

THE DAILY MAIL

SUBSCRIPTION RATES.

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

WEATHER REPORT.

Toronto (noon)—Fresh West and South West winds, fair and comparatively mild to-day and Sunday.

VOLUME 1, No. 72.

ST. JOHN'S, NEWFOUNDLAND, SATURAY, APRIL 11, 1914.

PRICE:—1 CENT.

COMMITTEE ORGANISE FOR RELIEF WORK

Held Meeting at Board of Trade and Appoint Officers and Committees.

WILL ORGANISE WORK IN THE OUTPORTS.

And Made a Big Effort to Relieve All Families of Victims Possible.

On Thursday afternoon, Sir William Horwood, administrator, called together the Committee nominated to devise ways and means of putting into effect the resolution adopted at the General Meeting of Citizens held at the Court House on Tuesday last to deal with the question of providing relief for the bereaved by the recent terrible sealing tragedy.

The meeting on Thursday took place at the Board of Trade Rooms and was largely attended.

After Sir William Horwood had explained the reason for calling together the members of the Committee immediately after their nomination, the Acting Premier, Hon. J. R. Bennett, moved that the Administrator be appointed Honorary Chairman, declaring his belief that to have Sir W. Horwood's name figuring in this official capacity would be to inspire the highest confidence in the Relief Fund both at home and abroad.

The sentiment of the meeting was in favor of this move and on motion being seconded by Hon. John Harris, it was carried by an unanimous vote of those present.

Officers of Committee

Hon. John Harris was elected Chairman of the Committee and was called to the Chair by the Administrator, and thereafter asked Hon. J. A. Robinson to act as Secretary of the meeting.

There was considerable discussion as to whether the duties of Secretary and Treasurer of the Committee should be undertaken by one man, many of the members present expressing the opinion that it would be better to have the office of Treasurer independent from that of Secretary.

After some discussion it was decided to combine the offices and Hon. J. R. Bennett moved the appointment of Hon. R. Watson, Cashier of the Savings Bank, assuring the meeting that Mr. Watson had signified his willingness to act in this or any other official capacity to which the Committee might elect him. Mr. Watson was then unanimously elected Secretary-Treasurer of the Committee.

Executive Committee

Considerable discussion took place as to the nomination of an Executive Committee.

The Administrator warned the meeting that great care should be exercised in this matter. It was particularly desirable that Executive members should be gentlemen of some ex-

New York Pledges At Least \$10,000

New York, April 9.—At last night's meeting at New York, \$5,000 was pledged, and arrangements made for raising at least \$10,000 for the relief fund.

Mayor Ellis was chairman, and over 200 Newfoundlanders were present.

perience in this kind of work.

Finally, on motion of Mr. J. S. Munn, President of the Board of Trade, it was decided to have the Executive consist of the officers of the Committee with seven members added thereto.

It was also decided to have the nomination of the extra-official members of the Executive to the Administrator.

These nominations which took place later in the evening, consisted of A. W. Piccott, Minister of Marine and Fisheries; Hon. R. A. Squires, Minister of Justice; Hon. George Knowling, Mayor Ellis, President J. S. Munn, J. C. Hepburn and Hon. J. A. Robinson.

Work of Collection

In the general discussion as to the most effective means of carrying on the work of collection, it was suggested that the city be divided into ten wards, with a supervisor to superintend operations in each.

The Administrator emphasized the need of making a thorough canvass of the various outports, where, he said, the bulk of the country's wealth was now to be found. He felt sure that an appeal to residents of our numerous outports would meet with a ready and generous response.

The Minister of Agriculture referred to the work of collecting for the "Little Jap" Fund, and thought something of the same kind should be done in this case. The school children should be interested in the work and the various Lodges and Societies throughout the country should be asked to open subscription lists.

These suggestions were finally embodied in the form of a motion, proposed by Sir William Horwood, seconded by Hon. S. D. Blandford and unanimously assented to by the meeting.

Mr. E. M. Jackman urged concerted action by all the Churches, and that the heads of the various religious bodies be waited on with a view to having a special Sunday set apart for collections for the fund. Hon. Mr. Harris pointed out that this idea had been acted on before, though it had been found impracticable to arrange for the same day in each place.

At the close of the meeting cheques for the following generous amounts as contributions to the Relief Fund were handed in to the Chairman:

- Job Bros. & Co., Ltd. . . . \$1,000
- Bowring Bros., Ltd. . . . 1,000
- Harvey & Co., Ltd. and A. J. Harvey & Co., joint subscription 2,000

Story of Fateful Voyage Which Cost this Country Four Score of Her Sons

Wireless Operator of Stephano Describes Trip and Scenes After the Tragedy.

FERIBLE SCENES ON ICE DURING WORK OF RESCUE.

Heroic Work Performed on Behalf of the Living and the Dead.—Heart-breaking Task.

The terrible tragedy of the past few days has evidently cast a gloom over the whole Island, discovered by Cabot, and named Newfoundland; if not the whole world. Certain it is, that the people of my own country (the U.S.A.) are in deep sympathy for there are many Newfoundlanders throughout the "States" from Boston to Seattle.

Strange, too, that this calamity should be wove around a ship which has the same name as the Island. The steamer Newfoundland in command of Captain Wess Keane, a young active man of perhaps twenty-eight, left St. John's for the icefields to take part in the annual spring sealing expedition a few days before the "Steel Fleet" which later sailed on the 13th of March, according to agreement among the several corporations engaged in the manufacture of seal oil and other products derived from this aquatic animal.

Little did anyone think of the sad event that was to occur in less than a month from their departure.

Written On Board

I am writing this account on board the Stephano, one of "Bowring Bros. ships, (the largest of the Steel Fleet), starting it on April fourth, two days after the discovery of the news, that of the Newfoundland crew, over one hundred men had been exposed to the terrific blizzard which commenced the afternoon of March 31st and continued through most of April first.

In proceeding North from St. John's the steel ships including the Bellaventure, Nascope, Beothic, Florizel, Adventure, Bonaventure and ourselves were together practically all the time.

We came across the Newfoundland a few miles Northeast of Fogo Island on the 14th of March in the afternoon and made way for him to a patch of hoods. We "burned down" that evening some distance to the North of the Newfoundland believing she would easily locate these hoods and stay there until Monday and secure a load, but evidently there was some difficulty in her getting to them or else the centre of the patch could not be located for it was afterward learned that only about 250 hoods had been taken.

The "steel fleet" proceeded North as Sir Joseph Outerbridge . . . 500 city as ushers, were most zealous in the performance of their duties.

Predicts Clash Or Conference

London, April 9.—Donald McMaster M.P., says that affairs "are either coming to a conference or a clash." The papers were coming to the conclusion that this was a problem the Irish must solve themselves.

In the case of the Overseas Dominions they worked out their own schemes and problems, and all the Imperial Parliament did, was to register them. McMaster was emphatic against compromise after Home Rule; and demanded an election to precede it.

He also stated that there was no signs of such.

far as Belle Isle whence on the 18th of March the first patch of white-coats were struck within eight miles of the land at Belle Isle. From this we worked South, some times to the East and other times to the West, covering all the ground possible. At times most of the fleet were together, at other times scattered but we, on the Stephano, seldom lost sight of all the ships at one time.

We worked pretty well to the South, striking small patches of seals which seemed to be very much scattered, in bunches, which were seldom more than a mile in length. This kept on for quite a few days until we worked Southeast and passed the Funnis. Shortly after this we again sighted the Newfoundland.

The Florizel worked over toward him and wireless us that Capt. Wess had not been able to secure many hoods but that the young harps of the so-called Southern party lay to the Southwest in which direction we proceeded. This was on March 30th.

The Bonaventure steamed into the Western end of the patch of young harps that Capt. Wess reported, and late in the afternoon Captain Parsons turned his ship around, having wireless "only scattered seals" and "proceeding for hood."

Ran Into Young Harps

Captain Abraham Keane kept going to the Southwest though, and at 4.30 p.m. we ran into the young harps. The Bonaventure turned again and made for us. The Florizel was wireless and she also made for us. We "burned down" that evening, having taken about 500 seals aboard.

The next day, the 31st of March, we put all our men out panning seals and swung the ship around to begin picking up our pans. At 11 a.m. we had all our yesterday's seals aboard, numbering nearly 2,000.

At 10 a.m. we steamed alongside of the Newfoundland's men and took them aboard for dinner. The New-

foundland was then about five miles from us. At 11.45 a.m. the ill-fated crew finished their repast, such as it was, having been carried several miles nearer their ship (according to my Captain), were let down on the ice again, close to a patch of seals. One man fell from the rail all the way down to the slob-ice near the ship's side and to give an idea of the lightness of the ice.

INTERESTING DESCRIPTION OF GENERAL CONDITIONS.

Impressions Made by Sight and Sounds of a Big Body of Whitecoats.

March 18th.—Grand March morning. Left St. John's at 8 a.m., being fourth ship to pass narrows. Passed Baccalieu Island at 10.30 a.m., being first ship. Ice gradually becoming closer and heavier. Made good progress. All steel ships in sight at night fall. Adventure last, about 10 miles from us. All foremost ships—Stephano, Bellaventure, Florizel, Beothic and ourselves all together. Steamed half speed, as many large pieces of ice amongst the floe; considered too dangerous to proceed. Spent night about 30 miles off Cape Frels. Stephano and Nascope led whole day. Both splendid ships for forcing through close packed panniced ice. Cr. v. preparing gaffs and hauling ropes.

Passed several foxy bedlamer seals on ice. Very quiet. Saw snook two wooden steamers in afternoon, both well in on the land and must find ice close packed.

Ice Heavy

March 14th.—Ships began to move at daylight. Ice heavy and close; here and there streaks of water which two ships availed of. Stephano leading, with us very close after most of the day. The Nascope forged ahead two or three times and took the lead. At mid-day heaving ice was loose at Fogo. Ships headed for the land, and all the steel ships with the Newfoundland congregated about 10 miles off Fogo, all laying side by side. We took snap shot of the view.

Seeing no chance of getting North inside all resolved to force through Eastern. The Bloodhound was left at Shoal Bay where she probably laid up hoping the ice would pass out and leave clear water on the inside. The Sagona and Eagle were at Baccalieu Island, but the whole of Green Bay was a solid field of ice; not even a crack. The Newfoundland followed the steel ships as near as possible, but soon got far behind.

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(Continued on page 3)

Halifax Council Votes a Thousand

Halifax, April 9.—At a meeting of the City Council and Board of Control last night, a resolution of sympathy for those bereaved by the sealing disaster was passed and \$1000 voted to the relief fund.

Rank Or File To Take a Hand

London, April 10.—With the political calm of the Easter holidays comes the possibility that private members on both sides will take the law into their own hands, if the front benches fail to settle the Ulster problem.

Take the party whip off, and settle the controversy on the basis of a federal scheme, is the new cry.

Pray For Peace In Ireland

London, April 9.—The heads of both the Established and Free Churches are making special appeals to the people to pray during the Easter season for a peaceful solution of the Irish problem.

Indian Planter Swallowed by Snake

Lucknow, April 10.—The mystery of the disappearance of a molasses dealer of Ragnur was cleared up when a huge python was killed in the neighboring jungle.

The body was found inside a 21 foot snake, which probably crept on him as he slept.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

About 4 p.m., land out of sight, we passed through quite a few hoods, as we also did earlier in the day before making in for the land. The body of hoods would now probably be about 40 miles N. E. of Fogo Islands. Some of the hoods had not pupped, although many families were passed. The hoods commenced to pup this year about the 12th and the pupping would extend to about the 17th.

We passed one white coat about 8 a.m., about 40 miles W.E. of Cape Fogo. The little chap was quite lively and we knocked him into the water in forcing through. He soon managed to mount the ice.

At night-fall all the steel ships were in two groups. One group about five miles Eastern of us, consisting of the Florizel, Bonaventure and Adventure; the other group consisted of Stephano, Newfoundland, Beothic and Bellaventure. The four ships lying within the radius of one hundred yards; the Stephano about thirty feet from us. The appearance was more like a town than the Arctic Atlantic, as all the ships were brilliantly lighted.

(Continued on page 5.)

CONTRIBUTIONS STILL CONTINUE TO RELIEF FUND

Universal and Practical Sympathy Over the Terrible Sealing Tragedy.

WHOLE BRITISH EMPIRE EAGER TO HELP SUFFERERS.

Ready Response to Appeals Made Through The Times and Other Papers.

Messages of sympathy and offers of aid for families of the victims of the "Newfoundland" tragedy continue to pour in to the various Government departments and to private citizens. There is almost universal grief over the frightful disaster and everything possible in the way of solace and help is being done.

Colonial Secretary Harcourt writes: "Newfoundland Sealing Disaster Fund, London, First list was published in London Times, April 9th, and amounts to £2,423. 0. 6d. Includes donation from H. M. The King £100, from H. M. The Queen £50. Their letters have been published. H. M. The King writes: "This donation is accompanied by His Majesty's sincere and heartfelt sympathy for all those who are in sorrow and affliction owing to this awful catastrophe."

H. M. The Queen writes: "The Queen desires to express her sympathy with the wives and families of the poor fishermen who lost their lives in such a sad and tragic manner."

Large Donations.

Other large donations are Anglo-Nfld. Development Co., £1,000, James Buchanan & Co., £500, 100 guineas or pounds from Walter Davidson, C. T. Bowring, Konig Brothers, Viscount Hambleton, Glyn Mills, Currie & Co.

Subscriptions have been received among many others, from Sir Edward Morris, Doctor Grenfell, Sir Thomas Esmonde, Sir Henry Blake, Donald Matthews, Commander Atlay.

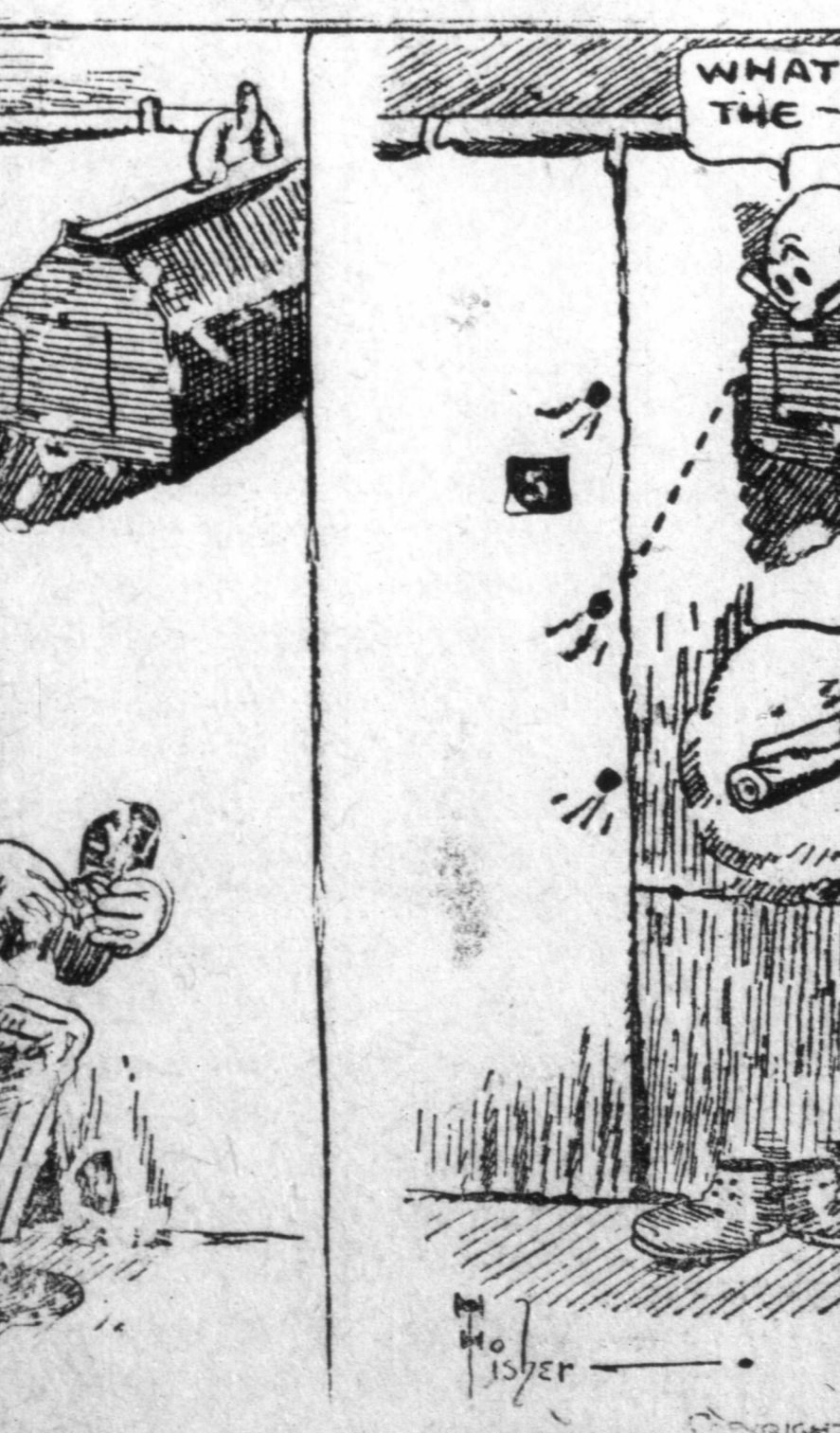
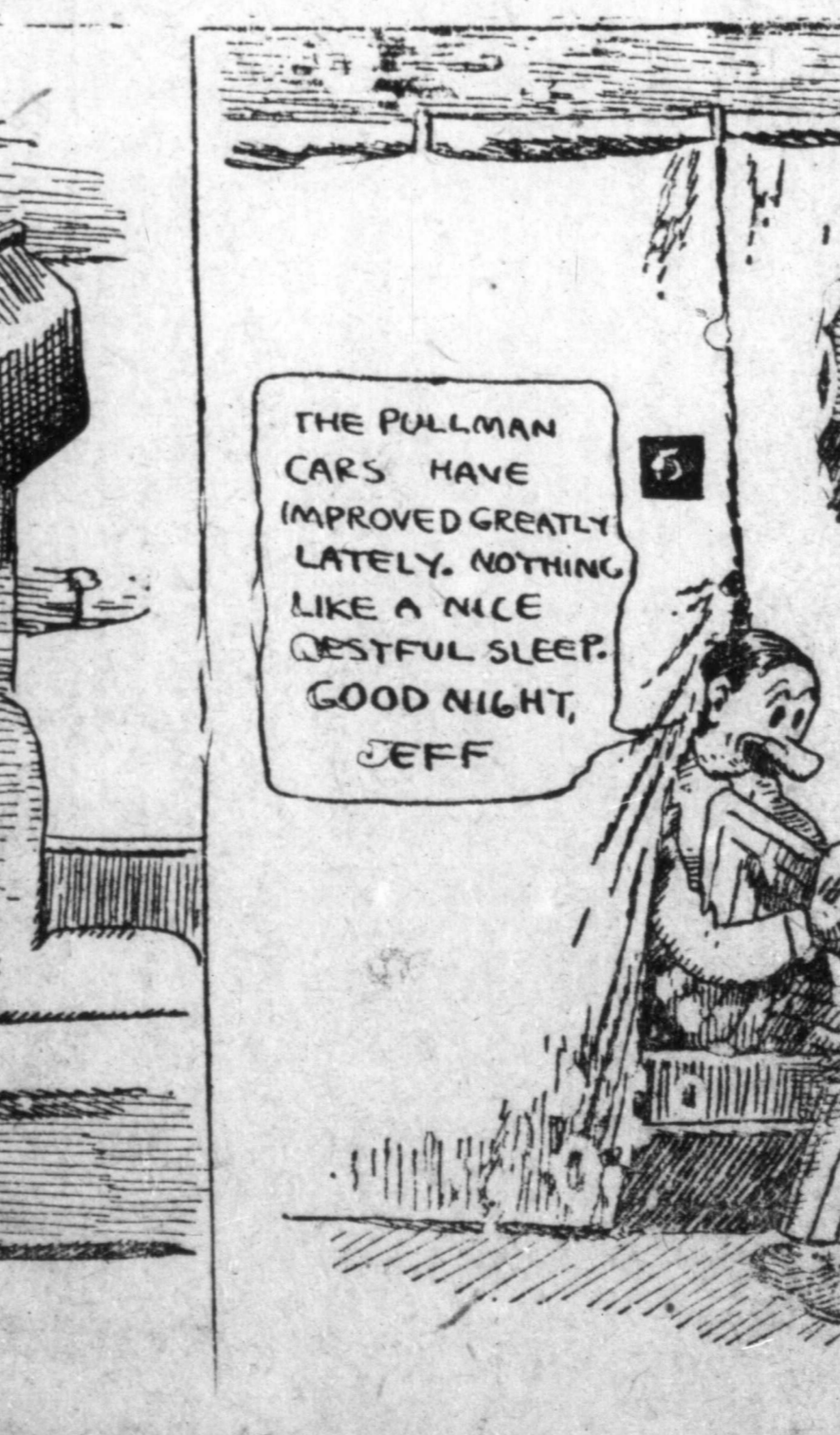
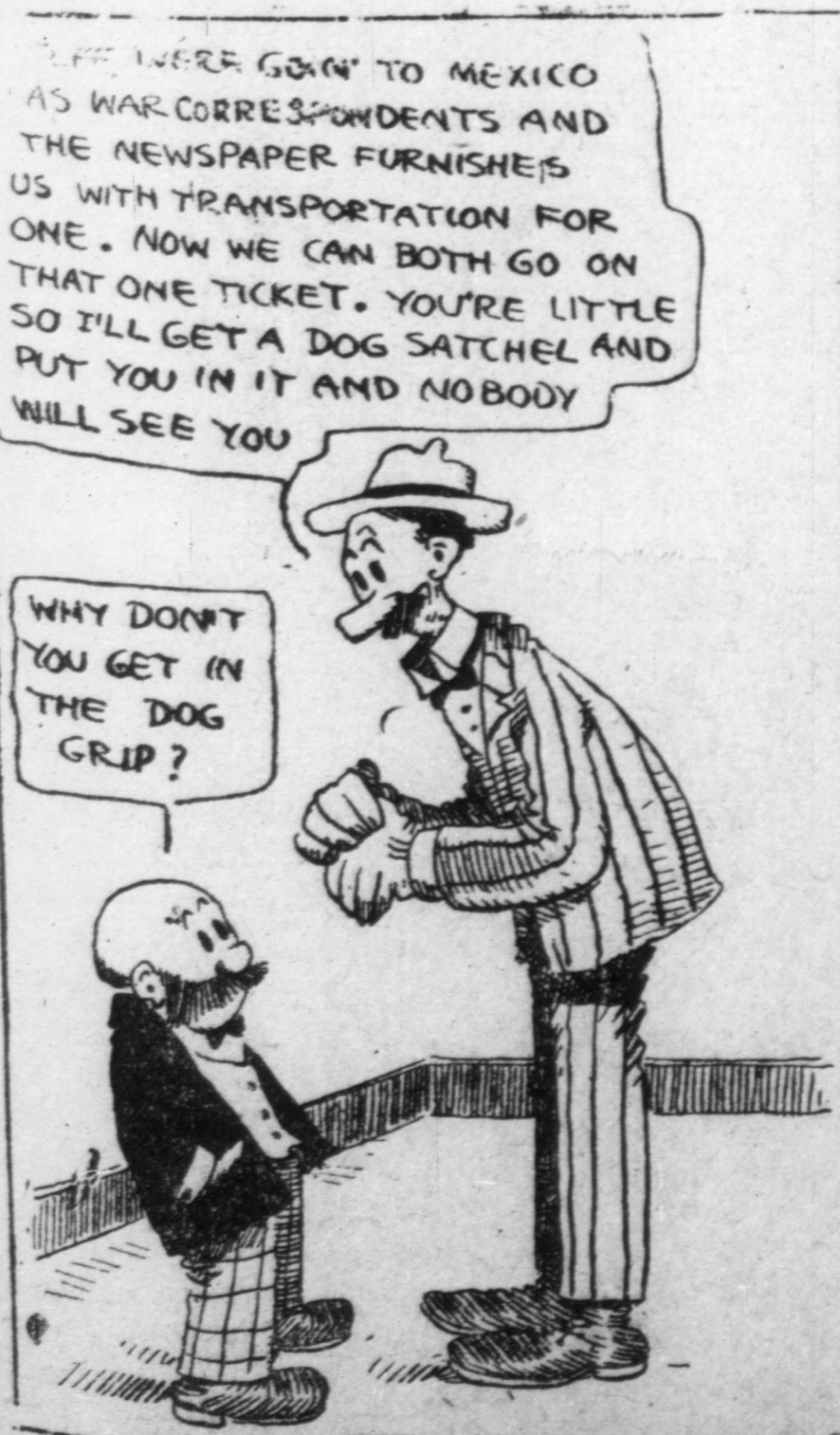
Remittances to Committee in St. John's will commence after the Easter holidays. The Fund is being supported strongly in The Times, Daily Mail, and Evening News in particular, and widespread general sympathy is manifest.

Liverpool has undertaken a separate fund. Second list to be acknowledged in The Times of to-morrow is £800. Largest contributions are from Albert Reed, Rothschild, Spiers, Groves, £100 each.

HARCOURT'S Newfoundlanders Abroad In a communication to President J. S. Munn, Mr. E. St. John Howley, Secretary of the Newfoundland Society of New York, states that at a meeting held on April 10, the members voted \$2000 toward the Relief Fund. Their message of sympathy which was cabled, read as follows: (Continued on page 4.)

Jeff Came Out Second Best As Usual

by "Bud" Fisher.



KNOWLING'S Grocery Departments,

East, West and Central Stores.

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

PEARL BARLEY 5c. lb.
LIMA BEANS, genuine 9c. lb.
CREAM OF WHEAT 20c. pkt.

Colman's CORN FLOUR, 14c. lb.
Clement's CORN FLOUR, 9c. lb.
WHEATINA 20c. pkt.

American Cube Sugar, 4 cts. per lb.

NEAVE'S FOOD 29c. tin.
ALLENBURY'S FOOD
Nos. 1 & 2 53c. tin.
GRAPE NUTS 15c. pkt.
IRISH WHOLE MEAL
FLOUR 50c. stone.

ALLENBURY'S FOOD,
No. 3 32c. tin.
BENGER'S FOOD 45c. tin.
MACARONI 1 lb. cartons, 11c. ea.
English PASTRY FLOUR,
47c. stone.

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

Huntley & Palmer's
FANCY LUNCH BISCUITS
16c. lb.
CLEANED CURRANTS, in car-
tons 7c. lb.
ASSORTED JAMS, in tumbled
. 14c. ea.
ROLLED OATS, finest Canadi-
an 3 1/2c. lb.

Huntley & Palmer's
THIN LUNCH BISCUITS,
17c. lb.
CREAM OF TARTAR finest pos-
sible quality, 98 per cent,
test 37c. lb.
MARMALADE, in tumbled,
9c. ea.
OATMEAL, Canadian, 3 1/2c. lb.

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

Geo. Knowling.

mar. 30.61. eod.

A DAUGHTER OF THE STORM!

BY CAPT. FRANK H. SHAW.

CHAPTER XIII.

The Sequel to the Great Idea.

(Continued)

But she was awake, and further sleep would not come. Once when she dozed restlessly the fresh-water pump almost above her head began to thump spasmodically, and she knew that a drunken sailor was striving to quench his unappeasable thirst. Then—she stiffened suddenly—she heard her father's voice:

"They're not much of a crowd, Steadman, but I suppose they're the best we can get. Yes, turn them out at five. We'll cast off at half-past, and get into the river as soon as the gates open. No need to waste time now. Hello! who's this? What! You, Rhys?"

Aileen stifled a mad desire to scream. What if the sailor were about to play her false? Could it be that he merely taken a hand in her stowing away that he might later proclaim her illicit presence below? She gripped

her fingers into her palms until the pain was almost unbearable, listening with all her ears.

"But I thought you'd given up deep water, Rhys?" she heard her father say. "Want to sign on for the trip?"

Well, it depends. I'd rather have you than a younger man; only the crew's made up. Why didn't you come forward before?"

"I only felt to-night that I'd have to go," rumbled Rhys. "It was seen't th' old craft gettin' ready, sir."

Aileen understood in a swift flash of comprehension. The faithful old salt had decided to submit to the discomforts of the sea, which are very great discomforts to an old man, in order that he might be at hand to serve her. A glow of rich happiness suffused her frame. Oh! yes, she had chosen well. Where, ashore, could she have found such faithful allegiance?

"If any of the crew don't turn up, you'll get the berth, Rhys," said Curzon, and it seemed to Aileen that his voice expressed relief.

She heard the sailor stomp away, growling thanks; heard her father and Steadman walk along the deck to the cabin. Someone else was with them.

Out of the depths of her memory she knew it was the ship chandler; and the shipping agent would be along anon, to sign on pier-head jumpers, if needs were, to make up any deficiency in the crew, as it might well happen that one or more would shirk the voyage at the last moment.

Then the silence fell again more profoundly than ever. It began to grow cold. Aileen rolled herself in the blanket, nibbled at a bar of chocolate, and composed herself to sleep.

This time the heater did wait upon her, and it was not until the tread of numerous feet over head dinned on her ears that she awakened. She looked about her in wonder; she had dreamt that Miss Selina was sentencing her to three days' solitary confinement for "conduct unbecoming a lady!" Ropes were falling on the deck above her, the entire world about her was reeling and rocking. Where was she? Ah! the shriek of a steam whistle set her mind at rest. The tugs were alongside—that was the

Geo. Knowling

Has just received ex S. S. "Englepoint" another shipment of

Seville Orange Pulp

For making the finest quality Seville Orange Marmalade at a cost of under 5c. per lb.

5 1-2 lb. Tins, 30c. tin.

11 lb. Tins, 55c. tin.

Geo. Knowling

apr. 11. 31. eod.

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 deliverables 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 28

reason of the awful upheaval, the ship was casting off her moorings—she was outward bound. Thenceforward she tried no longer to sleep, although the hold was still as dark as the grave. She sat up, her ears drinking in the good familiar sounds, her every faculty on the alert.

"They've thrown off the mooring chains," she said, hugging herself in. There goes the tug for the rope. Why—no, it can't be true—we're moving!"

The lapping splash of water outside had taken on a new note. It was more of a rush, a smooth fretting. Undoubtedly the ship was under way at long last.

Meanwhile, up on deck, there was much clumsy activity. The crew, not yet half sober, were reeling from rope to rope, getting in one another's way with stupid unconcern, falling here, rushing heedlessly there, now flung to one side by the impatient mate, now subjected to a heavy kick or a crushing blow from the "bucko" second mate, who himself was half-drunk.

But gradually order reduced itself out of chaos, the moorings were cast off, the tow-rope passed ahead, the two hauling lines paid out astern to the steering tug, and the Zoroaster began to glide away from the wharf.

There was no picturesque display at this sailing; no waving of tear-wet handkerchiefs, no hearty cheers. It was black night, the sailors' light loves had forgotten them—had, maybe, already filed the blank caused by their absence. The crews of sailing vessels are seldom married; no one cares a straw whether they go or

whether they return. They are the prey of sundry sharpers and painted harpies, who rook them of their hard-earned dollars, and then turn them out to starve, if no work chances their way.

It was just as the Zoroaster passed between the pier heads that Steadman, who had stumped aft, pointed to a dimming figure on the quay.

"That looks like a telegraph boy," he said. "Shouldn't wonder if he'd got a message for this ship." Curzon laughed. He was sniffing the rank smell of the tide river, and had no room in his heart for sombre reflections. Presently, in the tropics, he would turn his thoughts homeward, to Aileen, snugly in her bed at the comfortable school; but not just yet. The ship demanded his care. He scanned the breaking day with pursed lips, scenting fog in the channel.

"Well, he's too late, anyway," he said briskly, referring to the telegraph messenger. "Anyhow, telegrams are all a dashed nuisance."

It may be that if he had got that brick-red envelope he would have felt great unrest of soul. It was from the Misses Learoyd, telling him that Aileen had unaccountably disappeared.

"Steady your helm, Rhys," he said happily. The old sailor passed the spokes through his fingers and grinned vacuously. His wish had come

through. A drunken Dutchman had taken his clothes-bag and skipped ashore an hour before sailing, and Rhys had secured the vacant berth.

Streaks of daylight crept down the open ventilator and revealed to Aileen her surroundings. She felt hungry, the keen sea air was already blowing up the river. As soon as her eyes would serve, she drew out materials for a breakfast, and made a meal. It was grotesque, improperly served; but she was beyond such trifles. A glad sense of freedom impregnated her soul. She wanted to sing—nay, as the men above growled forth a hoarse-voiced chanty she piped a stave or two herself. These were her brothers, their songs were hers.

That first day passed in a whirl of delight. It was good to hear old Steadman's voice volleying along the decks, to hear the grating "Aye, aye, sir," that followed, to listen to the straining creak of the uplifted topsail-yards as the ship left the estuary and flung her impetuous bow to the south. Not until the Downs were passed would the tug cast off, Aileen knew; but, meanwhile, the ship was afloat in deep water, and the world was a glad, good world, one worth living in.

Before night settled down, she set to work to make herself comfortable. She might be compelled to spend a week down there in the darkness, supposing the wind went ahead, and the ship had to beat her slow way down

POST CARDS!

NEWFOUNDLAND VIEWS—
Black and White 40c. hundred, 6c. dozen.

GLAZED PHOTO—
Sealing Industry, 30c. doz.
Comic Picture Cards, 10c, 15c and 18c. doz.
Art Views, 13c. doz. up.

EASTER POST CARDS—
A fine variety in Lithochrome.
Hand Painted and Silk Embroidered, 15c, 25c, 40c, and 65c. doz.
Birthday Post Cards, 15c. and 20c. doz.

VISITING CARDS—
8c, 10c, 12c and 16c per packet.
Envelopes to suit 20c. packet, in Swiss Lawn Finish.

GEO. KNOWLING,
STATIONERY DEPARTMENT

AN UNEQUALLED RECORD.

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

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TO-DAY'S LOCAL NEWS.

MORWENNA IN PORT

S.S. Morwenna, Capt. Luke Holmes, arrived at noon yesterday from New York, via Halifax.

From the latter port she had fog nearly all the way here. She brought a full cargo and the following passengers—From New York: Capt. Smith, R. Birkham, M. Maloney, Thos. Carow, J. P. Shea, P. Wagnan, D. Bartlett, Ed. Roberts, Mrs. J. Cassidy and child, Miss M. Morley, C. Warren. From Halifax: Miss K. Wade, E. Margonate, Miss B. Margonate, Miss Annie Burke, Jno. Wade, Jno. H. Dunn, Geo. Scaplin, D. Varden, J. J. Hodge, Miss M. Hodge, L. A. Hand, Chas. and Mrs. Hinman, J. Hinman, Mr. King, A. McLean, B. Whitney, W. Ross, J. L. Scott, C. Cook and T. Dickson.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

TWO MEN BECOME INSANE

William Ross, of Brooklyn, New York, who arrived by the Morwenna yesterday, as a steward for the Florizel, attempted suicide Wednesday night by cutting his throat with a razor.

He had been acting strangely and Chief Steward Lintop had him removed to his room and watched. The man asked to go to the lavatory and while there cut himself. His injuries are not serious.

Yesterday he was attended by Dr. Campbell who ordered him to the Asylum.

John Cochran, of St. Mary's, a fisherman of the schr. Metamora at the dock premises, became insane yesterday and thought the crew were going to hang him.

Dr. Campbell was called and ordered him to the insane asylum.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

S.S. Adventure leaves next week for Philadelphia to load coal.

Steamers Bellaventure and Bonaventure will go on deck for repairs and renovation as soon as possible.

A.I.C. CURES YOUNG AND OLD.

A Mother Tells the Story of How it Cured Her Life.

Shearstown, March 13, 1914.

My baby has been ill ever since he was born. He could not eat anything for twelve months only what he sucked through the nurse bottle. I tried almost every remedy to get him to eat but it all failed to do him any good.

I heard of A.I.C. and I purchased one bottle and it has done him a power of good. I recommend this great remedy to any mother who has a delicate baby.

It is almost a miracle, what it has done for my baby.

MRS. SAMUEL MERCER,
Shearstown.

Sold by—
C. P. Egan, St. John's.
Soper & Moore, St. John's.
John J. Healey, St. John's.
Aaron Smith & Sons, Elliott's Cove, T.B.
Victor Martin, Catalina.
T. W. Lawrence, Bonavista.
Arthur Ledrou, Broad Cove.
A. S. Crocker, Trinity.
Fred Butler, Kelligrews.
John Lockyer, Bay de Verde.
James Snelgrove, Grate's Cove.
Wm. Geo. Howell, Old Perlican.
C. E. Russell, Bay Roberts.
E. Bennett, Bell Island.
E. E. Parsons, Harbor Grace.
W. H. Soper, Carbonar.
John A. LeDrew, Cupids.
Geo. Dave, Pore de Grave.

S.A. MEMORIAL SERVICE

A special memorial service will be conducted in the No. 1 S. A. Citadel to-morrow evening. A special collection will be taken up on behalf of the Disaster Fund.

The Adjutant is expecting that all soldiers and friends will come prepared to give liberally towards this fund.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

RAPPANNOCK HERE

S.S. Rappahannock, Capt. Hanks, 12 days from London, arrived at 7 last evening. She brought 1000 tons cargo and 27 bags and 30 baskets mail matter. There are 3 passengers: in transit. She sails again Monday evening.

THERE ARE PLENTY OF GOOD SEATS AT THE ATLANTIC BOOK-STORE FOR "PEPITA."

Mrs. Brown, of the Roperwalk Range was taken to the General Hospital yesterday for operation.

The ambulance became "bogged" several times before reaching her home, and a gang of men had to pull it with ropes.

Mrs. Brown was in the hospital last year

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

"THE CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

KNOWLING'S Household Requisites In Enamel and Tinware, etc.

Enamelled Jugs	25c, 30c, 37c, 47c.
Enamelled Ewers	50c, 60c, 70c, 81.15.
Enamelled Basins	16c, 18c, 20c, 25c, 27c, 30c, 33c.
Enamelled Covered Jugs	30c, 35c, 40c, 50c, 60c.
Enamelled Coffee Jugs	85c, 1.00, 1.15.
Enamelled Tea Pot	50c, 55c, 60c, 65c.
Enamelled Colanders	37c, 55c.
Enamelled Oval Dish Washers	55c, 70c, 95c, 1.25.
Enamelled Covered Pails	\$1.10, \$1.20, \$1.50, \$1.60.
Enamelled Pie Dishes	14c, 16c, 20c, 26c, 35c, 55c.
Enamelled Sauce Pans, 28c, 33c, 37c, 45c, 55c, 65c, 75c, 90c.	
Enamelled Baking Dishes	40c, 45c, 50c, 60c, 70c.
Enamelled Meat Dishes	25c, 30c, 38c, 50c.
Enamelled Porridge Sauce Pans	80c, 90c, 1.00.
Enamelled Pudding Bowls	35c, 45c, 55c.
Enamelled Butter Dishes	60c.
Enamelled Lading Cans	25c.
Enamelled Egg Poachers	60c.
Cold Handle Pokers	7c.
Stove Cover Lifters	6c.
Bread Tins	7c, 11c, each.
Egg Slices	35c, 50c, 60c.
Pie Pans	3c, and 5c, each.
Tin Dippers	7c, 9c, and 10c, each.
Patty Pans	8c, 11c, 18c, each.
Nutmeg Graters	3c, 9c, 11c, each.

Geo. Knowling.

the Channel. Not until the pilot boat was leagues away dared she reveal herself to her father, and the pilot would certainly not leave the ship until she had the open sea before her bow.

She placed her provisions in a neat pile beside her, drank a little water, and corked the bottle again carefully. Then, after saying her prayers, and because she was unwontedly sleepy—the keen air had done that—she curled up in her blankets and slept peacefully all through the night. Nothing disturbed her—rats scampered merrily in and about the cases, nibbled tentatively at the store of food she had laid out. She slept like the dead—slept so hard that she never felt a sudden heavy lurch, never heard the sliding rush of her provisions as they took charge across the cases and disappeared. She never heard the crash of breaking glass as bottle after bottle surged merrily to leeward and came to grief against the iron-bound corners of sundry great boxes. She was deeply asleep, dreaming of the old glad life.

It was a morning lilt that awoke her eventually. She sat up, rubbing her sleep-filled eyes.

"Fog-horn," she said authoritatively. "Don't I know that dear old boot-or!" Then, on the heels of the revelation came perturbation. Fog meant delay—delay of weeks, maybe. Well, what did that matter? Sooner or later the fog would lift, and the Zoroaster would turn her broad stern to the green Channel waters, head for the south, be her own good self again. Aileen settled down afresh to finish her interrupted sleep, and above her head the fog-horn blared monotonously.

It was sheer hunger that awakened her eventually. She sat on, set to work methodically, but the yellow twilight revealed to her a blank hold. Where were her provisions? She scrambled to her feet, and bent her head. A greasy track along the top of a box showed where her slab of tinned beef had slid away. She followed the trail like a dog, and saw it disappear over the edge of a tier of barrels. She thrust her arm downwards—could find nothing but space. Then she set to work to reckon up her loss.

(To be continued)

EVERYBODY TREATED ALIKE—

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

"The Daily Mail" Pattern Service.



FOR ALL WOOL CHALLIE

A good design for bordered material is shown in the model above. The original was an all-wool challie with cream ground liberally sprinkled with small brown dots. In the border the dots are much increased in size and the ground color is a deeper cream. The rolling collar is of white tulle with vest fold of lace. The girlie is of brown satin, a butterfly bow finishing it at the front. A jaunty shape covered with brown satin and trimmed with self-tone maline completes the costume.

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 CADET" ON SALE TO-DAY AND ON SATURDAY. PRICE 10 CENTS.

STORY OF FATEFUL VOYAGE WHICH COST THIS COUNTRY FOUR SCORE OF HER SONS

(Continued from page 1) headiness of those brave men who were to shortly meet a terrible doom...

of April, seeing an ensign on the forward mast of the Newfoundland, we sent two men out to her and advised them to fly two flags if any assistance was needed.

The Doctor's Log. Our Doctor recorded in his log: The Newfoundland men had a hard time getting aboard their steamer when night fall set in.

Saw Nine Men. They said he had seen nine men walking toward the Newfoundland this (Thursday) morning.

Flashed News to Fogo. I sent the news to the operator at Fogo about 10.20 a.m. At 10.30 a.m. the Bellevalente wireless: "Men coming toward ship leading others. Men on board now report 50 or 60 dead on ice near us."

Alongside in Morning. We didn't arrive alongside the Newfoundland until about 7 a.m. the next morning. The Bellevalente arrived about 10 a.m. The Bellevalente then

At 11.35 a.m. the Bellevalente reported: "26 survivors on board, fear at least 40 dead. Ice tight; hard work getting to men. Three men on ice too weak to be moved."

Our position at noon was 48.28 N., 52.17 W. The ice continued very tight and made progress toward the men tediously slow and very difficult.

reported 35 living and 58 dead. I walked over to the Bellevalente and the fore hatch was piled up three and four deep with bodies, 58 in all.

The Florizel next reported having picked up nine bodies. This gave a total of 47 alive, counting the ten that reached the Newfoundland the morning before, and 69 dead, out of 124 men that went out from their ship to this terrible fate.

After calling the roll on the Newfoundland and comparing notes I sent a 442 word message to St. John's, giving names of the survivors and a full account of the calamity.

his life was from the time he saw the seal until it was killed. The interval he said could not have been more than a minute. He and his party immediately set to and ate the raw flesh and Tuff said that it was the sweetest morsel of food he ever tasted.

Another incident where a boy and his father were chumming along and his father gave out; the boy was found frozen in his father's arms.

"ARMADA" Is the Best CEYLON TEA that can be bought, and is only procurable at two seasons in the year. In 1lb. Tins From All Grocers.

For the Lenten Season 100 bbls. Pickled Trout 150 Cases Salmon Job's Stores, Ltd. Grocery Department.

MADRAS MUSLINS. This lot contains 8 pieces altogether, pretty half blind muslins with frilled border and loops. Casement Muslins and Curtain Muslins with frilled border. Madras washes well. Values up to 30c. Saturday and Monday. 19c.

WOMEN'S ASSORTED HOSIERY, 18c. 25 dozen in this lot, assorted makes, plain and ribbed. About 6 dozen of fleeced hose in the lot. This is a special clearing line. Reg. to 22c. Saturday & Monday. 18c.

MEN'S BLACK CASHMERE HOSE, 29c. This is a limited quantity only, about 7 dozen in all. A nice weight Spring Sock fast black, not too fine but just the correct weight for present wear. Regular 35c. Saturday & Monday. 29c.

James Baird LIMITED. OWING to Friday being a general holiday, our Sale this week will be confined to Saturday only to make your purchases for Easter. Sale continues on Monday as usual. Intending purchasers would do well in making their selections early Saturday.

MEXICAN LACE TABLE CENTRES, 16c. 3 dozen only. These are very serviceable. They come in Circular shape, 23 inches in diameter. Will wash perfectly; edges firmly finished. Very suitable for side tables and dining room tables. Special Saturday & Monday. 16c.

Pocket Books, 14c. 4 dozen of these in the 'Where is it' make. Just such a handy little book required every day. Lined cover, good paper. Have one on your desk, you will find it handy; will fit the vest pocket. Special. Saturday and Monday. 14c.

Summer Wash Fabrics, Our Regular 25c. Line For 19c. These are all New Spring Goods. Our stocks are rather heavy and to introduce we make this special offer for this week. Take advantage of it. You'll find dainty striped and check Gingham and Mercerized Cottons, in striped and flowered effects, plain white muslins and many other pretty summer dress fabrics marked regular. 25c. Saturday & Monday for. 19c.

White Damask Table Cloths, \$1.98. Just in time for Easter comes along a shipment of Table Cloths and to introduce we offer this line: size 67x90, satin finish, bought from a leading English house where quality is always to be depended on. \$1.98 Reg. \$2.30. Saturday & Monday.

From the Showroom. RIBBONS FOR EASTER, 6 inches wide, 18c. 60 pieces of Coloured Silk Taffeta and Merve Ribbon, 6 inches wide, in shades of Brown, Tan, Pink, Grey, Green, Champagne, Gold, Cerise, Amethyst, White, Cream and Black. Ribbons of quality 6 inches wide. Reg. 25c. Saturday and Monday. 18c. LADIES' FINE NET and Chiffon Coat Collars, 67c. They are very dressy, being nicely trimmed with wide net and lace ruchings; others with wide lace insertion, and Coloured Satin covered Buttons, in Royal, Cerise, Saxe, Emerald and White. Reg. 75c. Saturday and Monday. 67c. LADIES' AMERICAN HAND BAGS, 67c. Quite new, with good leather handle, nice, convenient and serviceable shapes; fitted inside with small mirror and purse; rigid frame, nickel and gilt clasps. Reg. 75c. Saturday & Monday. 67c. LADIES' "DANDY" CORSETS, 99c. This make is well and favourably known, they come in long and short hips, long and medium hips. Suspensory attached to each pair. Regular \$1.10. Saturday and Monday. 99c. LADIES' WHITE LAWN AMERICAN CAMISOLES, 29c. These perfect fitting garments need no special mention, pretty trimmed with lace and insertion, ribbon heading; others with embroidery edging; size from 34. 44. Reg. 35c. Saturday & Monday. 29c. JOB LINE CHILDREN'S VESTS. This is a mixed line of Children's fine Jersey ribbed Vests. They come in assorted sizes, have high neck and 3/4 sleeves. No imperfection, all in good condition. We specify a price for. Saturday and Monday, each. 14c.

The "Boston" Garter For Men, 31c. Has always demonstrated its comfort, durability and neatness. We have them in separate boxes, assorted colours, in silk elastics, nickel and rubber fittings. Always sure grip and fits so comfortably that you scarcely know you wear them. Reg. 35c. Saturday & Monday. 31c.

Stair Oil Cloths, 8 1-2c. per yard. 18 pieces of American Stair Oil Cloths. A good range of patterns, assorted widths, pretty borders, plain and fancy centres. Special for Easter Sale. 8 1-2c. Per Yard.

White Curtain Nets, 24c. 470 yards of Pure White Nottingham Lace Curtain Nets, up to 66 inches wide. The new spring patterns are strong here. Values to 30c. Saturday and Monday, per yard. 24c.

Dainty White Tray Cloths, 47c. 6 dozen of them, size 18x27. Very neatly embroidered on white linen, hemstitched border; all stitchings and workings firm. Will stand the most vigorous washing. Reg. 55c. Saturday & Monday. 47c.

NUN'S VEILINGS, 30c. Amongst our New Dress Goods came along a lot of pretty shades in Nun's Veilings, such shades as Navy, Royal, Cardinal, Nile Green and Cream. This material of many uses is popular as ever. Reg. 35c. Saturday and Monday. 30c. Per yard.

Glassware Special! 360 pieces of plain and fancy Glassware. Vases, Urns, Water Jugs and... 19c. Jarliners... 10c. Preserve Dishes and Milk Jugs. Clear... 10c. Crystal Glass, in fancy designs... 10c.

RUBBERS. The season for Rubbers bids fair to last for some time. What about your Rubbers, don't risk wet feet and persuade yourself that another week will see the last of wet walking. We offer you good dependable Rubbers at the very lowest possible prices for Saturday and Monday. Ladies' Low Cut... 44c. Ladies' Storm... 49c. Gents' Storm... 68c.

MEN'S CAPS, 69c. JUST IN TIME FOR EASTER. 20 dozen of Men's Spring Caps. The newest cuts in London styles. Light and Dark Tweeds with Silk Linings. Special range for. Saturday & Monday, Reg. up to 80c. for. 69c.

The Daily Mail

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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 11, 1914

LACK OF CONSIDERATION

We learn that the Beothic is taking the bodies of the men who lost their lives in the recent disaster, belonging to the North Side of Bonavista Bay, as a favor.

The Government has made no arrangement whatever to send those bodies home to their friends.

The act is one of charity on the part of Job Brothers. The firm refuses to allow the Beothic to land the bodies at their former places of residence. The bodies belonging to Fair Island, Shambler's Cove, Greenspond, all are to be landed at Pool's Island and conveyed to their destination by motor boat.

The friends of the deceased object to such a course and wish to have the bodies sent direct and when Mr. Coaker approached the Government this morning about having the bodies sent home direct, he was informed that the Government had nothing whatever to do with sending them to their former homes; that Job Brothers were doing it and were responsible for the arrangements.

We protest against the indifference manifested by the Government in this respect.

We trust Job Brothers will be more considerate than to send those bodies past their homes, and then return them by a motor boat, regardless of the wishes of those concerned.

Fair Island is a bold place, and there is absolutely no danger to be encountered in calling at the island.

The Government should have made the arrangements and insisted upon having everybody landed where the bereaved families wish.

We trust Mr. Bennett or Mr. Job will do the needful and not outrage the feelings of the people further by referring to the Beothic disaster.

MUST BE THOROUGH.

To be of any service whatever to the country, the inquiry now being held before Judge Knight must be broad in its scope and thoroughgoing in its methods.

Proceedings cannot be narrowed down to a mere effort to place any blame attaching to fatal occurrence on responsible parties. At the most, this would simply amount to "locking the stable door after the horse is stolen."

The investigation must embrace general conditions attendant on the sailing voyage, so that errors may be rectified, risks of human lives eliminated and necessary reforms provided.

Mr. W. F. Coaker in his letter on this page strongly condemns panning of seals as at present practiced.

Dozens of sealers of years of practical experience have called at The Daily Mail office within the last week to represent the same fact to us.

They relate incident after incident of the imperilling of human lives through sealing men too far ahead from the steamers.

The annual loss of panned seals is, of course, an important consideration but sinks out of sight where human life is concerned.

Now is the time to investigate this matter thoroughly. Hundreds of men with the experiences of many voyages behind them are in the city and can be induced to testify.

Then there is the question of wireless equipment.

What hearing did the lack of this outfit on the Newfoundland have on the tragedy?

Had the ship been so equipped would there have been any chance of alleviating the tragedy altogether or at least of saving some lives?

What about alleged overcrowding on the smaller steel steamers?

Some of the men say that their crews should be limited to two hundred in the interests of bare comfort.

Let the Court take up these and allied matters and deal with them fully.

There should be no "ifs" and "ans" and "buts" about the matter. This is the time and the opportunity for thoroughly threshing out the whole question of the reform of conditions surrounding the sealing voyage.

CONTRIBUTIONS STILL CONTINUE TO RELIEF FUND.

(Continued from page 1)

WHEREAS our native country has just met with the greatest marine disaster in its history, whereby two hundred and fifty of our fellow countrymen have lost their lives, and some forty others were permanently disabled, leaving many hundreds dependent upon them for subsistence, and WHEREAS the Relief Committee organized at St. John's, realizing its inability to provide sufficient financial help from local sources, has appealed to Newfoundlanders abroad, and to those with local affiliations, for aid: RESOLVED that we, the Newfoundlanders residing in New York and its environs, tender to our fellow-countrymen through the Hon. Wm. J. Ellis, Mayor of St. John's, our heartfelt sympathy in the hour of their affliction.

BE IT ALSO RESOLVED that we unite with the movement at home and in other places, to render them such financial aid as it is in our power; and be it further RESOLVED that a committee be appointed to take up the matter.

Sydney Helps.
Mr. Selby R. Joyce also wired indignation that Sydney City Council had voted \$500. Other Canadian contributors are Halifax Knights of Columbus \$100; Ogilvie Flour Mills Co., \$250; Oldest Colony Club, Sackville, \$20.

The Young Ladies' Guild of St. Andrew's Church, this city, have voted \$50 to the fund and the Star of the Sea Society, Holyrood, \$20.

Mr. James Balrd has notified the Colonial Secretary of a contribution of One Thousand Dollars, and the Bank of Montreal of one of Five Thousand Dollars.

NOT AUTHORISED.

It has come to the notice of the Sealing Disaster Committee that certain parties are making a house to house canvass collecting for the Relief Fund.

No person is authorised to undertake such work as yet and the general public are asked to take notice that regular collections will not be sent out till next week.

THE MINERS' SYMPATHY

The miners of Bell Island, numbering about 900, decided to work yesterday and give the day's pay to the Sealing Disaster Fund.

The amount will be over \$1,000.

NOTICE!

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.

C.L.B. BOAT CLUB.

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.

FOR SALE!

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

JAMES DAWSON,
By Roberts.

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apl9.2m

CALLS THE DISASTER PRICE OF NEGLIGENCE AND OF INDIFFERENCE

Mr. Coaker Declares All Ships Must Have Wireless Equipment in Future.

CHARACTERISES CERTAIN SHIPS AS "FLOATING WOODEN COFFINS."

Which Must Never Again Be Allowed to Clear For the Sealfishery.

(Editor The Daily Mail.)

Dear Sir,—Since my arrival on Thursday night I have endeavored to acquaint myself with the contents of articles and letters published concerning the dreadful disaster of the 1st of April. I have also carefully scrutinized the evidence taken before Judge Knight as published.

I can assure you that unless a more searching and thorough course is adopted regarding the investigation, it will not meet with the approval of the sealers and very little good will come out of it.

Superficial.

I am surprised to learn how superficial the investigation is. I presume the object of it is to locate if possible any negligence, want of foresight, bad judgment, want of taking proper safeguards to protect valuable lives, on the part of masters or officers and to learn all possible of the risks to life entailed by the present custom and rules governing the capture and taking of seals, and to recommend legislation in view of reducing the risks to life which confront every man who now engages in the hunt for seals.

Only Touches the Fringe.

In my humble opinion the evidence so far produced only touches a fringe of the matter. Scores of questions yet remain to be put and answered. The so-called Minister of Justice has now an opportunity to lay aside his legal napkins and do something to justify the outrageous action of the Government in tramping unperfected vital constitutional practices and defying so brazenly and deliberately the verdict of the electorate by appointing him to a position which under the circumstances would be scorned by all but those determined to rule irrespective of whether their actions are right or wrong, constitutional or unconstitutional, acceptable or unacceptable to a large majority of the electorate.

Change of Justification.

I repeat if this man—thrust as he is—into a position of power and emboldened in defiance of the decision of the People, wishes to demonstrate that there was some justification for the outrage, let him prove his ability and devotion to the true interest of the masses by doing what he has not yet attempted respecting the terrible disaster for which so many are now mourning.

Should Be Open.

Every detail and movement must be laid bare. The investigation should be open to the public. The officers of all the steel ships and scores of experienced sealers should be called upon to give evidence. Hundreds of sealers who sailed on March the 13th in the steel ships believe that someone blundered. Very few believe that this calamity is the Will of God. Hundreds are convinced that the seventy-seven dead heroes of the crew of the Newfoundland could have been rescued even with the facilities within the reach of the four powerful steel ships which almost surrounded the graveyard of the disaster. I contend that those heroes who died so nobly would be alive to-day if the ordinary rudiments of common sense had been exercised.

Sacrifice to Negligence.

Now that the price of negligence and indifference to the value of the lives of the common sealer, has been paid by the sacrifice of seventy-seven of poor Terra Nova's noble sons, let us bestir ourselves and resolve that such a catastrophe will never again fall to the lot of Terra Nova.

The right of property in panned seals must be abolished. Wireless telegraphy must become a part of the equipment of every sealing steamer.

Such Floating Coffins as the Newfoundland, Ranger, Kite and Viking must never again be allowed to clear for the sealfishery.

What about the Southern Cross. Was she a fit and proper ship to clear for such a perilous voyage as seal hunting? Who will dare to say she was. Have not the insurance agencies refused to insure the Newfoundland for the past three springs?

Captain Ab. Kean and a few other captains insistently opposed some of the clauses of the Sealing Bill passed five weeks ago and backed up their opposition hourly and daily, as is well known to all interested in public matters, but these same gentlemen were exceedingly silent over such matters as Floating Sealing Coffins, concerning which their knowledge and experience should have been weighty enough to arouse the authorities to a sense of their duty and if their love for the toilers was as great as their hatred of the improved conditions provided by the Sealing Bill those Floating Coffins would long ago have passed into oblivion.

Never Sail Again.

Those coffins will never sail again. And what the F.P.U. asked for three years ago, viz., the abolition of the right of property in panned seals will now be recognized and conceded, but only after poor Terra Nova has paid such an awful price.

I was ridiculed and laughed at when I added a clause to the Sealing Bill making provision for the return to port of the wooden ships on the front in order to permit the captain to land a portion of his crew, when he wished to continue the voyage to the close of the season, but we find the Florizel had to bring in one hundred and fifteen of the Eagle's crew and the Nascope brought in seven of the Diana's crew who stowed away when the Nascope was coaling the Diana and some of the Diana's crew told me that half her crew would board the Nascope if they were allowed. They did not, for I advised them not to do so, as any such action would be marked down against me.

Not Personally Blameable.

Fortunately I was not on board of the Eagle this spring and cannot be blamed for advising the men, but the lessons taught in this respect ought to convince the owners and captains that the solution offered by the section in the Sealing Bill introduced by me the past session of the Legislature which the wisecracks of the Upper House threw out is the sole cure, if the voyage is to be prolonged to the 30th of April.

My letter has grown lengthy but I cannot conclude without publicly censuring the owners of the Steel Fleet for scorning my suggestion made last Saturday to recall all the steel ships to port as an escort to the Bellaventure. All the ships were about fifty miles off Cape St. Francis and there were no prospect of securing any further addition to the seals taken, and as the crews of all the ships were grief-stricken and many of the men had relatives who had succumbed to the blizzard and desired to see their faces once again—even though in death—it was a cruel blow to all when they realized that this very reasonable request was received by the owners with disregard, if not indignation.

Loss in Respect.

I shall never again have the respect for them that I had. I believed them reasonable and anxious to do right by the men who risked life and limb at the seal fishery, but their action in this respect will add nothing to their reputations.

The Nascope's crew offered their tribute of respect for the dead and sympathy for the bereaved by holding a Memorial Service of three hours duration on board last Sunday which will never be forgotten by those present.

To all bereaved by this terrible disaster I extend my heartfelt sympathy, and pray that Providence will strengthen them to bear the awful blow.

My thanks are also due Mr. Morine for the faithful manner in which he attended to the many calls made upon him during the past week in representing me.

I also sincerely offer my thanks to Friends Stone and Halfyard for the manner in which they performed their duties as representatives of the districts to which so many of the dead heroes belonged.

—W. F. COAKER.

IN MEMORIAM.

"Watchman, What of the Night?"
I stand upon the shore of the great Sea,
And my dim light
Is flickering in the night-wind,—
answer me,
Watchman above me on the distant Height,
What of the night?"

"This of the night,
Tired Pilgrims through the shadows and the mist,
There shall be Light;
The fair Dawn cometh shortly up the East:
—also, for toil-worn hands and failing sight,
There shall be Night."

It is the Night:
The Pilgrims lay them down at last to rest
Among the snowdrifts white;
Rest for the toil-worn hands and anxious breasts,
In those dim shadows underneath the Height,
In the still Night.

It is the Night;
And they sleep well beneath those cold gray skies
After the fight:
The night is come upon them, and each lies
Wrapped closely from all earthly sound or sight
In God's still Night.

It is the Night,
And God has given His Beloved sleep:
The stars are bright,
And, as they lie within those shadows deep,
The Watchman bendeth o'er them from the Height
And guards their Night.

It is the Day;
No more sad watchings by the midnight Sea,
No twilight gray,
But, crowned with light and immortality,
They stand from henceforth, triumphant always
In God's own Day.

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.

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

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SMITH CO. LTD.
Water Street West.

NORTH SYDNEY COAL.

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

W. H. HYNES,
East End Coal Dealer

ADVERTISE JUDICIOUSLY IN THE DAILY MAIL

Sealing Competition!

The winner of Prize in DEVINE'S SEALING COMPETITION is J. J. Butler, 11 William's Lane, City. Mr. Butler guessed nearest to the actual number of seals and date of arrival. This is Mr. Butler's: S.S. Beothic, March 29th, 29,500 seals.

N. B.—Will Mr. Butler kindly call at our store and receive Prize.

J. M. Devine THE RIGHT HOUSE.

SALT AFLOAT!

EX HULK "CAPELLA."
(Fitted with gasoline winch)

Schooners fitting out will find this a cheap and expeditious method of obtaining supplies.

FOR PRICES

Apply to
BAINE JOHNSTON & Co.

NOTICE!

Owing to unscrupulous dealers selling teas which they claim to be just as good as GOLDEN PHEASANT we have found it necessary to give you this warning, that there is only one GOLDEN PHEASANT TEA, and you can take it from us there is nothing just so good that you can buy for 50c. per pound.

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

Ferguson, Holmes & Co., Ltd.
LONDON, ENGLAND.

Telephone 714.
P. O. Box, 324.

J. B. MITCHELL
Newfoundland Agent.

The Canada Accident Assurance Company, of Montreal,

is prepared to quote rates and issue policies for Personal Accident, Employers' Liability, and Health in Various Forms.

Apart from its own strong financial standing its liabilities are guaranteed by the

Commercial Union Assurance Company,

of London, England.
With assets of over Eighty-Six Million Dollars.
All particulars will be given by

JOHN COWAN, Agent for Newfoundland.

Orders Booked!

For Spring delivery of
BIRCH JUNKS!

Just leave your order and the Junks will be sent to your home in May or early in June.

Robt. Templeton

The Daily Mail \$2.00 Year.

MR. COAKER'S LOG OF THE VOYAGE OF "NASCOPIE"

(Continued from page 1)

The ice very heavy and when the ships stopped it was impossible to proceed another foot. All decided to await developments that would likely present themselves at day-light.

Off Again at Daybreak

March 15th (Sunday).—Our fleet started at day break. Florizel, Bonaventure and Adventure away to S.E., about ten miles; Newfoundland about eight miles distant nearer to the land. Apparently Newfoundland intends hold on for hoods—a wise decision—as it ought not to be hard to make up 20,000 hoods, old and young, especially in view of having guns to kill the old dogs. We passed through ice containing several families in the early part of the day.

The Stephano leading our fleet, following leads of water which carrier us to all parts of the compass. Wind W.S.W., strong, which caused the leads of water. Florizel and her associates apparently jammed; we passed out of sight about 2 p.m. At night fall supposed to be thirty miles East of Grois Island. The ocean one solid mass, not a drop of water visible. The four ships in our fleet. Again berthed together almost side by side for another night.

Word from Fogo assures us that inside ships still unable to get North. Not a wave of sea, the ocean one solid mass of heavy ice. Impossible to make headway by butting; can only follow leads and cracks if such occur occasionally.

Crew Enjoy Themselves

Crew happy—enjoyed their fresh beef and figgy pudding for dinner; fish and brewer for breakfast was excellent. For tea they had soft bread and canned beef. Men in hold singing hymns all day. Some held free and easy Methodist service after tea, which went off just as though they were in a church building. The order was perfect.

Captain thinks we are about thirty miles from seals. Too bad other three ships should have been nipped and thereby delayed. Beothic lost blade of propeller.

March 16th.—The four ships in our company started together. Ice close, and a solid field. A few lakes of water

which ships tried to follow. Did not make much progress. At night fall about twenty miles East of Grois Island.

Close Together

The four shops spent the night close together, the Beothic being a very close neighbour. The Stephano was leading most of the day. Some of the ships gave considerable trouble owing to keeping too close to the sterns of the leading ships, which made insufficient space for backing when hard knots are encountered.

Some of the ships barely escaped being damaged to-day owing to this incessant practice which is anything but desirable or satisfactory.

Reports state ships inside still jammed, and the balance of the steel fleet with the Sagona about ten miles North of Fogo. A splendid day.

March 17th.—The four ships started early but found ice rafting and very tight. It took all day up to 3 p.m. to get clear of a sheet across which lay a lake of water. The Bellaventure got across our bow.

Bothered Each Other

The four ships were working almost within a space of two hundred feet side by side. We had to go astern to allow the Stephano to come astern and by so doing our ship got nipped in a rafter. The other ships escaped the rafter but the three of them also became immovable. It took us until 6 p.m. to get clear of the position we were forced into owing to the Bellaventure getting in our way.

The other three ships went on West about eight or ten miles. We followed and at 8 p.m. when we had to "burn down," the other ships were a mile or two distant also "burned down."

It was too risky to venture further into field ice in the dark as it might mean being nipped in a heavy sheet, so the Captain wisely decided to "burn down" in a lake of water and await tomorrow morning's developments.

The day was an ideal one. Not cold, but clear, and very moderate. This is our fifth night at sea, and each night has found the ships "burned down" and others of our fleet in close proximity. We took a couple of good photos when the ships were jammed to-day as the crews were mostly engaged in attempt

ing to do what was possible to set them free.

Crew Worked Well

Our crew worked well but for blowing up the ice to the windward of the ship it would have been impossible to proceed.

Our ship is out of trim being too much by the stern and all on board who sailed in her last spring say she is not near as good in heavy ice as she was then.

Complaints reached me last night from the Beothic, Stephano and Bellaventure about food.

The Stephano did not supply brewer as bl law provided. Neither did the Bellaventure, and in addition the Bellaventure did not supply fresh beef on Sunday. The same complaint is made of the Beothic.

I Marooned the owners and trust their action will remove all grounds for future complaint; if not, owners and masters are responsible for the breaches of the law and may be sued before the courts.

The crew of the Nascope are quite satisfied with the food which is fully up to the requirements of the new sealing law.

Did Good Work

March 18th.—The Stephano, Beothic and Bellaventure were a few miles ahead in the morning but the Nascope was not asleep. Soon Grois Island appeared out of the fog which prevailed. We sighted the three aforementioned ships and all raced for Cape Bauld in open water along the Treaty Shore. Captain Barbour decided to cut off South of Belle Isle as the ice appeared heavy. Soon the hull of other ships in our fleet appeared heading South having gone as far as Cape Bauld and receiving information.

We were now seven or eight miles ahead, leading to the East. The other ships had some difficulty in getting through. At 3 p.m. we ran into the patch of white coats when about ten miles South of Belle Isle. The patch seemed to run North and South and the young seals looked large. It was our first sight of the white coats and everybody on board was intensely excited.

All Stood Ready

The men all stood by with gafts and hauling ropes ready to jump. We passed through this streak of seals which no doubt came South West of Belle Isle.

On and on the Nascope went to the East. The other ships apparently were steaming about South East and were about seven or eight miles further South than the Nascope.

About 5 p.m. we ran into quite a

patch and the ship was stopped and all hands ordered on the ice for a tow of seals; all returned by dark, some with a few, and two and most all with three.

The slaughter had begun and in about an hour five hundred young seals were on board. I weighed quite a number and they averaged fifty-four pounds. One weighed seventy-five pounds. They were indeed a prime lot of seals.

The ship then proceeded East and "burned down" about 8 p.m. with white coats crying in all directions.

Impressive Sounds

The crying of a herd of white coats is something not easily to be forgotten. It resembles the cry of a thousand sea gulls when disturbed. It is a pitiable cry and it seems hard to slaughter those innocents. They are so purely white in appearance and so harmless. Just a tap on the nose with a gaff ends their life instantaneously. They are so round and fat.

They realize their danger. The old race about the ice in all directions tossing their heads erect, spurling into their blowing holes, then with a splurge they throw themselves once again on the ice and rush towards their crying babes. Some of them stand by their young and lose their lives in protecting their babes who are constantly crying to their mothers.

Knows Its Own

Each mother seal knows the cry of its young just as well as a human mother would. Very few dog harps are taken for they always make off and escape in the blowing holes or in rents in the ice.

We found the whelping ice all broken up owing to having come in contact with Belle Island.

There was not a wag of sea.

We took the first seals about twenty miles S.E. of Belle Island.

The Stephano and Beothic struck the patch about seven miles South of us. Learning we had struck the seals fairly plentiful, they steamed towards us and when we "burned down," we were not more than two miles from the Stephano and Beothic.

March 19.—All were moving at 4.30 a.m. At five the ships steamed out further Eastern and placed the different watches on the ice; one watch mixed with men from the Stephano and the Stephano's flags were mixed with the Nascope's at one section.

The men cleaned up the seals where they had been placed. The ship kept picking up the seals and replacing the men. This continued all day. My chum—C. Bryant—and myself went on the ice with the men after dinner and

although the seals were not plentiful and were cleaned up within two hours, Bryant killed, skinned and piled fourteen, and I had nine for myself. It was an experience to kill those little innocents pleading so pitifully for their lives, and the sculping of them was even more sadder. Their bodies are filled with blood. I should say they contain fully sixteen pints of blood.

I examined some hundreds of them during the day and the result of my investigations showed that about twenty-five per cent. only were female. They had subsided from birth entirely upon their mother's milk and their stomachs contained a large quantity of milk. I examined scores of the stomachs of the mother seals and found all without a particle of food and many of the stomachs contained large numbers of small worms. Many of the udders of the mother seals contained no milk. They appeared to be drying up the milk supply. I doubt whether any of the prime full grown white coats would be nursed another three days by the mothers.

(To be continued)

DR. LEHR, DENTIST, 208 BEST QUALITY TEETH AT WATER ST. \$12.00 PER SET. TEETH EXTRACTED—PAINLESSLY—25c.



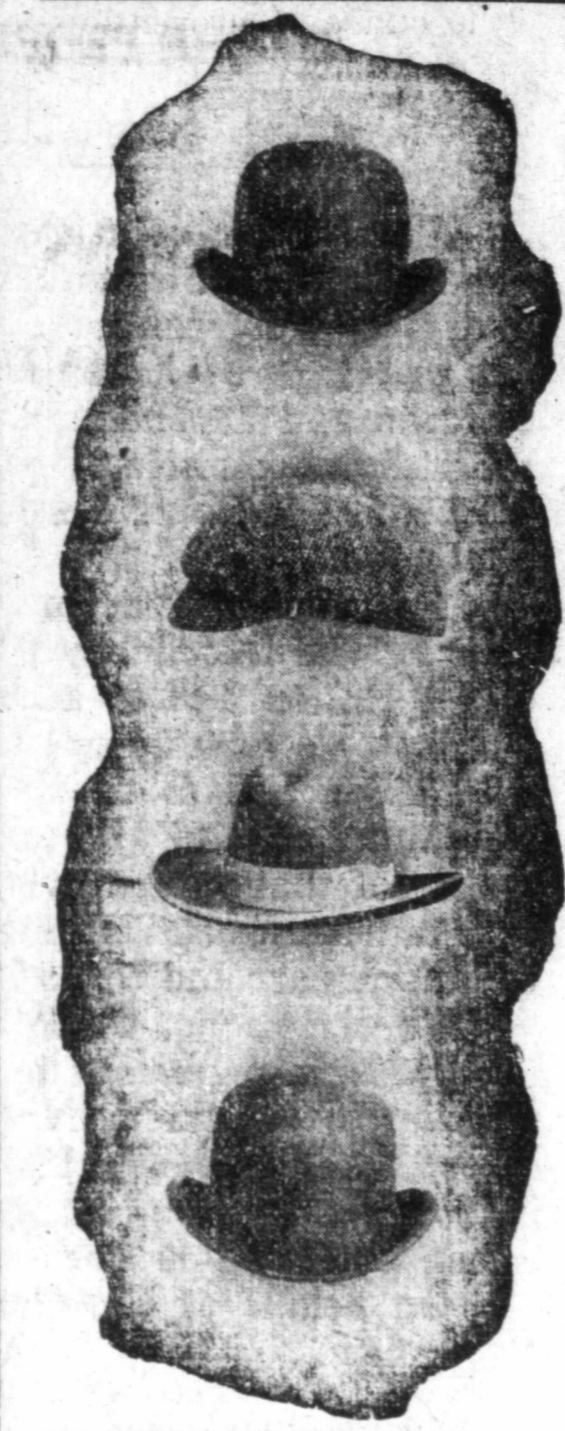
You Can Make Big Money Selling Our Fountain Pens

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. Gents', 1 stone, 50c. each. Knife Sharpeners, 15c.; Potato Peelers, 15c.; 5 yards Stickem, 5c.; Glass Pens, in case, 5c.; Combination Field, Opera and Reading Glasses, 50c. each; the world renowned Hone (Asco Brand) (free razor with hone), price \$1.00, and other Novelties too numerous to mention.

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

A New Hat For Easter



A Job Lot of 20 dozen
Gent's Soft Felt Hats
selling at **85c.**
worth from \$1.20 to \$1.50.

Gent's Velour Felt Hats,
in shades of Green, Mouse
and Mole, very stylish,
\$1.50.

A full range of
Hard Felt Hats,
from 60c. to \$1.20.

A nice selection of English
and American
Golf Caps, 30c. to \$1.00.

Steer Brothers.

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

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

Gentlemen,—

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

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

POPE'S Mattresses have stood the test for years.

How the Navy Cares for the Health of the Sailors Who Man Our Battleships While They Are At Sea.

It is said that "Republics are ungrateful," but this adage is certainly inapplicable and untrue as respects the rewards and treatment of the sailor boys who man our battleships. Their pay is far more remunerative than what is received in other countries for similar services, their food and clothing of a greater quantity and higher quality, and the comforts and conveniences they enjoy excel even those accorded to many of the commissioned officers of other nations.

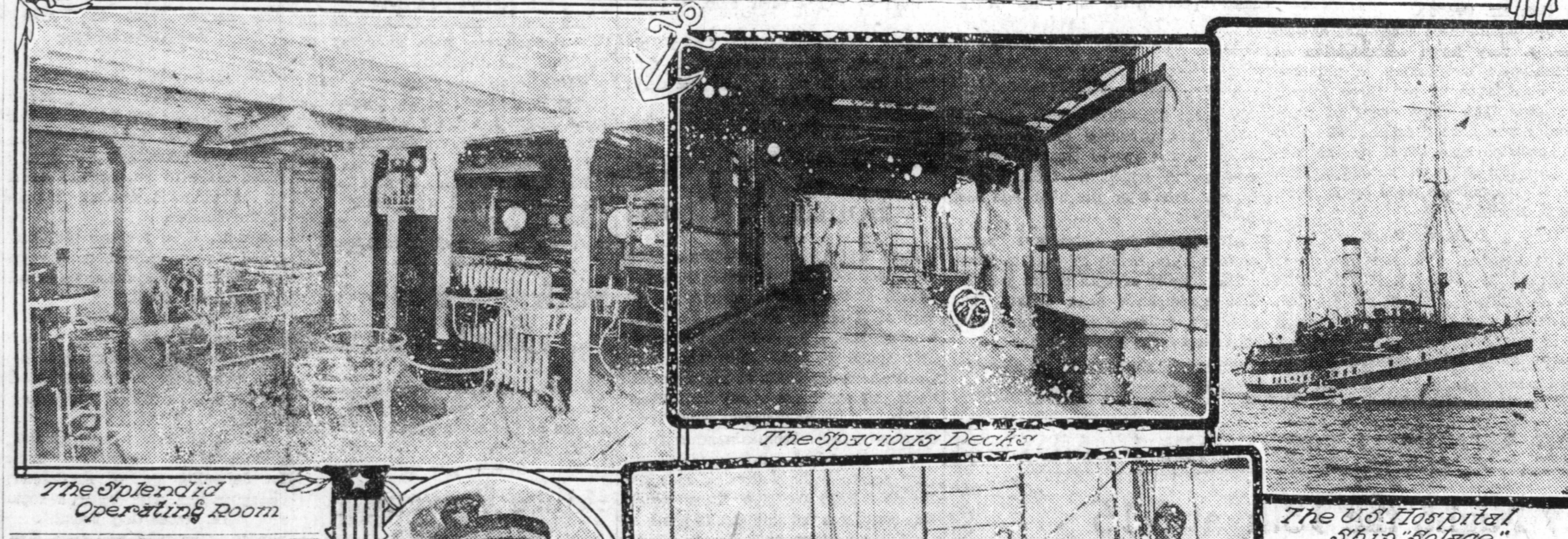
His health, too, is more carefully guarded than that of the sailors of foreign lands, for Uncle Sam's care of the bodily ailments of his defenders is above reproach of even the most ardent muckraker. In case of illness the United States sailor receives medical attention and hospital nursing equal to that of our best hospitals and free of charge. All the battleships have hospital wards, presided over by surgeons of marked ability. An illness of any sort may be treated there and even the most delicate operation performed, but the Government has gone even farther in the care of the health of its men by providing aside from the many Navy Hospitals on shore a complete floating hospital, where every imaginable disease can be given special care, and where operations can be performed while the floating hospital moves along with the fleet. This ship bears the appropriate name of "Solace," and is one of the few hospital ships in the world, and certainly the best equipped one.

How The Ship Was Named.

When the United States declared war against Spain they found that an ambulance ship was necessary, and after looking about for some time for a vessel suitable for this purpose they acquired the "Creole" of the Cromwell Line, and during that war she did valuable service. After the ship had been fitted up and commissioned it was decided that "Creole" was scarcely the proper name for the craft, but in the excitement of those days no one could think of a suitable name. Finally, Miss Long, daughter of John D. Long, who was at that time Secretary of the Navy, sent the word "Solace" to her father from Baltimore, where she was studying to be a trained nurse. The name was accepted as most appropriate and the vessel rechristened with this name which she still bears.

In 1903 the ambulance ship was entirely remodelled, and refitted, and converted into an up-to-date floating hospital. Then came the quarrel between President Roosevelt and Rear Admiral Brownson as to whether or

THE NAVY'S FLOATING HOSPITAL



not she should be under the command of a naval officer or whether the surgeon in charge should have absolute power as to where she should anchor, etc. The disagreement ended by Rear Admiral Brownson's retirement from active service and a decision that the "Solace" should be sent out under the Merchant Service rules and amenable only to the maritime laws of the United States. The ship's complement is a Master (Civilian) as navigating officer, deck officers, engineers, clerks, electrician, wireless operator, quartermasters, officers, seamen, firemen, stewards, etc.—in all, about the usual number in service on a merchantman. The medical department is under the command of Medical Inspector Luther von Wedekind of the United States Navy, a man well known in the medical world. Three surgeons, two past assistant surgeons, one assistant dental surgeon, one pharmacist, seven hospital stewards and forty-eight hospital apprentices complete the medical and hospital staff. The total number of officers and men of all grades and classes carried on the "repair ship of the personnel," as the "Solace" is fittingly termed, is one hundred and fifty-three.

The ship itself, although small as compared with our newest dreadnaughts, is a fair sized vessel, being three hundred and sixty-one feet long, with a forty-four foot beam, and draft of twenty-two feet. Her displacement is five thousand, seven hundred tons. Since the addition of hull and bilge keels she has been made a most comfortable ship. Her speed is twelve knots. Her appearance is rather

striking, as she is pure white, with a stroke band of green about four feet wide running from bow to stern. The Hague Convention of 1907 is responsible for this distinguishing mark for Government-owned hospital ships. At the same Convention it was decided that a red band should be placed upon hospital ships fitted out by individuals or societies. A Red Cross flag always flies from the mainmast of the "Solace."

Capacity For Large Nurseries.

The ship has a hospital capacity for two hundred and thirty-four enlisted men and nine officers, but in case of emergency more could be accommodated by the use of hammocks and cots. In time of war the "Solace" would, of course, prove invaluable. Hospital transports would then have to be used and the Medical Reserve Corps placed in charge of them. These hospital ships would pass across the vessels of the fleet

immediately after the battleships had been in action and take the wounded to the hospital ship or to the base hospital. A new arrangement includes continuous care of the wounded by the same surgeons instead of the old plan of passing them from group to group. The same physician through an entire illness of any sort is far more satisfactory than the continued changing, and this seems to offer a satisfactory solution of the difficult problem of caring for the wounded in naval warfare.

The "Solace" has several isolation wards where contagious diseases are treated. One of these is for the treatment of sailors who are found to be suffering with tuberculosis. These men are attended there until they are in condition to be sent to the navy tuberculosis hospital in Colorado. In pleasant weather tents are set up on deck for white plague victims and cots so arranged that they may have the benefit of all the fresh air possible.

There is also a ward for diseases of children, as the young recruits are frequently attacked by such maladies as measles, mumps and even chickenpox.

Solace, An Education In Hospital Work.

A visit to the "Solace" is an education along hospital lines, for here on the ship is to be found every instrument, every drug and every article needed in hospital work. The operating room is much larger than that of the average land hospital and almost every kind of operating known to medical science has been done there. Appendicitis cases are frequent, and several times in acute cases this operation has been performed while the ship was moving with the fleet. During the writer's visit to the ship the room was being put in order after an operation on a man whose back was broken. The man had fallen from a mast. Broken legs or arms are not uncommon, nor are pneumonia and

An Intimate Story of Life On Board the Solace, the Navy's Floating Hospital - Amusement Not Forgotten.

is on board where tests and examinations of cultures are carried on. The amusement of the patient is not forgotten, as there is a large library of fiction and miscellaneous works. These books are on open shelves and may be used by the patients at any time. The men appreciate this and take the greatest care of the books. Almost any fine day a dozen or more convalescents may be seen sitting on the broad decks of the "Solace" reading the latest fiction or travel stories. They all agree that the treatment they receive could not be improved upon. "The surgeons do their best for us," said one young man who was recovering from a fall, "and the stewards are mighty fine fellows. I was helped for a long time, and I know I was most contrary, but the stewards never seemed to notice it, and they handled me so gently—and Doctor von Wedekind, he is the best ever! See that steward over there?" he continued. "Well, he beats a female nurse for fixing you up so you can rest." All over the ship it was the same—every man was delighted with his treatment. "They even keep your teeth in order," said another. "Me to work for Uncle Sam all the time," he continued, as he lit his pipe and strolled down the deck.

Surgeons Called By Signals.

The physicians of the different battleships make frequent visits to the "Solace" to talk over the condition of the patients who have been sent from their ships. Many times they are invited by signal to come to the hospital ship to witness certain operations or to see cases of special interest, and sometimes very important medical meetings are held to discuss new methods of treating certain kinds of diseases. One look at the store-room with its bandages and its drugs is enough to convince the visitor that the physicians would not run short of necessary articles even in case of war for a very long time. This room is a sort of medical store for the other ships of the fleet.

Like all Navy vessels, the "Solace" has a mascot, and Bobby, a goat, is the pet of the men and an important member of the ship's company. In a company of persons so large as the personnel of the Atlantic fleet in the natural course of Nature deaths will occur. The "Solace" is prepared for this, as there is a refrigerating morgue hidden away beneath decks. In this morgue the remains of any of the men of the fleet who may die on a cruise are received, embalmed and placed in metal lined caskets, and on request shipped to their next kin at the expense of the Government.

News of the City and the Outports

IMPRESSIVE CATHEDRAL SERVICES

Music and General Services Appropriate to Passion Week Held at the R. C. Cathedral.—Big Congregations

The week before Easter, commencing on Palm Sunday, is called Holy Week on account of the variety of its solemn and sacred ceremonies enacted.

Palm Sunday is so called in honor of the triumphant entry of Jesus Christ into Jerusalem, when the Jews cut off branches from the trees and strewed in the way through which He was to pass. It is in memory of this triumph that palms are blessed.

Sp. Wednesday evening a vast congregation of devout worshippers attended the office of Tenebrae. The Lamentations of Jeremiah were sung by Revs. Conway and Green, and a select choir consisting of present and past students of St. Bon's College, numbering in all about one hundred.

Beautiful Harmony. The Cathedral choir and students rendered the Benedictus, beautifully harmonized in perfect style, after which the Miserere was sung by the choir under the baton of Mr. C. Hutton, which showed perfect training and care on his part and equally so on the part of choirsters.

Holy or Maundy Thursday morning at 10 o'clock witnessed another large congregation. The services proper to the day were preferred, except the blessing of oils, which ceremony is being performed by His Lordship Bishop Power, St. George's, owing to His Grace Archbishop Howley's absence in Rome.

Solemn High Mass was celebrated by Rt. Rev. Mons. Roche, Revs. Nangle and Sheehan as Deacon and Sub-Deacon. Revs. Sears and Conway as chanters. Rev. Dr. Jas. Green as master of ceremonies. Mass being concluded a procession was formed through the church, Rev. Mons. Roche bearing the sacred host to the beautifully dressed altar which was decorated in superb style with choice flowers dotted here and there with myriads of colored lights, electric gas and candles.

TO THE PEOPLE OF NEWFOUNDLAND.

The burden of a great sorrow hovers over us. Many of our brothers and sons have been suddenly snatched from our midst. We cannot recall them but ours is the mournful privilege of lessening the sufferings of the widows, children and dependents, in so far as we can provide for them the necessities of life, and relieve the heart-broken ones from the additional burden of anxiety as to their means of livelihood.

Last Tuesday a Public Meeting of Citizens, presided over by His Excellency the Administrator, was held at the Court House, and in accordance with the decision then arrived at, we now appeal to the whole Island, Outport and City alike, and to every resident in or son of the Island of Newfoundland, to give of their means and thus evidence the reality of that sympathy which is now everywhere apparent. The outside world is helping generously: it remains for us to do our part and to do it promptly and liberally.

Subscriptions, which will be officially acknowledged in the Press, may be sent to the Secretary-Treasurer, to any member of the Executive Committee, or to the newspaper offices. Let us remember that to have part of lot, no matter in how small a degree, in this effort to remove care and lessen suffering is our privilege as well as our duty.

On behalf of the General Committee.
JOHN HARRIS, Chairman.
ROBT. WATSON, Sec.-Treas.

Committee:—A. Piccott, Esq., Minister of Marine and Fisheries; Hon. R. A. Squires, Minister of Justice; W. J. Ellis, Mayor of St. John's; J. S. Munn, Esq., President of the Board of Trade; Hon. George Knowling, J. C. Hepburn, Esq., and Hon. J. A. Robinson.

He principally dealt with the Holy Sacrifice of the Mass, and for one hour he held the strictest attention of his audience. The Rev. gentleman is a gifted orator. Many persons were present from other of our religious bodies.

Good Friday morning the church was filled to capacity. At 10 o'clock the ceremonies began which were most impressive and in keeping with the day.

The celebrant, Rev. Fr. Sears, assisted by Revs. Nangle and Conway. The Passion was sung by Revs. Mons. Roche, Greene and Sheehan.

In the afternoon solemn ceremonies and singing performed with this exception. The first Lamentation was taken by Rev. Fr. Sheehan, the second by Prof. C. W. Hutton and the third by the students.

Tenebrae finished, the Rev. Fr. Sears ascended the pulpit and delivered a most eloquent sermon on the Holy Sacrifice of the Mass, which occupied night one hour. His effort was listened to with marked attention by the big congregation of people.

The Stations of the Cross was read by Rev. Dr. Greene. Then again there assembled at 7.30 p.m. a very large congregation of worshippers outclassing in numbers the attendance at the three former services. The same order of ceremonies was gone through. The first Lamentation was taken by the students select choir, the second by Rev. Fr. Sears, and the third by Rt. Rev. Mons. Roche.

A Master Piece. The sermon, a masterpiece, was preached by Rev. Dr. Kitchin, P.P. St. Joseph's Parish, from the last words of our Saviour whilst dying on the cross: "My God, My God,

SHIPPING

SEAL AT CHANNEL WITH 6,000 SEALS

The Postal Telegraphs had the following message from Channel last evening:
"S.S. Seal arrived at 5 p.m. with 6,000 seals. Reports speaking Neptune at 5 p.m. yesterday. Neptune was the 10 miles north of Magdalen Islands jammed; does not report her catch."

MORWENNA DOCKS
The Morwenna has now completed her charter with the Red Cross Co., and will now dock and undergo renovation before taking up the St. Lawrence route.

PORTIA'S PASSENGERS
S.S. Portia, Capt. Connors, which arrived at 1.30 p.m. Thursday brought the following passengers: J. J. Bonia, S. Hearn, V. Singleton, Mesdames Reid and Nolan, and 27 steerage.

SEALING RESULTS
Terra Nova
24,294 young harps, 242 old hoods, total 24,536. Gross weight 560 tons, 7 cwt., 3 qrs., 22 lbs. Net 542 tons, 16 cwt., 2 qrs., 17 lbs. Gross value \$48,439.89; net \$48,199.10. The crew of 202 men shared \$78.53 each.

BEOTHIC LEAVES AT 6
S.S. Beothic sails for the Northward at 6 p.m. The bodies now at the morgue will be put on board at 4 p.m.

S.S. Durango is now due from Liverpool.
Schr. Helen Stewart is due at Barbadoes from Macao.

Schr. Novelty, Capt. Benson, is now 14 days out to St. John's from Barbadoes.

Schr. Freedom, Capt. Herald, is now loading fish at Monroe & Co.'s for Brazil.

Job's Mildred is still at Barbadoes, but is expected to leave next week for St. John's.

S.S. Talisman, sailed for Halifax and New York at 6 p.m. Thursday. She makes another trip.

Capt. Smith and several of the Floriz's crew, arrived by the Morwenna to rejoin their ship.

Schr. Lottie M., Capt. Smith, arrived from Hant's Harbor at 10 a.m. to Bowring Brothers. She left there at 1 a.m.

Nothing Yet From Southern Cross.
Kyle 10.25 a.m. to-day.—"From noon yesterday ran E.E. 32 miles, changed course at 7 p.m. this morning, log showed 73 miles. Position Cape Pine bearing N.N.E. 3 miles, seen nothing. Just spoke to S.S. California from Bordeaux bound to St. Pierre, reported seeing no wreckage of any kind. Steering now S.W. half South, wind West by North; fresh breeze, weather fine."

Thursday night the Colonial Secretary received the following message from the Kyle via Cape Race which was sent from the ship at 8.40 p.m.:
"Ship's position at 6 p.m. to-day 90 miles, S.S.E. of Cape St. Mary's. Thick fog since 4 o'clock this morning; steaming slow all day. Passed two white coat pelts at 7 p.m.; think if weather was clear should have seen many more; if clear in morning will come back over this course; now steaming S.S.E., wind S.S.E.; heavy swell heaving out eastward."

Last evening at 6.30 the Reid Nfld. Co. received the following from Capt. Parsons:
"Ran South half West last night 26 miles; 7 this morning, changed course N. by W. ran 36 miles; seen nothing. Wind S.W. fresh; dense fog; steaming now N.E. by N. Position: Cape Pine bearing N.E. by N. 30 miles; spoke Rappahannock 4 miles off Cape Race."

Bruce is due at Basques to-day.
Lintrose arrived at North Sydney 4 a.m. Friday; leaves to-night for Basques.

Portia sailed west at 10 a.m., taking F. Fogarty, V. Singleton, Jude Nash, H. Rowseil, Mrs. Giovannini, Sister Mary Joseph, Miss Reid, Miss Coady and 20 steerage.

The express is due at 4 a.m. to-morrow.

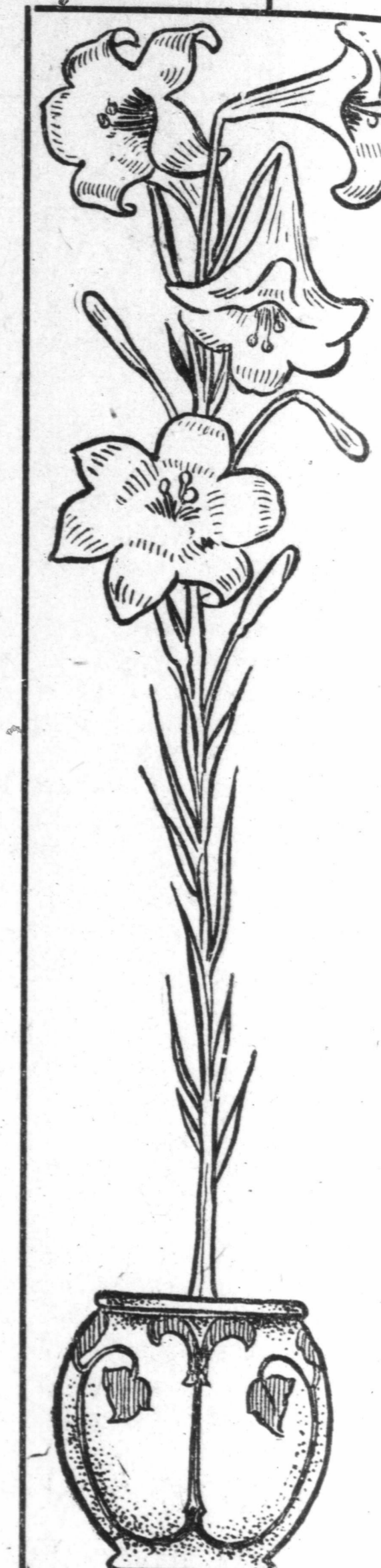
Easter Opening

VISIT OUR UPPER BUILDING SHOWROOM

For the New Spring Styles in Ladies' Costumes Colored Silk Coats Sports Coats Lace & Bead Tunics Silk Blouses American Wash Dresses Black Silk Coats For Matrons ETC., ETC.

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

Easter Hats, Easter Gloves, Easter Neckwear



Ayre & Sons LIMITED

(IN AID OF THE SEALING DISASTER FUND)

On Monday Night, the 13th, at 8.15 and for five succeeding nights, (MATINEE WEDNESDAY AFTERNOON) At The Casino Theatre "PEPITA" A Comic Opera in 3 Acts. Doors Open 7 p.m. Reserved Seats at the Atlantic Bookstore, \$1.00, 75c. 50c. GALLERY 30c. PARQUET 20c. Books of Words 10c. at the Atlantic Bookstore.

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

Police Prevent Women Boxing
Paris, April 10.—The Prefect of Police has stopped the Women's Boxing Match.

ADVENTIST SERVICES.
In the Cookstown Road Church next Sunday evening, Elder Wm. C. Young will continue his studies on the Book of Revelation, taking as his theme: "The last great battle of the Saints and their slogan." All seats free.

Municipal Council Weekly Meeting

The regular weekly meeting of the City Council was held Thursday afternoon. All the Councillors were present. After the preliminary business was disposed of an application from Moore & Co. for water service was agreed to, the applicants paying half the cost.

Suffragettes Burn Mansion

Belfast, April 10.—Orlando, an old mansion near Carrickfergus was burned by the arson squad last night. Usual placards.

Police Prevent Women Boxing

Paris, April 10.—The Prefect of Police has stopped the Women's Boxing Match.

Dowager Empress Of Japan Dead

Japan, April 10.—The Dowager Empress Narukee died in the Imperial Villa at Namazu to-day.

AT THE C. E. CATHEDRAL

Immense congregations attended the Good Friday services at the C. E. Cathedral, Rev. Canon Bolt preached at Mattins, Rev. Canon White preached the seven sermons at the 3 hours service, and the Lord Bishop was the preacher at night.

DEATHS
CONROY.—On Good Friday, April 10th, at the General Hospital, of meningitis, Winifred Catherine, youngest child of Chas. O'N. and Mary Conroy, aged 4 years. Funeral private. No flowers, by request.

Coaker-'News' Libel Case

Mr. Morine Wins in Preliminary Legal Skirmishing
Before the Chief Justice a few days ago, an argument took place on a point of law which resulted in a judgment given yesterday.

For the defendant, Furlong, K.C., asked leave to put certain questions to the plaintiff, Coaker, in support of the defence.

Mr. Morine, K.C., for the plaintiff, opposed the application, on the ground that many of the questions could not properly be asked.

After careful consideration, the Chief Justice has decided in favor of the contentions of Morine, K.C., and has refused to allow the questions to be put to which objection was made.

This is the action in which the proprietors of the "Daily News" are sued for defaming Mr. W. F. Coaker, by charging him with being a socialist, and with circulating socialist newspapers. The trial will take place in May.

Dr. Hal Chaplin Gold Medallist

Mr. M. Chaplin had a cablegram from London yesterday, that his son Hal, who is studying medicine at St. Thomas's Hospital, London, has passed his final hospital exams, and won the gold medal.

He remains in London some little time longer to take his degrees. The Mail extends congratulations to Dr. Chaplin.

Nascopie Arrives Has 18,000 Seals

S.S. Nascopie, Capt. G. Barbour, arrived from the icefields Thursday evening, hauling for 18,000 seals. Very few were taken during the last ten days. The steamer found great difficulty getting about owing to heavy ice.

The Nascopie berthed in the stream on entering but is now discharging at Jobs. She brought in a half dozen men of the Diana. The latter ship is reported with only a couple of thousand seals.

THERE ARE PLENTY OF GOOD SEATS AT THE ATLANTIC BOOKSTORE FOR "PEPITA"

NICKEL'S CHARITABLE ACT FOR THE DISASTER FUND

The Nickel Theatre re-opens on Easter Monday night with the best programme ever given there.

During the last couple of months the building has undergone extensive renovation and is now in first class condition in every particular.

The Nickel Theatre which is: pre-ferential for its charity has decided to give the entire proceeds of Easter Monday and Tuesday nights to the Sealers Disaster Fund.

Easter Monday is one of the best days of the year with the Nickel Theatre and the coming Monday and Tuesday promise to be even more attractive than in the past. Mr. Walter McCarthy, the Newfoundland soloist, will make his first appearance. All his old friends are anxious to hear him, and he will no doubt prove a great drawing card.

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