bunkers before visiting the locality indicated. The latter ship returned to port last night.

PICKED UP BODY OF UNFORTUNATE FROM NODDY COVE

Lorenzo Bartlett Went Off Sealing from the Shore and Succumbed to Exposure.—Comrades Had to Leave the Body on the Ice Floe.

As previously reported the Bloodhound picked up a body which has been identified as that of Lorenzo Bartlett, Noddy Cove, near Quirpon.

It will be remembered that the unfortunate with nine companions went off to the Sacred Islands in quest of seals.

Deceased fell in the water and half an hour later succumbed.

His companions had great difficulty in reaching the shore and were obliged to leave the remains behind. One of the survivors named Pynn had his feet badly frost-bitten and was obliged to go to St. Anthony Hospital for treatment.

The body was found on March 20th by a master watch, Chris Quinton, and a sealer named Squires.

The body was lying face down with the hands covering the face, and the cap was on one side.

It was taken to the steamer where it was identified by John Samson as that of his brother-in-law, Ez. Pynn of Ha Ha Bay.

Mistaken Identity.
Mr. Samson's son who was on the Bloodhound was also confident that the corpse was that of his uncle.

The body was placed in ice and salt and stowed away on the ship until yesterday morning when it was removed to the morgue and undertaker Nash prepared it for burial.

Mr. Fred Moore, Mr. Eli Whiteaway and Mr. Crocker wharfinger at Bowring Bros. identified the body as that of Lorenzo Bartlett, Noddy Cove, as they all had known the deceased.

Deceased was well clad and prepared for weather. He wore skin boots without soles, a pair of socks, a sweater and three shirts, heavy inside pants and a winter cap. He had a supply of food in his "nunny" bag.

Deceased was about sixty years of age and leaves a wife. The body of a dog was also frozen on the ice.

2 Aviators Killed By an Explosion

Dresden, April 12.—German aviator Reichelt carried a woman passenger 200 feet in a flight last evening, when the gasoline exploded.

The woman fell to the ground dead; the driver died in hospital.

DAILY MAIL ADVERTISING PAYS

Skeleton of Giant Ten Feet in Height

Graves of Three Men Buried in Pre-historic Times Found in Ireland.

London, April 10.—According to a story published here, the skeleton of a person who had been apparently ten feet in height had been found at Dysart, County Louth, Ireland.

The skeleton was unearthed together with that of two others, supposed to have been buried in pre-historic times. The three persons had been interred in separate graves, all encased with stones.

The skull of the giant is said to measure eighteen inches from the crown of the head to the chin, while the leg bones and teeth are declared to be abnormally large.

Penna. Mines To Cease Work.

Philadelphia, April 12.—Orders to shut down at once practically all the soft coal mines in central Philadelphia, employing 64,000 men, have been telegraphed by the Central Pennsylvania bituminous coal operating association.

The action is the result of the operators' union failing to agree on a wage scale for the ensuing year.

MAIL ROBBERS APPREHENDED IN SAN FRANCISCO

Are Accused of Theft of Money Orders Worth \$50,000.—Regarded as Members of a Big Gang that Worked on Trans-Pacific Liners.

San Francisco, April 11.—David Williams was arrested here for the robbery of Australian registered mail on the high seas, it being alleged that he stole cheques and money orders worth from \$40,000 to \$50,000 on the liner Ventura.

The Federal authorities are working on the theory that he was one of a gang of sea mail pirates. A hunt for the higher-ups in the ring has been started. With Williams there was arrested Joseph Hearn, a vaudeville actor, who is alleged to be an accomplice.

After abstracting what valuables they wanted, it is said the thieves threw the mail sacks overboard.

Raised \$500,000 For Defence Fund

London, Eng., April 7.—Honorable Herbert C. Gibbs, a partner in the firm of Antony Gibbs and Sons, appealed through the Times on March 29 for subscriptions for an Ulster defence fund as an offset to the Bradford speech of Winston Churchill, the first lord of the admiralty.

Mr. Gibbs now announces that he has received more than \$500,000 and says: "The active sympathy thus shown

WILL COMPANY REPLACE THE CITY OF SYDNEY

Some Doubt as to This in the Maritime Provinces—Service Was an Immensely Popular One and Was Well Patronised.

Many people are wondering whether the Dominion Coal Company who operate the Black Diamond Steamship Line, will replace the lost City of Sydney, says The Sydney Post. It would seem that if they are going to continue the service at all a substitute for the wrecked steamer is imperative, as indeed, the traffic was at times too heavy for the City of Sydney and the Morwenna to handle. It was frequently found necessary to draft such steamers as the Cape Breton, the Cacomna and even the Cabot into the service in order to cope with the freight end of the service.

Likely Maintain Service.

That being the case, and, taking into consideration the fact that the passenger end of the business was being rapidly developed as the pleasant Gulf trip to Prince Edward Island, Nova Scotia and Newfoundland became known, it is hardly expected that the Coal Company will now retire from a business which they have carefully nursed.

If the traffic continued to make the progress which had marked its existence so far it might be found advisable to put even another passenger and freighter on the route in addition to the Morwenna and the steamer which is almost bound to be obtained to replace the recently wrecked flag ship of the fleet operated by the Coal Company.

Is Very Popular.

The service, during its comparatively short existence has made tremendous strides in popularity, and although it may not have been in the nature of a gold mine so far as returns are concerned, its popularity is undoubted and the outlook would appear promising.

The round trip taken from any point of call between Montreal, Summerside, Charlottetown, Sydney and St. John's, Nfld., is considered one of the finest, if not the best in Eastern Canada from a pleasure seeking point of view, while the experience of the past has resulted in the perfecting in each succeeding year the system of freight handling observed in the service.

The traffic has generally opened each season with the month of May and continues throughout the summer and autumn until about the beginning of December.

It is expected, and by many, confidently hoped that when the time comes it will be found that an improvement (even on the City of Sydney) will be doing duty on the service.

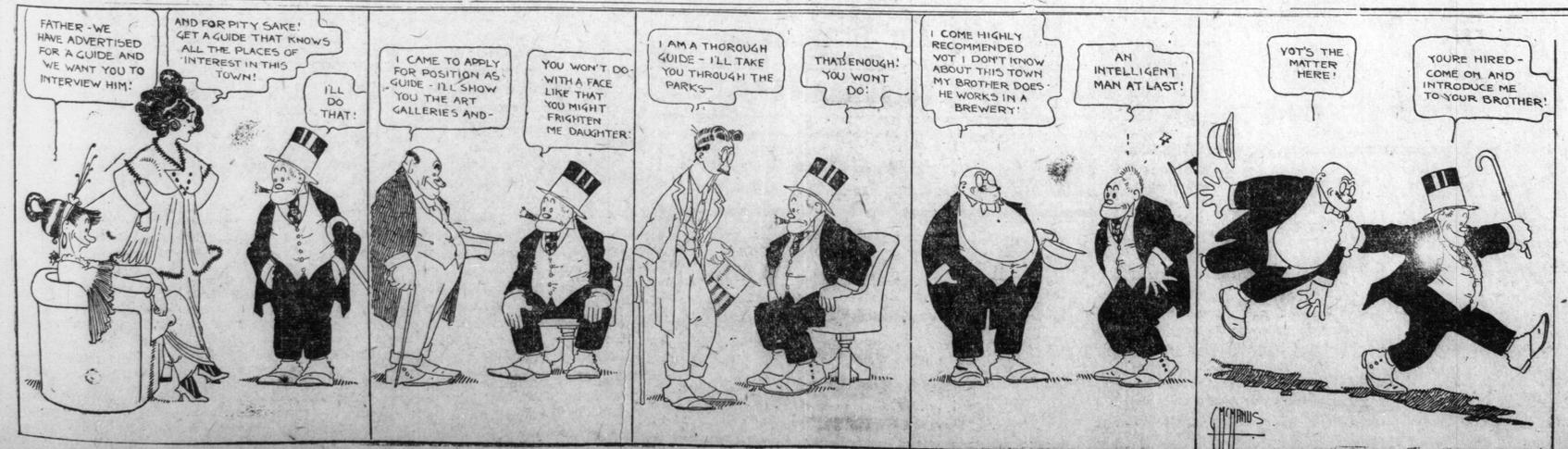
DON'T DARE DOUBT IT!

one of the Best Paying Propositions to-day is an Advertising Contract space in THE DAILY MAIL.

has done much to counteract the provocative-effect of the deeds and speech of Cabinet ministers."

Bringing Up Father

By George McManus.



KNOWLING'S Grocery Departments,

East, West and Central Stores.

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

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

American Cube Sugar, 4 cts. per lb.

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

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

Huntley & Palmer's FANCY LUNCH BISCUITS 16c. lb.	Huntley & Palmer's THIN LUNCH BISCUITS, 17c. lb.
CLEANED CURRANTS, in cartons 7c. lb.	CREAM OF TARTAR finest possible quality, 98 per cent. test 37c. lb.
ASSORTED JAMS, in tumbler 14c. ea.	MARMALADE, in tumbler, 9c. ea.
ROLLED OATS, finest Canadian 3 1/2c. lb.	OATMEAL, Canadian, 3 1/2c. lb.

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

Geo. Knowling.

mar.29.61.eod.

A DAUGHTER OF THE STORM!

BY CAPT. FRANK H. SHAW.

CHAPTER XIII.

The Sequel to the Great Idea.

(Continued)

It was soon done. Everything edible had disappeared, had fallen fathoms deep into the hold, was there securely imprisoned, and no amount of wishing or striving could regain the vanished store. Aileen clutched her locks in despair. This put a different aspect on affairs. If the fog held, with no food she might be compelled to reveal herself in self-defence; and then—she understood that her father would slip her ashore in the pilot cutter—a thing not to be dreamt of—and her project would perish in sackcloth and ashes of despair.

Throughout that second day the fog held persistently, but evidently the wind was fair. Aileen could tell that. Had it been foul, there would have been constant tramping overhead as the yards were swung round and round, but there was none. She listened to the crashing hiss of the surging water outward, and said the wind held fair, even though the fog still drooped blanket-wise over the sea. At this rate they might land the pilot within another day, and she took a grip of her courage.

By night she was painfully hungered, but her resolution never failed her. She had made up her mind, nothing should turn her back.

Her supper consisted of a drop of water from the single remaining bottle—a bottle that she treasured as so much fine gold. Carefully she chocked it off after each sip, as carefully she drew it forth when thirst became unbearable. That night she slept fitfully, awaking with sudden starts, the prey to uncontrollable fear—the dread horrors of hungry nightmare.

The next day brought her no peace. The hold became stifling and horrible, tenanted with ghastly shadows, that gradually gathered definite shape and became distorted visions of the Misses Learyd stretching out claw-like hands to drag her back to captivity. She tried to rouse herself from this nerve-shattering horror, but the throbbing agony in her head, the gnawing in her stomach, proved too strong for her. Night came again, full of horror and dread. Every scampering rat became a menace; she stifled shriek after shriek as soft, cold feet padded across her face.

"I won't give in," she whispered desperately, time after time. She crouched in a ball on her matting—the pains of hunger were lessened thus—and with clenched hands and set teeth waited—waited. It was a weary vigil now. How long she could hold out against the famine she dared not venture to think. If the pilot remained aboard for several days, she must either perish there or reveal herself to her father.

When another day dawned she was light-headed and vague in her feelings. The hunger pains had gone—only a strange apathy enveloped her completely. She did not care whether she lived or died; but a dozen times she found herself on her feet, staggering towards the hatchway, intent on making a noise that would disclose her presence. But she always checked

herself in time. Her strong young will was asserting itself superior to the claims of the body, and the inherent courage of her, the courage that had set her laughing in the teeth of furious gales, would not allow her to succumb to the bitter temptation.

She was growing very weak now. At times, when the cramped position tried her beyond endurance, she staggered to her feet and rambled about the hold, steadying herself by projecting corners of boxes; but the cramps still remained. At last even this brief exercise was denied her. She simply lay where she was, almost helpless, moistening her dry lips from time to time with the few remaining hoarded drops in the water bottle.

She slept again, to dream that she was making a hearty meal. She awoke in a glow, that turned to a damp chill as she discovered herself lying with her face against the edge of a case, her mouth full of chewed wood splinters. She had eaten the wood in her sleep!

Something was glaring at her from the uncertainty of the near distance. The shriek that came from her lips echoed dully along the vast chamber in which she lay. It was some horrible monster of the sea—something with glaring eyes and a foaming mouth, waiting to snatch her into his maw, there to devour her slowly, while she still lived. She essayed to run, to draw her falling limbs beneath her, to rise to her feet, even; but fell back. Then—clarity of vision returned, she saw the loathsome horror was but an inquisitive rat!

But on the heels of this frightful fear came another. The rats were growing bolder. They must know that she was dying—presently they would muster in a grim carnival about her, and—she shuddered strongly, burying her face in her shaking hands.

So another day dragged past. She dozed slightly, feverishly, chattering in a soft voice deliriously. Death must be coming upon her now. Well, she was dying at sea, after all. But she would have preferred that she might die up there in the open, her palling cheek fanned by the vigorous breeze—fanned by the vigorous—What was that?

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 Home (Asco Brand) (free razor with home), price \$1.00, and other Novelties too numerous to mention.

Over-seas Novelty Co., Wholesale and Retail. UNCLE DUDLEY, Manager. mar11,4m

The constant fretting of parted water was dying away. She could hear, as from an infinite distance, the stamp of feet. She said the end was growing near, when she could no longer hear the scurry of her beloved sea. But—she was on her feet, shaky and giddy, her breath coming fitfully. There had been a shuddering crash somewhere overhead; something was happening.

She summoned every effort of her will to listen—fought down the humming confusion of her brain, and understood. The pilot was leaving! She could even hear the hoarse voice of

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

For the Lenten Season 100 bbls. Pickled Trout 150 Cases Salmon

Job's Stores, Ltd.

Grocery Department.

him in cheery adieu, could hear the clug of oars as his boat left the Zoroaster's side. Nay, there again was the tramp of feet, the cheery chorus of working men. The ripple along side began to make itself heard; she dimly understood that the ship, after being hove-to to allow the pilot to depart, had started on her course unimpeded.

The knowledge brought some strange reserve of strength. She drained the last drops of water, and steeled herself to endure for but a little while longer. Until the pilot was well out of sight, say—or, better still, until night had fallen on the sea, and there was no chance of being sent ashore.

She waited—every minute seemed eternity. But that new strength stood her in good stead; she refused to acknowledge the awful weakness of the past. She waited and waited until a dull apathy settled down upon her, and careless despair began to reassert itself.

She never knew how long she waited, but it seemed as if the time would never pass. She awoke from a dazed trance and found herself standing below the hatch; but she dragged herself away, saying the time was not yet come. It was a marvellous example of the will being greater than the flesh. Every fleshly instinct in her cried out for relief—she must have food, she must have some cessation from the awful sick weakness of her body; but the brain held her back from her desire.

At last she groped about her feet until she found a length of cord-wood, which could barely lift. She dragged it up the iron ladder in the hatchway, and began to pound weakly on the wooden cover above her head. As she pounded, the piece of wood grew in weight, it rough bark lacerated her fingers; she felt she could not keep up the struggle longer. But still she persisted. Her blows were feeble and infrequent, but she knew that to fall now meant certain death.

"What the deuce is that hammering?" growled Mr. Stubbs, the second mate of the Zoroaster. He was leaning over the break of the poop, his pipe in his mouth. It was close on eight

minutes more he would be relieved. The wind was fair. The skipper had retired long before. The second mate examined his knuckles carefully, biting off a piece of damaged skin where he had suffered in an encounter with a Dutchman's nose, and yawned largely. Not a pleasant-visaged man, Mr. Stubbs—the bridge of his nose was broken, where, in his chequered youth, a Yankee skipper had got home with a setting-rod; one eye possessed a baleful squint. But he was a sterling sailor, knew all there was to know about handling a ship, and, if his methods of handling men were somewhat opposed to Captain Curzon's ideas that a sailor is a human being, there was no doubt that Stubbs' men did more work in an hour than most men did in a day.

Now, however, the second mate was at peace with the world. The Dutchman who retorted sharply to a command, with the result of a broken nose to herself and an a braced knuckle to the man who struck him, was comfortably put away in his bunk; and a fresh breeze filled the swelling curves of a canvas overhead thunderously. It was a fair night—the fog had lifted long before, and mysterious clusters of jewels in

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. PERCIB JOHNSON has a catalogue and quotation ready for you. As an enquiry costs nothing are you not willing to investigate?

"The Daily Mail" Pattern Service.



POPLIN FOR SPRING DAYS

For this smart coat dress silk and wool poplin in a shade of bronze has been used. The blouse buttons over a waistcoat of lace and ties of bronze colored satin are draped across it. The narrow rolling collar of cream taffeta is embroidered in Cubist design and colors. A double ruffle or tunic hung from a hip yoke deepening toward the back serves to produce the desired silhouette while the three-quarter sleeves are distinctly bell shaped. With this is shown a smart hat of cream straw, with crown of black satin and wing-like bow of moire trimming effectively.

Address in full:

Name
Bust Length

N.B.—Be sure to cut out the illustration and send with the coupon, carefully filled out. The pattern can not reach you in less than 15 days. Price 10c. each, in cash, postal note, or stamps. Address: Daily Mail Pattern Department.

the purple vault above bred in Stubbs' mind a gentle sentiment.

"A feller needs a girl," he ruminated heavily. "Something to kiss and cuddle. Hang ship-life, anyhow."

The distant, uncertain knocking was resumed, and the second mate's reverie gave way to something approaching vexation.

"It might be a stowaway," he said. "If it is that'll be some break to the monotony. I'll give the beggar beans, anyhow."

A couple of men came at his strident call.

"Knock the wedges out of that hatch and lift a corner of the tarpaulin," he commanded, and was obeyed.

They lifted the hatch, and one brought a lamp prior to descending. Stubbs left the poop and stood over the opening, ready for anything, but most ready for a blow and a torrent of filthy abuse.

"Get down, you lubbers, and lug the vermin up," he snapped. "Tisn't a ghost, you swabs!"

"No," said one of the men, a Dutchman, "it was a woman, sir." And, reaching down, he placed a pair of muscular hands under Aileen Curzon's armpits as she clung dizzily to the ladder, and at one heave lifted her clear on the deck.

"Well, I'm damned!" gurgled Stubbs in amazement. "A woman! So 'tis, and a beauty at that. Well, finding's keepings. Only just wishing for a young female, too. He goes for the first kiss, since I've found her."

A hard first like green-heart took him full under the point of the chin, and he reeled back with a curse, dropping the girl he held to the deck.

(To be continued)

VERY INTERESTING—Everybody should read The Daily Mail's correspondence, it's so interesting.

PAINTING!

Before deciding have us give you an Estimate on that Painting you intend having done. Now is the time, when we can give you the BEST satisfaction and the LOWEST prices.

E. T. BUTT,
84 Flower Hill, Painter and Paperhanger.

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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Make time—Help the cause—MONDAY and TUESDAY.

ARMY CRISIS PREDOMINANT

Little Attention Given to Anything Else in Great Britain Now.—Even the Home Rule Discussion Has Been Almost Sidetracked.

London, April 7.—The political crisis was perplexing enough, but its perplexities are small as compared with the military crisis. Some say the War Office is at this moment deluged with conditional resignations of officers not only in Ireland, but at Aldershot also, affirming their resolve to sacrifice their careers rather than lead their troops against the Ulstermen.

There are ugly rumors of the extent to which non-commissioned officers and men throughout the whole Army are similarly resolved, now that the example of disobedience has been set them. Moreover, no reliance could be placed upon the great mass of officers and men of the Territorial Army, who, as civilians, have actually signed a covenant solemnly pledging themselves to take every available means to prevent the use of armed force against Ulster.

There is also the Royal Irish Constabulary, who represent every day law and order throughout Ireland. Nobody seems prepared to assert that they could be relied upon if the Army stood resolutely aloof.

Indeed, the whole basis of ordered government is at stake, now, as always, if the Army ceases to be at the disposal of the Ministry to execute the decrees of Parliament.

Want Officers Broken

The Ministerial press fully realize the grave position. Both the Daily News and the Chronicle acclaim Mr. Lloyd George's assertion at Bradford, that the issue now is neither Ulster nor Home Rule, but all that is essential to civil liberty.

"Is the United Kingdom," asks the Chronicle, "to be a democracy or an oligarchy? Shall the people's will be arbitrarily thwarted by the cliques of wealthy men which dominate the House of Lords, the West End, the Unionist clubs and the great officers' messes?"

The Daily News carries the argument further and demands that the Army be purged of all who refuse to obey. It says:

"Every officer who disobeys orders or joins the conspiracy against Parliament, and every officer not on the active list who incited to such seditious conduct, should be broken without mercy and without hesitation, and never be allowed to rejoin service of which he has proved himself unworthy. The Government should fill their places by men risen from the ranks, and drastically reorganize the Army to make it the faithful democratic instrument of a democratic people."

Some Radical Arguments

Sir William Byles, a Lancashire Radical M.P., takes similar ground. He says the toilers of this country pay one and a half millions every week for the Army and Navy. They do it cheerfully, because they think they control both. But do they? He proceeds:

"When cockfighting was a fashionable sport, high prices were paid for a bird, but it must be a bird that would fight. A week ago in the House of Commons we voted twenty-eight million pounds for the British Army. Already it is showing itself to be a cock that won't fight."

Mr. H. W. Massingham, one of the most influential Ministerial journalists, also warns the government that they should long ago have come down with an iron hand on the posing officer or officers, who have been leading their Ulster victims into mischief. "The administration," he says, "has to deal with barefaced insolent rebellion and treason. To yield means the end of peace in Ireland, or, for that matter, in England."

This is unquestionably the prevailing Ministerial view. It is also the view of Mr. Churchill and Mr. Lloyd George, and the view of Mr. Devlin expressed at Glasgow.

An Honest Misunderstanding

"An honest misunderstanding" is apparently to be Mr. Asquith's explanation of General Paget's ultimatum and the Curragh Cavalry officers' prompt acceptance of the alternative of dismissal.

Premier Asquith declares most significantly that the government does not contemplate an inquisition into the intentions of officers in the event of their being asked to take up arms against Ulster.

The Times warmly approves this Asquith attitude and contrasts it with what it calls the deplorable rivalry of Winston Churchill and

Lloyd George in exasperating Ulster. The Belfast correspondent of the Westminster Gazette says that business in that city is going on quite in the ordinary way. Nothing is interfering with the usual routine of the linen factories, shipyards and business life generally.

If any disturbance arose it would be directly contrary to the earnest wish of both Unionist and Nationalist leaders. Before Sir Edward Carson left London he repeatedly told friends he knew the Government had no intention to attempt to use armed force against Ulster.

Moreover, both he and his political Chief of Staff, Captain Craig, earnestly deprecated the desire of the Unionist forwards among the Peers to amend the annual Army Bill in the House of Lords by an impossible stipulation that in no circumstances should the Army be used in Ulster. They realize how perilous any such precedent might be in the event of the pending general election defeating Home Rule, and making the Army necessary to suppress Nationalist rioting.

Asquith's Second Offer

The Westminster Gazette, which speaks authoritatively of the Ministerial view, says:

"The last thing the Government desires is to use the forces of the Crown in any circumstances to coerce Ulster. They desire nothing at this moment but to keep order and to place it beyond temptation for any disturber of the peace to cause a tumult."

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MERCHANT TAILOR,
ST. JOHN'S.

(Next door to F.P.U. office.)
Jan 20, s, tu, th

CALLS ULSTER NEW "ORANGE FREE STATE"

So Timothy Healy Termed Ulster—Ireland Does Not Want Coercion There.

London, April 7.—Alluding to the Home Rule question, the "Tablet" says:

Ireland has no use for a coerced Province. A conquered Ulster, an Irish Alsace, instead of being the witness to and the completion of the unity of Ireland, would be its eternal denial. There is only one way to the completion of the nationhood of Ireland, and that is by the wooing and winning of Ulster. And why not?

Mr. Redmond has agreed that what Mr. Healy has wittily described as "the Orange Free State" shall stand outside the jurisdiction of the Dublin Parliament for six years. No wit or force of man can control events at the end of that period. Why then not make an easy virtue of necessity and say to Ulster: "We want you and invite you and will do all we can to induce you to throw in your lot with those whom even in your bitterest moods you recognize as your fellow-countrymen."

We are confident that if such an appeal were made and the shadows of coercion removed it would be generously responded to. The Dublin Parliament would have a splendid prize to strive for, and would have the highest and strongest motive so to conduct itself during the years of trial as to make an ashamed Ulster smile at its fears.

And consider the alternative. The men of Ulster, glorying in the name of Irishmen, are to be separated from their countrymen and content with such crumbs of attention as a busy Parliament at Westminster can throw to them. Nothing but some unnatural perversity at Dublin could make such an arrangement seem possible.

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PREPARING TO RESIST THE HOME RULE BILL

Active Military Preparations Still Going on in the Protesting Province.—Gun-running.

Montreal, April 11.—The Belfast correspondent of The Daily Star cables an interesting account of the military preparations that are still being made in the Province of Ulster to resist the application of the Home Rule Bill.

His description follows:

Gun-Running. Recently Unionist friends took me on a gun-running expedition. 1,500 rifles of the latest B. S. A. pattern were in the hold of a steamer which had been dry-docked. About a dozen volunteers made a fake move to another part of the harbor, drawing off customs men. Swiftly a score of selected volunteers unloaded 150 barrels labelled "pork" from the steamer to five coal lorries.

Hidden By Coal.

Coal was sprinkled on top and in half an hour we were on the way to Bangor. There, even while a searchlight from the destroyer Attentive was playing on the town, the bell-cose freight was unloaded, placed in the cellar of a private house, and a guard mounted. Then some of us went up to a little hotel, and found more "sailors" who seemed to know every move that had been made. They drank toasts to Ulster. Britain may be thankful that it was the army, not the navy that has caused a sensation. It would have been on the first line had they been ordered to fight Ulster. One confirms that in conversation with naval officers and jack tars.

Minor Disturbances.

Again there were minor disturbances, each of which might have started a call to arms. Belfast seems fated yet to write bloody history. Really I think both sides would be disappointed if there was not a fight. So do the English, French and German war correspondents who have been hustled over here. They are gathering up maps and discussing the situation generally as if they were still with Turkish or Bulgarian troops along the lines of Adrianople instead of driving about a prosperous city in taxicabs and ponny teams.

CASINO THEATRE—Commencing Monday, April 20th.

ALL WEEK

That Great Pasqualli \$250,000 Production.

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

Letters for publication should be written on one side of the paper only and the real name of the author should be attached. This will not be used unless consent be given in the communication.

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

ST. JOHN'S, N.F.L.D., APRIL 13, 1914.

OUR POINT OF VIEW.

THE ENQUIRY

It is now fully apparent that the present enquiry into the Newfoundland disaster is intended solely to ascertain whether any responsibility for the catastrophe lay at the door of any master or officer concerned in this terrible affair.

This enquiry is of course necessary, but it will not in any way satisfy the country, as no suggestion of action minimizing the risks open to sealing crews will be forthcoming. Now is the time to fully investigate the whole system and expose the risk to life which the system embraces. No other time will be as proper or effective as the present.

I therefore publicly request the Hon. Mr. Bennett to institute a searching enquiry by a commission of enquiry, empowering the commission to investigate and enquire into the whole system in all its bearings, and also to take the evidence of experienced sealers—not only captains and officers, but also men from the forehold in relation to the advisability of passing legislation in order to reduce to the lowest degree the possibility of further loss of life through being caught away from ships in bad weather while engaged in sealing.

No one believes that anyone in the recent disaster deliberately gave an order that entailed risk to life, but nine-tenths of the sealers engaged in the hunt the past spring feel sure that sufficient precautions were not taken to safeguard the lives of the men which was the result of want of thought, and that when the efforts were not made to remove uncertainty instead of forcing the mind to imagine that what was almost impossible had been accomplished. A grave blunder was made.

Captain Wes. Kean should have known no rest that Tuesday night until certain about the whereabouts of his men, and failing to succeed on Tuesday night every effort should have been made the following day. He did nothing and imagined all was right until he heard the Stephano on Thursday morning. In every other respect he is blameless, but he can't be exonerated from this serious omission of having taken no steps to make absolutely certain the whereabouts of his men that Tuesday night.

The exposure of Tuesday night caused the lives of about seven or eight men, and had the ships known even on Wednesday morning that the men were on the ice, seventy out of the seventy-seven would have been rescued.

In the case of Capt. Ab. Kean he seriously erred in not holding the men on board of his ship when the weather had set in while the men were on board, as most of the witnesses examined have stated—and failing to locate the men upon his return from searching for his own crew—which was about 4 p.m.—he should have utilized every pound of power possessed by his ship to reach the Newfoundland early or late, and make absolutely sure of the whereabouts of the men whom he had placed on the ice that afternoon, who had been overtaken by the blizzard, instead of proceeding to take panned seals on board.

He again erred in not reporting the incident to all the other ships. Herein lay the cause of the loss of life. The ice conditions would have permitted the three steel ships—who were only four to seven miles distant from the Newfoundland on Tuesday evening—to have searched the whole area on Tuesday evening before 8 p.m., and had they failed to locate the men or the Newfoundland that night, they would have saved seven-eighths of the 77 the following day. Then again if the three ships had

searched and failed to locate during the prevalence of the storms, the sound of some of the whistles would have so encouraged the weary as to prevent probably the loss of one life.

Those facts can't be gainsaid. To charge either captain with serious wrongdoing will accomplish no purpose; but a serious error in judgment on the part of both has had a terrible result, and cannot be permitted to pass with impunity.

Capt. Ab. Kean has a large experience, and that fact makes the matter so much more amazing. During his experience he has had men missing on the ice as long as three nights in succession, and not a small number either, and they escaped solely because the weather held clear.

Men's lives are regarded too lightly at the sealfishery. If each owner had to pay \$1,000 compensation for every sealer dying on the ice from exposure, through not being picked up by his ship, there would have been no Newfoundland disaster.

The evidence of Capt. Wes. Kean wherein he states that "he would not plead guilty to the charge of keeping his men on board when there were seals, because Toronto predicted a storm even for that day," shows exactly what value most sealing captains place upon the lives of the sealers. It is seals they are seeking and not the consideration of whether the men will be exposed to death-dealing storms if sent on the ice. No one will congratulate Capt. Wes. Kean for making that statement.

In this matter the fishermen are depending upon me to protect their interests, and whether pleasing or displeasing to me or to anyone, I have a duty to perform on their behalf. I therefore respectfully ask the Government to appoint at once a commission of enquiry in order to hold a thorough investigation into all the questions which concern the disaster, and suggest a remedy to prevent such in the future.

—W. F. COAKER.

ELECTED ROAD BOARDS

We publish herewith a letter from the Secretary of the Board of Works to President Coaker in connection with the election of Road Boards. We call the attention of all concerned in securing the election of Road Boards to this letter, and advise all to follow the instruction carefully.

It is necessary to send in a petition to the Minister of Public Works, asking for the election of a Board. The Department will then issue instructions to some magistrate, justice of the peace or other person to convene a meeting and elect a Board. All this red tape is contrary to the promise of Sir E. P. Morris made in the House, who intimated that when the Government received an intimation from any recognized elector in a settlement, certifying that a public meeting had been held over which he had presided, and the meeting had elected certain men as a Road Board that the Government would at once appoint the persons named. The Government now wish to go back on what they agreed to when the House was in session, and insist on berking this matter as much as possible by setting up a lot of red tape business in connection with the election of a Board.

However, we invite all now to follow the instructions contained in the following letter and thereby secure an elected Board, which so many electors have so long been expecting. The letter reads thus:

Dept. Public Works,
April 6th, 1914.

Sir,—In relation to the election of Road Boards, I am to inform you that any settlement desiring to elect its Road Board must indicate the same by forwarding a petition to this or the Colonial Secretary's Department, signed by a number of reputable persons belonging to such settlement. If the petition be judged to be bona fide, instructions and authority to hold an election will then issue from the Government to the Magistrate, Justice of the Peace, or some reliable or responsible person who will conduct said election according to instructions. It has come to the notice of the Department that elections are being held without proper authority. This of course is irregular; and I would thank you to set all enquiring constituents right in the matter, so that there may be no delay through irregularities in cases where the election of a Road Board is desired.

JAMES HARRIS,
Secretary.
W. F. Coaker, Esq., M.H.A.,
President F.P.U.

WHO IS TO BLAME?

Mr. Coaker sent some Marconi messages from the Nascopie addressed to this paper, via Cape Race, about the disaster, which were not received by this office.

We demand an explanation from the Postmaster-General. This is a serious matter and should be immediately investigated by Mr. Woods. We await his explanation.

AT THE HOSPITAL

Hundreds of the sealers visited the hospital yesterday to see their stricken friends who so barely escaped losing their lives in the recent disaster.

All are doing splendidly except Mr. J. Keels, of Bonavista, who is in a serious condition.

President Coaker spent from 5 to 7 with the men and heard from their lips the experiences of those two awful nights spent upon the icefloes. All are agreed that they should never have been ordered out from the Stephano. Most of them say they never thought they would have to leave the ship in such weather. They all say they left the Stephano with heavy hearts and against their best judgment.

With tears in their eyes they spoke of being near enough to the Bellaventure on Wednesday afternoon to make out the winch man at the winch, and how they waved flags to attract the ship's attention, and how, when the ship turned from them the poor half-dead chaps lost heart and immediately fell down to die in all directions.

Their version of the disaster has yet to be told—but told it will be. They one and all lay no blame on Capt. Wes. Kean in respect to his ordering them to travel to the Stephano on the morning of that fatal day; but they indignantly condemn the conduct of their second hand and Capt. Ab. Kean.

Let Judge Knight hold a session or two of the Court at the hospital and take the evidence of those men who will in most instances lose fingers and toes, or a foot, and the country will learn what the sufferers have to say.

Dr. Keegan and the staff are doing all possible to relieve their sufferings and to save their frostbitten fingers, toes and feet, and the prayer of the country is that his skill and treatment will prove victorious.

ANYTHING BUT CREDITABLE.

The Beothic sailed on Saturday evening taking the bodies of 13 victims of the Newfoundland disaster. Eleven were residents of Bonavista Bay and two belonged to Doting Cove, District of Fogo, as follows: David Abbott and D. Cuff, Doting Cove; Jonas Piccott and Robert Brown, Fair Islands; Robert Maidment and A. Maidment (two brothers), Shambler's Cove; Job Eastman, Greenspond; Mark Holwell, Adolphus Holwell, Edgar Holwell, M. Holwell, Newtown; Percy Kean, Valleyfield.

The arrangements for carrying the bodies to the ship were anything but creditable. Only five hearses were available. This necessitated making three journeys, and which looked somewhat ridiculous.

Hons. J. R. Bennett, M. P. Cashin, and S. D. Blandford represented the Government in the procession from the Court House to Job's wharf. President Coaker and Mr. E. M. Jackson, President of the Star of the Sea Association, walked together, while Messrs. Grimes and Halfyard were also present.

Considerable objection was raised by the sealers to the color of the material which covered the coffins. They should all have been the same color. Two coffins were opened before being removed from the morgue to permit Mr. Coaker to see how they had been preserved, and how the poor remains looked. They were well preserved and looked splendid. Mr. Oke did the work faithfully, and the friends of the poor chaps will be able to keep the bodies a couple of days and permit friends to behold the faces of those so suddenly snatched away in such a terrible manner. The features of David Abbott would think he was sleeping. God comfort the friends of those poor chaps and grant that on the Resurrection Day they may all be found worthy of the Crown of Everlasting Life.

The Lord Lieutenant, whose salary will be paid by the Imperial Parliament, which will deduct from the transferred sum annually handed over to the Irish Government, an annual sum of \$25,000 as an contribution towards it, is to be appointed for six years, and a change of Ministry is not to affect his continuance in office for that period. Existing judicial officers, removable only on an address from both Houses of the Imperial Parliament, will be continued in their offices on the same terms. The Irish Parliament is expressly prohibited from establishing or endowing any religion, or imposing any religious disabilities, or making religious belief or ceremony a condition of the validity of marriage, or affecting prejudicially the right of any child to attend a public school without attending religious instruction.

PLACE YOUR ADVERTISING IN THE DAILY MAIL THE S.S. ERIK

We are informed that the crew of the S.S. Erik took seals on March 13th, and also killed seals on Sunday. Both killing seals on Sunday and killing on the 13th are breaches of the law.

What about it? Will someone explain?

We are also informed that soft bread and beans were served on the Erik but once weekly. That no brewage was supplied. That pork was cooked only one or two meals for the trip. That no potatoes were served with dinners. The crew complained to the captain.

Proceedings against the captain and owners will probably be instituted today by members of the crew, should it be found that the law applied to the wooden ships the past spring; for it will be remembered that Gulf ships sailed on the 10th of March, and the law did not come into force until the 11th of March.

POWERS CONFERRED BY HOME RULE BILL

What the the powers which the Home Rule Bill, the cause of so much excitement in the United Kingdom, proposes to confer on the Irish Parliament—to consist of two Houses, the Senate and the House of Commons—which is to be constituted by virtue of it? Briefly, the Irish Parliament is to have powers to legislate "for the peace, order, and good government of Ireland," with certain limitations and exceptions of importance.

The Irish Parliament is to legislate on those matters only which relate exclusively to Ireland. And it will have no power to legislate in respect of the Crown, the making of peace or war, the fighting forces, treaties with foreign countries, and foreign relations generally, and trade with any place outside Ireland.

In addition, legislation on the following matters is reserved to the Imperial Parliament; the Irish Land Purchase Acts, the Old Age Pensions Act, the Labor Exchanges Act, and the National Insurance Act. These four services, however, are to be transferred at a year's notice, to the Irish Parliament on a resolution to that effect being passed by both Houses of the Irish Parliament.

Further, the Irish Parliament is to have no power in connection with (1) the collection of taxes (other than duties on postage); (2) Royal Irish Constabulary, for a period of six years after which the management and control of the force is to be transferred to the Irish Parliament; (3) Savings Banks and friendly societies (though the control of these is to pass to the Irish Parliament, on a resolution of both Irish Houses, at the expiration of ten years); (4) Public loans made in Ireland prior to the passing of the Bill; (5) Laws relating to election of members of Imperial Parliament (6) Any change in the Home Rule measure itself.

Moreover, while the Irish Parliament is given certain powers, both to levy, and also to vary, taxation, it is not to be allowed to collect it. Collection will be the work of the Imperial Government, which will, each year, pay to the Irish Government a transferred sum covering the cost of Irish services, together with a subvention of \$2,500,000, diminishing in each year, after the third year, by \$250,000 until, at the end of six years it reaches \$1,000,000, at which sum it will remain until Ireland can pay her own way. Free Trade is to be reserved between Great Britain and Ireland. It is specifically provided that the Irish Parliament shall not have power to impose any customs duty, whether import or export, on any article unless the article is, for the time being, liable to a customs duty of like character levied as an Imperial tax, and it shall have no power to vary, except by way of adduty of like character levied as an Imperial tax, or any excise duty so levied where there is a corresponding customs duty. When, for three consecutive years, the total revenue received from Ireland by the Imperial Treasury, has sufficed to meet the cost of Irish Government, the financial arrangements are to be revised.

The Lord Lieutenant, whose salary will be paid by the Imperial Parliament, which will deduct from the transferred sum annually handed over to the Irish Government, an annual sum of \$25,000 as an contribution towards it, is to be appointed for six years, and a change of Ministry is not to affect his continuance in office for that period. Existing judicial officers, removable only on an address from both Houses of the Imperial Parliament, will be continued in their offices on the same terms. The Irish Parliament is expressly prohibited from establishing or endowing any religion, or imposing any religious disabilities, or making religious belief or ceremony a condition of the validity of marriage, or affecting prejudicially the right of any child to attend a public school without attending religious instruction.

The Irish House of Commons is to consist of a hundred and sixty-four, and the Senate of forty members. The former alone may originate money bills, and the latter may not reject them, or amend, by way of increase, the financial provisions of any bill. Both houses are to be elected for five years. In the House of Commons Ulster is to have fifty-nine members, Leinster forty-one, Munster thirty-seven, Connaught twenty-five and Dublin University two. The first Senate will be nominated by the Imperial Government, but thereafter it will be elected on the principle of proportional representation by the present Parliamentary electors.

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The very latest thing in dancing, the Maxie or Matchiche

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There will be a SPECIAL and important MEETING of the BOAT CLUB on MONDAY, April 13th, at 8 p.m., at the Armory. All members are requested to attend.

By order,
H. BARNES,
Secretary.

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Schooner SWALLOW, 73 tons, rebuilt in 1906. Well found in Anchors, Chains, Spars and Sails in good condition. For Particulars apply to

JAMES DAWSON,
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ALL PERSONS HAVING CLAIMS AGAINST THE GOVERNMENT ON ACCOUNT OF THE NEWFOUNDLAND DISASTER, KINDLY PRESENT THEIR BILLS TO DR. CAMPBELL AS SOON AS POSSIBLE.

J. R. BENNETT
Colonial Secretary.

Tailors Dance Postponed.

The TAILORS DANCE arranged for this evening has been postponed until further notice owing to the sealing disaster.

P. J. CONSTANTINE,
Recording Secretary.

Disasters Committee.

NOTICE TO THE PUBLIC.—No one is authorized to make collections for the Disasters Fund, unless provided with a collecting book, duly certified by

JOHN HARRIS, Chairman,
and ROBT. WATSON, Treasurer.
ap13,m.tu

Lobster Culler Wanted

Steady all year round position to sober and reliable man who knows his business. Highest wages. Apply—THE NEWFOUNDLAND TRADING CO. LTD., Duckworth St., opposite T. A. Hall.—ap13,61

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BEST QUALITY
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ADVERTISE IN THE DAILY MAIL

Mr. Coaker's Log!

(Continued)
I should think that those seals would be full-grown about the 20th and would not gain much in weight after that date. The younger seals, of course, would probably continue to suck for another week. But seals—such as seven-eighths of those taken by us—would certainly not grow much more this season.

They were probably pupped about March 1st and are about twenty days old. If they weighed fifteen pounds at birth some of them increased in weight eighty-five pounds in twenty days—that is carcass and pelt. The pelts averaged fifty-five pounds to-day, some went seventy-five, several sixty-eight.

I only weighed one at forty pounds. The carcasses weigh about twenty-five pounds for a pelt weighing sixty. The blood another ten pounds, which brings some up to a gross weight of ninety-five to one hundred pounds. The pelt of the mother seal will average about one hundred pounds—so while a young harp at fifty-six pounds is worth \$2.25.

The mother weighing seventy pounds is worth but \$3.00 to the sealers. During the afternoon it closed in foggy and looked as if it might snow. The men working in our section numbering sixty, all gathered at one place.

No Ship in Sight

There was no sign of the steamer. The Bellaventure was not far distant and was picking up her men which were well scattered. Some of the older men thought we might not be picked up before 9 or 10 p.m. A punt was left by the steamer as a mark to find the spot if it was late before we could be reached. Some men housed in the punt which had been placed on her gunnall and which provided shelter from the wind. A fire was made from flag poles, seal pelts and carcasses.

Some of the men played a game called cat, which consisted of striking a seal flipper with a gaff and then running to the next post if not struck with the flipper by the bowler. Others began telling of their many years experiences at the ice floe. Others who had survived the storm that had taken the lives of forty-eight of the Greenland crew told of their terrible experience in that blizzard.

One—James Harris, of Harbor Grace—sang one of those old fashioned witty songs which compelled the singer to dance at the finish of each verse. Skipper Jim's exhibition brought down the house at the close and a hearty cheer was given him when he had finished. Although about twenty-five miles S.E. of Belle Isle—away out on the bosom of the mighty Atlantic Ocean ice floe—with little hope of seeing our ship before eight or nine that evening and with the expectation of a snow storm, yet the men's hearts were full of life and enthusiasm. A smile might be seen on the countenances of each. Their faces were painted with blood which squirted from the beating arteries of the day's victims.

Splendid Fellows

A better company of men would be hard to find. Each of them this trying day had proved to be a man in a man's place—for a man must be a man when slaughtering white coats. He works as he never before worked unless he had been fortunate enough to have been in the white coats before.

Just at dark our ship appeared and soon she was alongside of our pan, and a rush was made for the side sticks and ladders which presented a sight impossible to comprehend unless viewing it on the spot.

How I wished it was light enough to secure a snap shot. The whole side of the ship was covered with black objects with faces all looking upwards, each pushing his gaff before him and an occasional back carrying a "cat white coat" slung across the shoulder. We were all on board once more and soon Bryant and I were enjoying a much-needed repast in the mess room. We had gone on the ice without any food as we had expected to be on board of the ship an hour after we left her. I was delighted with my first experience with the white coats and was well repaid for the inconveniences we had endured.

We did not make a good day's work for the seals were too scarce and scattered but when all we panned is on board we won't be far short of eight thousand seals.

The Adventure came in sight just before dark—five thousand three hundred on board.

Ideal Day

March 20th.—With the exception of a snow drizzle about 9 a.m., the day was another ideal sealer's day. Ship started at 5 a.m. to take the men on the ice, but found seals very scarce.

Put out some men. Started picking up pans. Bonaventure and Eagle came into the patch during the past night. During the evening the Sagona also steamed in from the N.W.

The Bloodhound, Florizel and Fogota are also in the patch inside. The Stephano, Beothic and Bellaventure are in sight picking up pans. Too far off to know what they are doing except by wireless which at this juncture is anything but reliable. Belle Isle reports that sixty miles of seals passed along during the month. There must be a large patch of seals to the South East.

The ice is broken up owing to being forced on Belle Isle. That makes it hard for panning and has scattered the number of seals somewhat. Fully ten per cent. of the young seals have escaped as a few here and there on a pan are not worth stopping to take.

Weighted several pelts to-day. They average fifty-five pounds; some weighed seventy-three, one only fifty. The pelts are in the prime condition. Weighted carcasses which average twenty-five pounds for young.

Splendid Sight

Did not go on ice to-day; no good chance. Splendid sight to see fore deck piled with five thousand seals. All in this patch were cut up. Expect to finish taking on board to-night and be off to the S.E. in search of another patch without delay.

We will have about twelve thousand out of this patch which do not exceed fifty thousand, the Stephano Beothic and Bellaventure have probably taken ten thousand each; the other ships about eight thousand.

The Captain is a very cool man. Absolutely proof against excitement. Very little shouting. The old sealer, Skipper Peter Galton, is without doubt a sealing expert. What he doesn't know about seals and their habits and the handling of a ship in the seals and out very few can teach him.

The Captain's son Peary is second in command and is a chip from the old block in every respect. He says "little but takes in the whole situation at a glance."

The crew are delighted. Every man carries a smile, and there is nothing but good said about the food.

Jewel of a Cook

The cook—Samuel Teller—is indeed a jewel so far as his duties go, and the cook's duties are performed like clock work. Sammy is constantly on the alert and his assistants are all performing their parts creditably.

The Doctor has developed into an expert winch manipulator and all the men say he is the only Doctor gentleman they ever sailed with. If any one attempt to take over the work of driving the winch he is received with a head shake from the Doctor which is as good as saying: "No thank you, I am boss of this machine."

March 21st.—Wind N.W. by N., strong, with snow most of the day. Frosty and very unpleasant. See no distance. Took about five hundred seals in small patches. Working out to S.E. ice heavy. Passed Bonaventure and Bloodhound. Ships on inside taking on board panned seals. Our ship endeavouring to get away to S.E. as a large patch of seals still remain untouched and that patch must be to the South East.

Moses Waterman met with slight accident yesterday, one of the hatch planks fell and struck his toe, apparently breaking it, but Moses' tongue is still as lively as ever. He will be about in a day or two if he will remain still and not use his foot. (To be continued.)

NEW COUNCIL

(Editor The Daily Mail)
Dear Sir,—At the President's request myself and Friend J. Young went over the hills to Trout River, a distance of twelve miles to organize a branch of the F.P.U.

After the initiation of twenty candidates the Council elected their officers as follows:
Chairman—Lancelot Crocker.
Vice-Chairman—Albert Crocker.
Secretary—George Hann.
Treasurer—William Parsons.
Door Guard—Simon Hann.

—THOS. CAINES.
[Our thanks are due friends Caines and Young for their kindness in opening Trout River Council. We congratulate Trout River on the establishment of a Council and wish it every success. Let other places in Bonne Bay follow the example and set things humming with Union fire as we see it at some of the Northern settlements and towns.—Editor.]

TALK IS CHEAP.

Advertising is also very cheap, if carried in the right medium. The Daily Mail is the Can't Lose paper now. Must be true. Everybody's talking. It's not the price you pay but the returns you get.

C. RACE STATION IS TO REPORT AS TO ICE

Canadian Government Will Co-operate With United States Patrol Seneca.

WILL GIVE TWO MESSAGES DAILY Similar Service Will be Operated From Belle Isle From June to October.

Ottawa, April 10.—Carrying out its part of the convention concluded some months ago in London regarding the safety of life at sea, the Marine Department is co-operating with the United States Government, which has two steamers patrolling the track of the North Atlantic and making careful observations and reports as to ice conditions.

An officer is to be placed at Cape Race, and to him will be directed all information from the patrol or other steamers as to the location of ice fields or icebergs.

Two messages will be flashed out daily east and west, giving steamers eastbound and westbound full information as to the location of ice fields. While Cape Race is the most central point for all-year-round traffic, arrangements have also been made for a similar information service being operated at Belle Isle from June to October.

Australia Wants More Immigrants

Influx of New Settlers Not as Big as the Commonwealth Desires.

London, April 12.—Sir George Reid, Australia's High Commissioner, who has just returned after several months absence, admits that the stream of immigration to the Antipodes is not commensurate with either the requirements or opportunities of the Commonwealth, the chief obstacle being its distance from Britain.

It is anticipated that the other countries now drawing immigration would soon fill up, and Australia's day will then dawn. The distance was not a detriment, but an advantage, as she was getting the best English stock. The Commonwealth, he said, was more loyal than ever, and ready to bear its share of burden of defence.

TO THE EDITOR.

AUNT SARAH ON PICNICS

(Editor The Daily Mail)

Dear Sir,—Josiah's and my little chat on taxation, which appeared in your paper of the 18th inst., seems to have taken very favorably with your many readers in these parts, the only exception I know of being old Tony T., the big merchant here, and of course chief Government grab-all.

Now, I hereby caution luckster Tony T. to say as little as possible regarding my writing to the papers about politics, or I might send Nemesis on his track before he would be prepared to meet him. If he thinks 'tis better for me to be on my knees scrubbing my floor than writing about things, I know naught of, I can assure him I don't think so.

I can tell him I have eyes to see, and I do see, and I have ears to hear, and I do hear; and if Nature had fitted me with fifty pairs of each they would all find ample employment in watching the moyings of, and listening to thousand and one rumors about our ideal people's government, and its swarm of parasitical adherents of which Tony is chief.

A few days ago, as I was upstairs tidying myself, my Josiah came bolting in through the hall and crying out, "Where is Sarah Ann?" "Where is she?" "I am tidying myself," says I. "What do you want?"

At It Again.

"I have something to tell you," says he. "Sure they are at it again," says he. "Pic-nics are the order of the day again," says he. "Premier Morris leads a costly pic-nic to England," says he. "Another few thousand dollars out of the toilers' pockets," says he; "and that's the only beggining," says he. "Oh, ye gods," says he, running his two hands through his curly hair, "how much longer are we going to allow such a mauling, booting, and delectful coddler to press the souls out of us to satisfy his insane desire for squandering?"

"It does seem strange to me, Josiah," says I, "to see thousands of healthy, hardy people so quietly and lamb-like submit to be fleeced by a few comparatively puny, ignorant scabs, whose chief object in life seems to be to prey like vultures on the hard-earned earnings of the toiling masses," says I.

Says Josiah, says he, "Tony T. often says that the Premier's office carries no salary, and in spite of that, the Premier is the hardest worked man among the whole of the Government crowd. And if he does spend a trifle of the public moneys in the service of his country, going on errands for her and looking after her vital interests, it would be mean of the public to as much as mention the slight cost incurred."

Running Errands

"Well," says I, "if I may judge from the many accounts appearing in The Daily Mail, of the awful waste and extravagance practiced by members of the Reid-Morris Government the last five years, there have been far too many going on errands and otherwise doing their country's business," says I. "And," says I, "when I read these accounts I do be astounded. I think and think and think, and the more bewildered I become," says I.

"And," says I, "for the life of me, I cannot understand what the people on this coast were thinking about when they returned to power again the same gang of merry-go-rounders," says I. "It reflects badly on us and plainly shows we were sadly lacking last fall," says I. "No matter what Cashin may say about it, the people of the North have been fully justified in the part they played in the last general election by events which have already occurred." "They can," says I, "well afford to throw back the insulting epithets—'illiterate,' 'ignorant' and 'cullage' in that bombast's teeth, with the request that he would apply them nearer home," says I.

I went to a nearby shop this morning, where I bought some dress stuff in the early part of the winter. I wanted two more yards to make up enough for the dress I am making. And fancy my surprise when I found I had to pay ten cents more per yard for it, although it came off the same piece from which I had the first. I asked the clerk to explain, and he said it was due to the extra ten per cent laid on by the Government.

How It Went On

After I arrived home, I asked Josiah if he understood how the extra tax was laid on. I wanted to know if it were placed on all old stock imported before the rise in the duty, or only on goods imported after the imposition of the extra tax.

"Well," says Josiah, "the way I understand how such business is done is that the extra tax is not meant to be laid on old stock, but only on goods imported after the extra duty was imposed," says he. "The way I believe the merchant acts at such times is that he charges his old stock with the extra tax (as an imagination

tax of course) and then charges his profit on the imaginary tax, say anywhere between one hundred and five hundred per cent, according to class of goods," says he. "And," says he, "this means to the merchant a grand present equal to one-tenth the value of his old stock." "And," says he, "heedless to say who will have to pay for this present in the present case—the poor over-taxed, over-charged and over-ridden toiler," says he. "The merchants don't support a political party for nothing, and do not forget it, Sarah Ann."

"My dear Josiah," says I. "I cannot believe that such very nice people, like our merchants seem to be, could be truthfully charged with (what to my mind seems) such a mean, beggarly sordid action." "But if such is the case," says I, "then the term 'grab-all' applied to them so often lately, is a far too charitable one." "I am afraid," says I, "there will be a lot of whitewash required by and by at the fifty-ninth second."

—AUNT SARAH.

South West Coast, March 26th, 1914.

LIGHT

For a real good Table or Reading Lamp get

The "FAULTLESS" Lamp.

Simplest, strongest, most beautiful and perfect portable lamp in the world. Cannot explode. Can roll on the floor while burning. Requires no cleaning. Makes its own gas from Kerosene Oil and costs less than one cent a night to produce three hundred candle power of bright, white light.

MACLAREN & Co. Merrickville, Ont.

Sample now on exhibition at office of, and orders booked by

P. E. Outerbridge, Sole Agents for Newfoundland, 137 Water Street.

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?

The Right Place To Buy—

Provisions, Groceries, Oats, Feeds, Wines and Liquors

—is at—
P. J. Shea's,
Corner George and Prince's Sts. or at 314 Water Street.

Outport Orders promptly attended to.

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

FORGING AHEAD!

That is the position of the DAILY MAIL, as each issue sees a larger sale.—What about that WANT ADVT.?

IF YOU WANT

a good cheap
MOTOR ENGINE

sold on small profits, no experts and salesman's salaries and expenses tacked on to the price, save from
\$50.00 to \$150.00

by buying from

SMITH CO. LTD.

Water Street West.

WANTED—By May 1st,

a House, East End preferred. Reply to R. D., Daily Mail Office.—ap9.1f

Fancies of Fashion

Spring Styles Display Many New Features

By Madge Marvel



COMBINATIONS of two, and sometimes three, materials are noted in the newest spring models. In one gown of dull green Ninon brocade the panner and bodice are of the plain Ninon in the same shade, and the saff of velvet in a deeper shade.

The bodice and panner might also be made of taffeta. The crossed straps to the front which apparently hold the collar in place are seen on some of the most exclusive importations. The little ventee is of cream net. The hat shows the front trimming, which will be much used this spring.

The fullness on the hips continues to be the distinguishing feature of the newest frocks. Also, for evening wear, the skirt is greatly liked.

At a recent social function I noticed that the few women who did not wear a scarf of some kind really attracted attention because they made the exceptions.

One lovely gown was of the large flowered silk which is offered in such exquisite colors this spring. It was pale violet with roses of deeper hue outlined with gold. The placing of the brocade directly against the skin in the décolletage, with no softening effect of lace or net, is new but apt to prove trying to one who has not great beauty of shoulders and neck.

A white rose used at the waist is of gold. The crushed belt is of Egyptian silk. The shade of the violet in the brocade. The trim is changeable gauze showing the faintest lines of pink and violet.

Lace was never used with more charming effect than in the present styles. The skirt of one gown is of Egyptian silk in rose pink. The bodice and panner is of the new velvet, which is called "summer velvet" because it is so soft and supple and light. It is Georgette rose, almost a red.

The lace forms the wired Maitre collar outlines the décolletage, forms the open sleeve ruffles, and is used for the full bonnet, which comes from under the fringe, crossing in front with the much favored surplice effect.

THE RULING PASSION * * * By Michelson



LIKE mistress, like maid," is a venerable saying, never truer, it may be, than in this democratic land where dividing lines are not expected to be so sharply drawn as in the old world.

Certainly the feminine heart is pretty much the same, when it comes to a question of CLOTHES, whether it beats under a

Poiret waist or under an upstairs girl's apron. And when one is supposed to have a boudoir to herself what harm in trying the effect of a spring hat such as one never could really OWN? No harm at all, so long as one is not caught at it. When the real owner unexpectedly appears it is another matter. Do all hearts really understand when the circumstances are like this? Try putting yourself in both places.

News of the City and the Outports

"Kyle" in Port Had No Success

No Trace or News of Southern Cross. Returned to Replenish Bunkers.

S.S. Kyle, Capt. Parsons, which for eight days had been scouring the ocean looking for some trace of the Southern Cross, arrived at seven last evening to replenish her bunkers. She left here at 5 a.m. Saturday, 4th, and proceeded to Cape Race and steamed about that neighborhood in all directions.

The steamer during the week covered over 2100 miles in the vicinity of St. Pierre, the edge of the Grand Banks and everywhere where it was thought the steamer might be.

Several steamers were spoken to by wireless but none had seen the Southern Cross or any wreckage.

Wednesday the Kyle sighted a piece of a pitch pine spar and Thursday two white coat pelts, but nothing else.

A staff of twenty-five men started coaling her soon after her arrival and during the night put one hundred and fifty tons on board.

At ten this morning she left again, going to where the Bloodhound saw the wreckage one hundred miles off Cape Broyle.

News from her may be expected during the latter part of the afternoon.

"Pepita" Will Be Something Good

The Biggest and Most Artistic Production Ever Given in Newfoundland.

To-night "Pepita" will appear for the first time in St. John's. It is, in the opinion of those who have seen the dress rehearsals, the most spectacular and brightest Comic Opera that has been put on since "The Geisha," of happy memory.

To the sunny Canary Islands, to a land far kinder than our own, where northern blizzards are unheard of, and love and laughter reign supreme, we will be transported to-night through the magical medium of the stage. The captivating music of Lecoco, one of the greatest masters of comic opera that ever lived, combined with the magnificent costumes imported from London, and the arrangements of lights and stage effects will help us to forget the trying after-effects of winter we are now in the midst of.

Excellent Caste

We will see the merry Spanish peasants sporting themselves on the lawns before Pedrillo's Post House in the hills above Las Palmas. We will see old General Bombardos plotting against wily old General Pataquet, whom he ventually ousts from power. Pedrillo and Inigo will amuse us by their consternation at the conduct of their wives, Inez and Pepita, whose frequent absences from home they cannot understand. Intrigues and eventual solutions, ever dear to the hearts of Spaniards, follow fast and furious in the play, and the dialogue is interspersed with music—solos, duets, trios, quartets, quintets and choruses. The chorus in the first act consists of peasants and soldiers; in the second act cadets and courtiers, and court ladies; in the third, bullfighters, flower girls, etc. If one thing will captivate the town more than another it will be the chorus of cadets, which is composed of the girl members of the company. Their costumes are very smart indeed, and the parade should call forth great applause from the masculine element of the audience.

The Orchestra

The orchestra, consisting of twenty instruments, is the pick of St. John's best musicians, and in itself is worth the entrance fee to hear.

The producers, Messrs. J. M. Patten and H. A. Anderson, together with the musical director, Mr. A. H. Allen, and the stage manager, Mr. T. H. O'Neill, have spared neither time nor trouble to make "Pepita" the biggest attraction ever offered to the public of St. John's. That their efforts will be supported by all goes without saying. No one should miss "Pepita," which is the result of four months constant drilling and rehearsing, and everyone who sees it once will be sure to go a second time.

The entire net profits are to be devoted to the Sealing Disaster Fund. "Pepita" will be played for six nights and amatees on Wednesday.

B. I. S. BILLIARD DINNER.

The billiard tourney at the B.I.S. rooms is nigh finished. The dinner will take place to-morrow (Tuesday) evening.

Easter Sunday R.C. Cathedral

Special Ceremonies for the Great Festival of Life and Joy.

From early yesterday morning until sunset, the front and towers of the Roman Cathedral was handsomely decorated with bunting. The Pope's and Native flags occupied the poles on the towers in honor of Resurrection Day.

Large congregations attended the five masses, especially the seven and eight o'clock services. Almost all present were communicants.

Joy Bells Rang Out

At 11 o'clock High Mass was celebrated by Rev. Mons. Roche, with Revs. Sheehan and Conway deacon and sub-deacon. Rev. Dr. Greene was master of ceremonies.

The high altar was dazzling to behold, profusely decorated with choice flowers, including hundreds of Easter lilies, interspersed with beautiful colored lights.

The credit of the decorating belongs to the good nuns of the Presentation Convent, whose artistic display on this occasion has never been equaled. The good ladies were ably assisted in the work by the sacristan, Mr. D. Clatney.

The choir rendered a beautiful programme in faultless style. Still the congregations seemed to be disappointed at the close in not hearing the old, but ever new and always welcome, the Hallelujah Chorus.

Vespers Well Attended

The ringing of the joy bells again at 6.30 p.m. called a large gathering of worshippers to vespers and Benediction, which was given by Rev. Mons. Roche, assisted by Revs. Conway, Sheehan and Greene.

The music and singing of the choir was perfect in every detail; particularly so was the hymn "Tantum Ergo," so beautifully interpreted by Miss Coady.

The Rev. Joseph Pippy, of St. Patrick's Parish, preached a most forceful sermon from the text "Christ Has Risen." Fr. Pippy is fast becoming a fluent preacher, for not since his advent amongst us have we ever heard him to such advantage as we did on last evening.

NICKEL RE-OPENS TO-DAY RECEIPTS FOR DISASTER FUND

The Nickel Theatre re-opens to-day after the Lenten season. The attractions are the greatest offered and the manager is to be complimented on having such a splendid show.

Mr. Walter McCarthy who has made a great name for himself in the States makes his first appearance. His friends are anxious to hear him and will, no doubt, give him a hearty reception.

Miss Etta Gardner will re-appear with a large collection of the latest ragtimes.

Prof. McCarthy at the piano and Joe Ross will furnish the music. The pictures are certain to be bright and attractive.

To-day and to-morrow all the receipts will be given to the Disaster Fund.

BAND OF HOPE

The members of St. Thomas's Band of Hope meets in Canon Wood Hall this afternoon at 4.30.

EASTER MEETING

The annual Easter meeting of the members of St. Thomas's Parish takes place in Canon Wood Hall to-morrow evening at 8, when the accounts will be presented and various committees elected.

"HOME RULE AND WHY."

By request Mr. John L. Slattery will repeat the lecture "Home Rule and Why" shortly for the benefit of Holy Cross Schools. It is certainly worth a repetition.

B. I. S. SUBSCRIPTION.

The subscription list at the B.I.S. Club rooms in aid of the sealing disaster is being generously signed. This added to the \$200 voted from the funds together with the proceeds of the "Home Rule" lecture, should bring the B.I.S. amount up to \$400.

DEATHS

JEANS.—At Warm Springs, Montana, U.S.A., on Sunday, April 12th, Stephen G. Jeans, eldest son of John and Flora Jeans, this city.

Eastertide Services At St. Michael's

Marked a Sentiment of Religious Hope Amidst Prevailing Gloom.

The Queen of Festivals was ushered in amidst great solemnity, the predominating feature being Eucharistic worship.

The altar was draped in festal white and resplendent with beautiful white and gold flowers, symbolic of the joy of the Easter morn.

At the 6.30 and 8 o'clock celebrations a large number gathered at the altar to receive the elements. The celebrant at the former was the priest in charge and the latter the Rev. C. H. Barton. Matins was said at 9.30 a.m.

The chief service of the day was a Missa Cantata, which was preceded by a procession.

Two Celebrants.

The celebrant was the Rev. A. G. C. Stamp, assisted by the Rev. J. Brinton as deacon, the celebrant was the preacher, who spoke at length on the gospel for the day, and made some touching remarks on the recent disaster, during which he announced that a collection will be taken up at the Eucharist and Evensong at next Sunday to argument the disaster fund.

Evensong was sung at 6.30, the preacher being the Rev. Canon Bolt, who gave a touching address on the appearance of the risen Lord to Mary, and drew a great message of consolation to those who like Mary, had lost a loved one, but to whom the great truth of the Resurrection cannot but give great peace of mind.

The procession followed, after which a solemn Te Deum was sung as an act of thanksgiving to Almighty God for the joys of the Holy Easter Message.

B.I.S. Attend R. Ryan's Funeral

The monthly meeting of the T. A. & B. Society which was to take place yesterday was postponed in order to allow the officers to attend as a guard of honor at the funeral of the late Mr. R. Ryan, who was for upwards of 34 years a prominent member, and one who came to the society's guarantee during the winter of the "Crash."

Mr. Ryan was also a member of the Holy Name Society, who attended his funeral in large numbers.

The funeral services at the Cathedral were conducted by Rev. Fr. Conway. Interment at Mount Carmel Cemetery.

Deceased gentleman was a well known figure in shipping circles, and rendered valuable service as the employer of sailors when captains needed them.

C.M.B.C. Lecture By Rev. Brinton

At the C.M.B.C. Sunday the Rev. J. Brinton gave a very interesting lecture on "The Proofs of the Resurrection." The lecture was illustrated by blackboard diagrams which were explained by the lecturer in his usual instructive way.

Mr. Brinton also made a touching reference to the recent sealing disaster. Amongst the crew of the "Southern Cross" there is a member of the Class and it was decided, as a mark of sympathy with the afflicted ones, to abandon the regular conversation usually held at the end of April.

Letters recently received from the late Chairman (Rev. J. Bell) and Secretary (Mr. C. E. Litten) which conveyed their best wishes to the class were also referred to by the Chairman. All the members are pleased to note their continued interest in the work of the Class.

Coaker Engine Meets Approval

A large shipment of Coaker engines arrived to the Trading Co. a few days ago and are being sent out to the owners at nearby settlements.

One of the engines has been set up at the Union premises and can be inspected at any time by Union members.

It is a splendid engine and is likely to become a favorite with fishermen requiring a heavy engine.

A large shipment of engines made by the Fraser Co. of New Glasgow are now due.

Those who have ordered engines should write the Company at once explaining how they should be shipped. An expert has been engaged and is now on duty to instruct buyers and superintend the instalment of engines.

Woman to Essay Atlantic Flight

First to Attempt the Feat is a Famous German Bird Woman.

WILL BUILD HER OWN AIRSHIP

Only Woman in the World Who Conducts a Flying School.

Berlin, March 29.—Mellie Besse, Germany's famous woman aviator, announces her intention of trying for the great honor of being the first air pilot to fly across the Atlantic, for which purpose she is constructing her own hydro-aeroplane.

Mellie Besse is widely known not only as a daring flier and as Germany's only woman aeroplane pilot, but as the only woman in the world who conducts a flying school, of which she herself is the principal and who makes a business of designing and manufacturing flying machines.

Crew Refuse to Stay out Longer

(Continued from page 1) their willingness to go on the ice and secure the seals but the others would not permit them.

Only nine hands beside the officers and engineering department were left to work the ship and as the coal had to be shifted to the bunkers, the steamer was practically helpless.

Officer in Stoke Room.

One of the officers went into the stoke room to assist shovelling coal but he was promptly ordered out or he would have fared badly.

Capt. Winsor remonstrated with the men, told them he was unable to work the ship and if the strikers would not do their duty the ship would have to drift.

Very little headway was made Thursday and Friday morning the captain not wishing to jeopardise the lives of all on board or the ship said he would return to port. This was sufficient for the men and they went at their work again.

Capt. Winsor says that if the trouble had not arisen the Bloodhound would have done well with the seals as the chances were good.

Noble Men All, Were Rescuers

It certainly brings home to one the old traditions of the Britisher, ready to help, aye, even die, to save his fellowman.

This may be seen in the noble work performed by Captain Randall and his gallant men: "No thought of self, only those whose lives were in peril."

I certainly agree with non de plume in his remarks in your daily paper, some recognition should be given Captain Randall and his helpers.

We all know at present that financial aid is badly needed to help the widows and orphans, whose breadwinners are gone, but I think such men as Hon. J. R. Bennett, R. A. Squires and others will find a way to recognize their work.

Recognize, yes by all means, this work should be encouraged. Can we not entertain the privileges of the Royal Humane Society medal.

In conclusion let me not forget Engineer Lumsden and his gallant assistants.

"The man below" who holds the "lever." We must get there in spite of self and destruction to us all; and push they did through barriers of ice. God bless them all.

"Noble men, good men, Englishmen all."

—J. TAPSLEY.

MORWENNA SAILED YESTERDAY

S.S. Morwenna sailed for Halifax yesterday morning where she will fit out for her summer's work. It was the intention to renovate her here but the R. N. Co. are so busy they could not do the work in time.

130,000 Tons Coal in Heap

On the Coal Company's Sydney banking station the store of coal has reached huge dimensions. As will be known to most of Sydney citizens, this station is situated behind the Coke Ovens and on the land between them and the Sydney and Glace Bay electric car line.

The coal is stored there during the winter in readiness for the big demand during the summer for shipments at the Piers and for other channels to be supplied during the busy season.

It is said that the estimated weight of the coal in the "heap" is about one hundred and thirty thousand tons.

ADVERTISE IN THE DAILY MAIL

Easter Opening

VISIT OUR UPPER BUILDING SHOWROOM

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

Easter Hats, Easter Gloves, Easter Neckwear

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FATHERS OF THE PEOPLE

(From Toronto Saturday Night)

Since the Dominion election of 1911 and the Democratic election of 1912 the newspaper of Canada and the United States have contained many references, both serious and jocular, to the plague of office-seekers which afflicted the capitals of the two countries and made life a burden to the unhappy victors.

These politicians in their plight may have believed that their case could not possibly have been worse, but there is one country where representation of the electorate weighs even more onerously upon the successful candidate, and that is in Newfoundland.

Where They Live!

Of the thirty-six elected members of the House of Assembly, all but two or three live in the capital city, St. John's, and the dwellers in the scattered outports not only believe implicitly that it is part of the duty of their local member to interest themselves in their private concerns, but they have a child-like faith in his ability and his willingness to meet any and every demand they make upon him.

If an outport resident has occasion to send a member of his family to the hospital or the asylum at St. John's, he does not think of accompanying the patient. He telegraphs his member, and the latter meets the train, sees the patient safely into the proper institution, makes any necessary arrangements, and in many cases pays the resultant bills.

Help Sell Spits.

If a farmer brings in a load of wood or produce, and cannot dispose of them readily, his member is asked to assist in finding a purchaser, which means in many cases that the member himself buys stuff that he does not need.

The fisherman seeking credit asks his member to vouch for him to the merchant, or if he cannot come to the city himself, has his Parliamentary representative attend to his order for supplies.

Even the Premier, Sir Edward Morris, is not exempt from these impositions; in fact, as he represents a city riding, he is even more accessible to the dependent element among his voters than the members for distant and isolated districts.

Just before the election last fall, Sir Edward was describing some typical experiences to a Canadian friend.

Good-Hearted.

"One of my voters comes to me and says that he thinks he can get a job in the paper mills at Grand Falls," said Sir Edward, "but he has no money. I get a ticket for him. He works two or three days, is discharged for drunkenness or incompetency and then he telegraphs me, 'Are you going to leave me here to starve?' I send him a ticket, and back he comes and hangs around until I get him something to do."

"Many a morning when I go out of the house there's a weeping woman waiting for me. 'Himself,' meaning a shiftless husband, has been arrested for being drunk and disorderly, and won't I go and get him out? So I go to court, put up the best argument I can, and perhaps succeed in getting him off lightly with a five-dollar fine or ten days in jail. 'Well, are ye going to let Michael go to jail and me and the childer want for a miserable fovee dollars?' So I pay the fine, and am the idol of Michael and all his relations—until the next time he gets into trouble, when I have to do it all over again or gain their enmity in the next election."

TALK ON HOUSE FLY

By Prof. W. T. Connell, of Queen's University.

At the meeting of the Queen Street Methodist Epworth League, recently, Dr. W. T. Connell, professor of pathology and bacteriology at Queen's University, gave an illustrated lecture on the house fly.

Dr. Connell began by classifying the various sorts of flies found in houses, niety per cent. of which, he said, could be classed as house flies. These flies, which breed in decaying matter, increase very rapidly, developing from the egg to the full-grown fly in ten days. They are of absolutely no use, as their work of scavenging is much better done in other ways. Their danger lies in the fact that they carry disease germs and filth. It has been proved that a fly which has had access to decaying matter will carry an enormous number of bacteria. Should he happen to light on food, these disease germs are transferred to the consumer of the food. The fly then, as a carrier of germs, should be eradicated.—Toronto News.

RAREST THING POSSIBLE

When Sir Beauchamp was appointed to his first post in India, one of his subordinates who did not know him, tried to find out from a brother officer what sort of a man they would have to deal with. The dialogue went something like this: "Does he play bridge much?" "Not much." "Billiards, maybe?" "Nothing to speak of." "Any good at chess?" "He plays badly." "Does he go in for any outdoor sports?" "At long intervals." "Then what on earth does he do?" asked the bewildered man finally. "The rarest thing possible," snapped the other; "he works."—Pearl.

SKINNING KNIVES.—We have the celebrated Joseph Rodgers & Son Seal Skinning Knives and Steels for sale. GEO. KNOWLING. 312d.

Important Notice!

The Fraser Machine & Motor Co. for the purpose of reorganizing and enlarging their plant, lately went into voluntary liquidation; the organization is now complete, much more capital has been subscribed to meet the growing demands of the business, and this year double as many FRASER engines will be built as last year. There is no other engine so popular in Newfoundland or Canada as the FRASER, and with the new Company we can promise better service and deliveries than in the past, when many had to wait for their engines, as we could not get them from the factory fast enough. All orders now booked we can ship at a moment's notice. FRANKLIN'S AGENCIES, LTD., St. John's, Newfoundland, Agents.—Feb 23

ANGLO-AMERICAN TELEGRAPH Co., Ltd.

A Telegraph Office has been opened at Isle-aux-Morts, District Burgeo and La Poile.

Tariff 20 cents for 10 words, or less, and 2 cents for each additional word. Address and signature free.

R. C. SMITH, General Superintendent.