

THE MAIL AND ADVOCATE.

VOLUME 1, No. 114.

ST. JOHN'S, NEWFOUNDLAND, MONDAY, JUNE 1, 1914.

PRICE:—1 CENT.

WILL AT ONCE INVESTIGATE THE DISASTER

Canadian Government Will Endeavor To Place Responsibility For Collision

TO LEGISLATE TO-DAY FOR A COMMISSION

Which Will Consist of Three Members and Be a Permanent Body.

OTTAWA, May 30.—In order to provide for a wider investigation into the wreck of the Empress of Ireland than is possible under present departmental machinery, the Government will introduce legislation authorizing the appointment of a specially constituted Commission of three members, one of them to be appointed by the Imperial Government, who will be the judge of evidence, and have special experience in Admiralty cases. The Bill will probably be introduced Monday.

While this tribunal is being constituted now to meet this exceptional case, it will be a permanent commission to enquire into cases of extreme gravity. In the present case its duty will be to investigate and report upon the cause or causes of the present disaster and make such presentation as the commission deems advisable for the prevention of similar accidents in the future.

The enquiry will therefore resemble in most respects the investigation held after the loss of the Titanic by Lord Mersey in England.

STORSTAD NOW AT MONTREAL UNDER ARREST

Bows Crumpled In and Badly Twisted and Gaping Rent in Side

WARRANT WAS MAILED TO MAST BY SHERIFF

Having Been Sworn Out By The C. P. R. Owners of The Empress.

MONTREAL, May 31.—With her bows crumpled in and twisted around at an acute angle to port and a gaping rent showing on the port side, but a foot or so above the waterline, in mute evidence of the tragedy in which she had figured, the Norwegian collier Storstad limped into harbor early this p.m.

A few minutes later a warrant of arrest taken out by the C.P.R. was mailed to her mainmast by order of W. Simpson Walker, K.C., registrar of the Quebec Admiralty Court.

"By what authority do you come on board my ship and place it under arrest?" asked Capt. Andresen.

"By the authority of the British Empire," curtly replied the Deputy Sheriff.

No sooner was the vessel moored than the work of unloading her cargo of 11,000 tons of coal was started.

"Storstad" Officers Refuse To Talk

Say They Will Make No Statement, Except to Owners and Investigators.

Montreal, May 30.—The crippled Norwegian collier Storstad arrived at 2 o'clock this afternoon.

Capt. Andresen and other officers refused to say anything.

The officers of the Cherbourg Co. said the captain would first tell his story at the inquiry.

Sardinian left Liverpool Saturday for St. John's.

WEATHER REPORT.

Toronto (noon)—Fresh South shifting to W. and N. W. winds; some showers, but partly fair. Tuesday, fair.

LLOYDS SUFFER HEAVY LOSSES THRU DISASTER

The Empress of Ireland Was Insured For \$1,400,000; Cargo For \$250,000.

FULL GRAVITY OF NEWS NOT UNDERSTOOD AT FIRST

And Ship Was Reinsured At Low Rate Entailing Very Heavy Losses

MONTREAL, May 30.—Not since the foundering of the Titanic have Lloyds' underwriters sustained such heavy losses.

The Empress of Ireland was insured in the city for \$1,400,000, in addition to which must be considered her cargo, variously estimated to be worth around \$250,000.

At first it was considered very unlikely that the Empress of Ireland should founder in 14 minutes, and re-insurance was effected at two guineas per cent, which shows how wholly Lloyds disbelieved the report at first.

As it became certain news the rate was raised to fifty guineas per cent, and as final confirmation came in the ship became uninsurable.

The closing price for reinsurance on the Storstad was 60 guineas per cent, and re-insurance on the Storstad became impossible early in the afternoon.

300 Passengers From Detroit

Most of Them were Foreigners and Former Employees of the Ford Motor Co.

Detroit, Mich., May 30.—About 300 passengers on the Empress of Ireland were booked from here, most of them foreigners and former employees of the Ford Motor Co., who were recently laid off because of the approaching slack season in the automobile trade.

FROM WHITE BAY

S.S. Earl of Devon, Capt. Carter, arrived from Englee Saturday, where she had been discharging cargo for the Marble Quarry Co.

Capt. Carter reports large quantities of ice in the northern waters.

KING CABLES HIS SYMPATHY

His Majesty and Queen Mary Forward Expressions of Condolence Over the Loss of so Many Lives.—President of France Expresses Sympathy.

LONDON, June 1.—The Lord Mayor of London, upon learning of the extent of the disaster, decided to open a fund toward the relief of the widows and orphans.

King George cabled the Duke of Connaught as follows:—"Deeply grieved over the awful disaster to the Empress of Ireland in which so many Canadians lost their lives. Queen Mary and I both assure you of our heartfelt sympathy with those who mourn for the loss of relatives and friends.

To Sir Thomas Shaughnessy, His Majesty cabled:—"In the appalling disaster which has befallen your Company by the loss of the Empress of Ireland, in which so many perished, I offer you my sincerest sympathy."

The King this morning received the following from the President of the French Republic:—"It is with profound emotion I learn of the terrible catastrophe in connection with the Empress of Ireland which will plunge so many families into mourning. From my heart I tender Your Majesty sincere regrets and the keen sympathy of the French people."

EXPRESS AT 8

The express is due at 8 p.m.

Bruce leaves Basques this afternoon.

Invermore leaves North Sydney tonight.

Carthaginian arrived at Halifax at 2 p.m. Saturday.

The Lost and the Saved.

ON BOARD.	SAVED.	LOST.
First Cabin 87	First Cabin 18	First Cabin 69
Second Cabin 153	Second Cabin and Third Class . . . 131	Second Cabin and Third Class . . . 737
Third Class 715	Officers and Crew 206	Officers and Crew 176
Officers and Crew 432		
Total 1,387	Total 358	Total 1,029

Passenger List—"Empress of Ireland."

- FROM OTTAWA.**
J. W. Black and Mrs. Black, Mr. and A. E. Caughey, Staff Captain A. Goodwin, Salvation Army.
- FROM LONDON, ONT.**
Edward Veale.
- FROM PRINCE ALBERT, SASK.**
Miss M. Atkin.
- FROM SILVERTON, B.C.**
Mrs. W. Barber, Miss Florence Barber, Miss Evelyn Barber.
- FROM WINNIPEG.**
Miss A. S. M. Assafay, J. E. Essinger, H. E. Ford, Mrs. J. Hakker, Miss Judith Hakker, J. Lennon, J. Morgan, Wm. Morgan, Mrs. T. Muttall and infant, Miss Muttall, J. Peterson, Mrs. Peterson, Mrs. Geo. Prior, Adjutant Beckstead, Captain Jas. McGrath, Salvation Army Delegates.
- FROM CALGARY.**
Miss F. Holbome, Mrs. Howatt and two children, Wm. Howarth, E. Law, Mrs. Law, Master Law, John Patterson, Robt. Patterson, Miss E. Patterson, Jas. E. Smith, Mrs. E. Stanner, A. E. Stilman.
- FROM SASKATOON, SASK.**
Alfred Barker.
- FROM PARIS, ONT.**
Miss I. Blackhurst.
- FROM ST. THOMAS, ONT.**
O. Brown, Mrs. J. Dargue.
- FROM REGINA, SASK.**
Coasta Buhler, A. H. Teath, Miss Mary Wood.
- FROM HAMILTON, ONT.**
Mrs. S. Burgess, Miss C. Hope, John Reilly, Miss Alice Voneley, Harry Yates, Mrs. Yates, Adjutant Anna Price, Salvation Army.
- FROM VICTORIA, B.C.**
Mrs. E. Chignell, Miss B. Veitch.
- FROM NEW WESTMINSTER, B.C.**
Mrs. J. Whitelaw, Mrs. Geo. White.
- FROM NANAIMO, B.C.**
Mrs. Robt. Hoggan.
- FROM MOOSEJAW, SASK.**
Miss K. Farr, Miss N. Farr, Miss N. Farr, Miss D. Farr, Miss B. Farr.
- FROM PRINCETON, B.C.**
Mrs. A. Cole.
- FROM PIRSON, MAN.**
J. F. Dandy, C. Halliday.
- FROM MOOSEMIN, SASK.**
Mrs. J. E. Linslie.
- FROM CHILLIWACK, B.C.**
Mrs. and Mr. James Gregg.
- FROM CLOVERDALE, B.C.**
Mrs. W. H. Griffin and infant.
- FROM MORTLACH, SASK.**
Wm. Hart, Mrs. Hart, Miss Edith Hart, Master Wm. Hart, John Scott.
- FROM WREYBURN, SASK.**
Ensign F. Peacock, Salvation Army.
- SALLON PASSENGERS—FROM TORONTO.**
F. E. Abbott, C. R. Burt, A. Cullen, Miss Maud Cullen, Master Cullen and maid, H. R. O'Hara, Mrs. O'Hara, Miss O'Hara and maid.
- FROM VANCOUVER.**
J. R. Avercrombie, Mrs. D. T. Hailey, C. B. Lyon.
- FROM HAMILTON.**
J. J. Cailey.
- FROM WINNIPEG.**
R. A. Cunningham.
- FROM KINGSTON.**
E. P. Godson.
- FROM QUEBEC.**
C. H. Holloway.
- FROM HALIFAX.**
Dr. Alex Lindsay.
- FROM ST. CATHERINES.**
Miss Miller.
- FROM SHERBROOKE.**
Mrs. W. E. Paton.
- FROM OTTAWA.**
E. Seybold, Mrs. Seybold, G. Bogue Smart.
- FROM LARDO, B.C.**
Miss C. P. Cay.
- FROM FREDERICTON.**
David Johnson.
- FROM BIRMINGHAM, ENG.**
P. J. Aides, Mrs. Aides, Miss Doris Gaunt, A. Hirst, F. W. Howes.
- FROM LONDON.**
A. P. Anderson, M.D., A. Darling, J. Ferguson Duncan, L. A. Hyamson, Lawrence Irving, Mrs. Irving and maid, Sir Henry Seaton Kerr, A. G. Magginis, A. E. Mullins, Mrs. Mullins and Miss E. Mullins, W. Leonard Lamer, Mrs. Palmer, Rev. J. Wallett.
- FROM MANCHESTER.**
P. C. Averdick, V. Branch, W. Fenton.
- FROM NOTTINGHAM, ENG.**
A. J. Burrows, Hardwood Cash, Mrs. Cash.
- FROM BRADFORD, ENG.**
Charles Goldthorpe.
- FROM LIVERPOOL.**
A. J. Wakefield.
- FROM NASSAU, BAHAMAS.**
Mrs. Hart Bennet, Miss Ainsless.
- FROM AUCKLAND, N.Z.**
Lieut. Col. W. R. Bloomfield, Mrs. Bloomfield, Miss H. I. R. Bloomfield, Mrs. H. W. Price, Miss T. Townsend.
- FROM DENVER, COLO.**
Mrs. F. H. Dunlevy.
- FROM OKKAHAMA.**
Cox. Edwards.
- FROM HONG KONG.**
W. D. Grahames and Mrs. Grahames.
- FROM SUVA, FIJI.**
J. Gabriel Marks and Mrs. Marks.
- SECOND CLASS PASSENGERS—FROM TORONTO.**
Miss A. Bales, Miss Mary Baxter, Mrs. Wm. Clarke, Miss Nellie Clarke, Mrs. M. Dale and infant, Wm. Davies and Mrs. Davies, Mrs. Chas. Moir, J. Patrick, Miss Isabel Stage, Miss A. Swindlehurst, Mrs. Wood, Ernest Aldridge, Thos. Brooks, Miss I. E. Dunn, Miss E. East, E. Evans, Mrs. Evans, Geo. Falstead, E. Ford, Mrs. Ernest Ford, F. F. Godard, Thos. Gray, Ernest Green, Mrs. J. Green, Miss Jessie Green, Thos. Greenway and Mrs. Greenway, Bert Greenway, Wm. Horwood, W. Humphreys, J. Jonson, T. Jones, Robt. Malone, Kenneth McIntyre, G. Mecher, Wm. Measures, Miss Lilly Morgan, E. Reeve, Mrs. Panton, W. Perkins, W. Wakefield.
- FROM CARSTAIRS, ALTA.**
Henry Birkett.
- FROM MERRITT, B.C.**
J. W. Langley.
- FROM PETERBORO, ONT.**
W. H. Perry.
- FROM EDMONTON, ALTA.**
Miss A. Priestly, Miss M. Priestly.
- FROM GUELPH, ONT.**
S. J. Sampson.
- FROM NESBIT, MAN.**
Wm. Shattock.
- FROM KAMLOOPS, B.C.**
Mrs. Elizabeth Taplin.
- FROM CAMPBELLFORD, ONT.**
Miss E. Willmot.
- FROM LETHBRIDGE, ALTA.**
Brigadier J. Hunter, Mrs. Hunter, Miss Hunter, Master Hunter.
- FROM HALIFAX, N.S.**
Adjutant Geo. Edwards.
- SALVATION ARMY DELEGATES FROM TORONTO.**
Com. David Rees and Mrs. Rees, Captain Harding Rees, Captain Ruth Rees, Miss Annie Rees, Colonel Maidment, Mrs. Maidment, Brigadier Potter, Master Willard Potter, Brigadier John Walker, Major W. Geo. Atwell, Mrs. Atwell, Major D. Land, Mrs. Creighton, Major Hugh Findlay, Mrs. Findlay, Major Richard Turpin, Captain A. Hayes, Captain Arthur Morris, Captain Mrs. Morris, Captain D. McAmmond, Adjutant Everet Brow, Mrs. Dow, Adjutant and Mrs. Green, Adjutant Hannagaer, Mrs. Hannagaer, Miss Grace Hannagaer, Adjutant Maisey, Adjutant W. Stitt, Mrs. Stitt, Ensign Geo. Bonyge, Ensign O. Mardall, Ensign B. Pattenda, Ensign E. Pugmire, Captain Giberbest, Captain T. Dodd and Mrs. Dodd, Captain James Myers, Captain Rufus Spooner, Captain Whatmore, Capt. Geo. Wilson, Lt. Stanley Bigland, Lt. Alf. Keith.
- FROM VANCOUVER.**
Miss D. Balcolmn, Miss Eberry, G. D. Bishop, R. B. Bullpitt, Mrs. M. K. Heperburn, Miss B. M. Heperburn, Master P. M. Heperburn, Miss E. D. Hunt, Miss M. E. Langley, Miss W. M. Quarterly, W. J. and Mrs. Richardson, Mrs. H. Axton, Master Axton, Mrs. Geo. Cook, Mrs. F. Counsell, Mrs. C. D. Davidson and Miss Davidson, Mrs. W. Graft.

MONETARY LOSS IN THE EMPRESS WAS \$3,349,000

The Ship Carried Silver Bullion Valued at One Million Dollars

COMPANY ESTIMATES SHIP WAS WORTH \$2,000,000

Cargo Valued at \$250,000, Besides Which Passengers Had Many Valuables

MONTREAL, May 30.—When the steamer Empress of Ireland was rammed off Father Point yesterday, she carried to the bottom of the Gulf with her, not only the hopes of many bereaved families, but also a fortune amounting to over \$1,000,000 in silver bullion bars, from the Cobalt mines, which were being shipped to London.

The bullion was contained in 163 bars, and was in two packages, aggregating \$275,000 and \$824,000 respectively.

There is but little doubt that efforts will be made to recover it. The C.P.R. values the Empress at \$2,000,000, her cargo \$250,000, and with the bullion the total loss is \$3,349,000, this exclusive of personal valuables carried by passengers.

Narrow Escape Of 'Royal Edward'

Struck a Big Iceberg Head On and Was Somewhat Badly Damaged

LONDON, June 1.—The Royal Edward arrived at Avonmouth yesterday morning. The passengers and crew were thrown into a state of consternation when they learned the fate of the Empress.

Last Saturday in the fog a large berg was sighted four hundred yards long lying in the water. The Royal Edward's engines were reversed but an impact being unavoidable, the captain decided to take the shock head on and the liner escaped with a twisted stem and buckled plates, instead of disaster.

130 OF VICTIMS WERE MEMBERS OF THE S. ARMY

Dead Includes Forty-One of the Best of Its Canadian Officers.

COMMISSIONER REES GONE; HIS WIFE AND CHILDREN.

Toronto Cables List of Salvationist Dead Found and Identified.

The Salvation Army in Canada suffered fearful losses through the sinking of the Empress of Ireland. The passenger list of the big liner included one hundred of the Army's rank and file and of these only twenty-eight survive. Included in the list are Commissioner Rees and his wife, and forty others of the best of the Salvation Army officers in the Dominion.

Saturday night, Staff-Captain Cave, S.A., of this city, received the following message from Toronto, giving a list of the Salvationist dead identified so far:

The following Salvationist dead have been identified and are being brought to Toronto—

Mrs. Commissioner Rees, Colonel and Mrs. Maidment, Brigadier W. Scott Potter, Major Pindley, Major and Mrs. Simcoe, Adjutant Harry Green and daughter Jessie, Adjutant Hanagan, Adjutant and Mrs. DeBow, Captain Guido Whatmore, son of Commissioner Whatmore, Mrs. Staff-Captain Morris.

Fifteen living survivors arrived at Toronto Saturday evening; none saved above the rank of Major; balance of living rescued coming to Toronto Sunday or Monday. Staff and officers working at identification of bodies at Quebec. Three hundred bodies await identification. Suggest arrange memorial services throughout your division for Sunday, June 6th; this date arranged for whole territory. Bereaved graciously sustained.

COLONEL REES.

This Afternoon at 2.30. To-Night at 8.15

Thomas A. Edison's Genuine Talking Pictures

THEY TALK! THEY LAUGH! THEY SING!

CASINO THEATRE! ONE WEEK ONLY!

MATINEES—10, 20 30c. NIGHTS—20, 30, 50c. ENTIRE CHANGE OF PROGRAMME THURSDAY.

Seats at The Atlantic Bookstore.

THERE IS NO COMPARISON

Between Molasses Meal and other sugar foods. The manufacturers of Molasses Meal never attempt to COMPETE with anything else, their product being

Unique, Distinct and Superior

to everything else.

for Sale at all Feed Depots, or Wholesale Only from **HARVEY & Co., Ltd.** AVOID IMITATIONS.

St. John's Municipal Council

Owners of horses who are desirous of helping the Municipal Council to clean the town are requested to send same to the Sanitary Stables by seven o'clock in the morning.

By order, JOHN L. SLATTERY, Secretary

DR. F. W. BURDEN
330 DUCKWORTH STREET

HOURS:
9 a.m. to 10.30 a.m.
2 to 3 p.m.
7 to 8.30 evenings.

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

ADVERTISE IN THE MAIL AND ADVOCATE

Codfish

Just the Quality for RETAILERS.

SMITH CO., Ltd.

Councils Express Their Sympathy.

TEN DOLLARS FROM L. Y. B.

Enclosed you will find an order for \$10.00 as subscription from the Orange Young Britain Lodge No. 293, Indian Burying Place, to the F.P.U. Disaster Fund.

ALPHONSO WHITE, Recording Secretary

LIST OF SUBSCRIBERS F.P.U., JAMESTOWN, B.B.

Az. Mercer, Chris. Haines, Robert Yetman, John Atwood, William Pike, Mrs. Az. Mercer, \$1.00 each; Charles Moss, 50c.; Alan Wheeler, Elijah Attwood, John Blunden, Joseph Yetman, Mrs. John Blunden, 50c. each; Mrs. Amy Yetman, 20c.; Miss Elsie Wheeler 15c. Total \$9.45.

RESOLUTION OF SYMPATHY.

The officers and members of the Lewisporte Local Council of the F.P.U. desire to convey to the grief-stricken relatives of the victims of the sealing disaster their deep sorrow and heartfelt sympathy.

Enclosed herewith you will please find \$30.00 as a contribution to the F.P.U. Disaster Fund.

JAS. NORTHCOTT, Secretary.

FROM LITTLE HEART'S EASE.

At a regular meeting of the Local Council of Little Heart's Ease, the following resolutions were passed:

RESOLVED that the sincere sympathy of this Local Council be tendered those bereft through the Newfoundland sealing disaster and by the loss of the Southern Cross;

AND BE IT FURTHER RESOLVED that we donate the sum of Five Dollars to the F.P.U. Disaster Fund.

JONAH STRINGER, Secretary.

LIST OF SUBSCRIBERS F. P. U., NORTHERN ARM

James Evans, William Ball, Wm. Oke, Thomas Humphries, Douglas Langdon, Moses Langdon, George Ball, Dorman Ball, John Tilley, Robt. Humphries, Henry Evans, Jacob Evans, Daniel Ball, Phillip Manuel, John Morgan, Albert Langdon, Ford Ball, Richard Langdon, Edward Humphries, William Chinn, Stewart Ball, \$1.00 each; John Langdon, 60c.; Samuel Tilley, Albert Seymore, Jethro Evans, Samuel Evans, Walter March, John March, Henry Langdon, Jr., 50c. each.

LIST OF SUBSCRIBERS F. P. U., HOLYROOD

Wm. Kerby, James Quinton, Joseph Murphy, Patrick Healey, Patrick J. Healey, Thomas Dwyer, Wm. Veitch, Mrs. Matthew Hawco, Edward Joy, \$1.00 each; Joseph Penney, 80c.; Jas. Duff, John O'Rourke, Matthew O'Rourke, Jas. McGrath, Mrs. John Kielley, Mrs. Phillip Kielley, Mr. Richard, James Kielley, John Morrissey, Thomas Hennessey, Wm. Curran, John Murphy, James Healey, Garrett Besau, A. Friend, William Byrne, A. Friend, 50c. each; James Rourke, 20c.

READ THE MAIL AND ADVOCATE

FROM BOYD'S COVE

(Editor Mail and Advocate)

Dear Sir,—Enclosed you will find the sum of \$5.45, a contribution from the following list of subscribers to the F.P.U. Disaster Fund:

Peter Freaque, James Wills, Obed. Freaque, 50c. each; Charlie Head, 40c.; John W. Freaque, 30c.; George Mercer, Wm. Donohue, Michael Martin, William Freaque, James L. Dwyer, Titus Freaque, David Thoms, Richard Pope, Samuel Newman, Levi Freaque, Arthur R. Wills, Arthur Robinson, Michael Barry, Edward Barry, Mich. Clair, 20c. each; Levi Freaque, Ambrose Freaque, 10c. each; David Martin, 5c.

JOHN W. FREAQUE, Secretary

FROM WOODS' ISLAND.

At a meeting of Woods' Island Local Council of the F.P.U. held on May 23rd, the following resolutions were adopted:—

WHEREAS the members of this Council have heard of the terrible disaster in which so many of our fellow countrymen met death while engaged in the seal fishery;

BE IT RESOLVED, that this Council tender its sincere sympathy to those who are thus bereft;

AND BE IT FURTHER RESOLVED that a copy of these resolutions be forwarded to The Mail and Advocate for publication.

JACOB BARNES, Chairman.

W. J. JESSEAU, Secretary.

KEELS LOCAL COUNCIL.

The Local Council of the F.P.U. of Keels have adopted the following resolutions:—

WHEREAS Newfoundland has been called upon to mourn the loss of two hundred and fifty of her brave sons through death on the icefields;

AND WHEREAS the Supreme Council of the F.P.U. has undertaken the collection of a fund for the relief of the dependent ones;

THEREFORE BE IT RESOLVED that this Council place itself on record as sympathizing with the bereft;

AND BE IT FURTHER RESOLVED that we collect on behalf of this F.P.U. Disaster Fund.

HENRY HOBBS, Chairman.

IN MEMORIAM.

(Editor Mail and Advocate)

Dear Sir,—I would like to pay a tribute of respect to the memory of our esteemed friend, Mr. Aaron Porter, who departed this life just a little over two months ago at the age of 58 years.

He was a very strong member of the F.P.U. and always took a great interest in the workings of the Local Council, although during the last few years he was in poor health and was therefore unable to exert himself very much.

He is missed a great deal from this place, but in this affliction as in every other, we must learn to be resigned to the will of the Almighty.

—BROTHER.

FORGING AHEAD!

That is the position of The Mail and Advocate, as each issue sees a larger sale. What about that? WANT ADVT!

WORD OF COMFORT

(Editor Mail and Advocate)

Dear Sir,—The Methodist people of Happy Adventure desire to contribute a word of condolence to the sorrow-stricken, whose hearts are bleeding with anguish and sorrow over the loss of fond loved ones.

"The Daily Mail" Pattern Service.



ONE OF THE MODISH BROCADED SILK AND WOOL CREPES

If one desires a serviceable frock for various occasions, nothing could be a wiser choice than one of these pretty new crepes—light of weight and brocaded in self-tone. Such is the material used for the pretty frock shown in the drawing. This was a rich wine color with full length raglan sleeves and rolling collar of self-tone taffeta. The blouse opened over a vest of chiffon taffeta and chiffon. The broad girde of taffeta was slightly lifted at the left side and held by a rosette of silk. The skirt is one of the newest of the draped models, the tunic draped in panier effect with a broad panel at the back.

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 recent sealing disaster has been one great sorrow; but we cannot do more than commend the bereft to him who said, "Blessed are they are mourn, for they shall be comforted."

"Eternal Father! strong to save, Whose arm doth bind the restless wave, Who bidd'st the mighty ocean deep Its own appointed limits keep; O hear us when we cry to Thee, For those in peril on the sea."

Accept the sum of \$3.00, contributed by the people.

—ELI POWELL.

Wanted!

To purchase at once

ONE GOOD TRAP BOAT!

Apply

L. R. ANDREWS
276 WATER STREET
P. O. BOX 67.

Ice! Ice!

Send in your order for the daily supply of ICE delivered every Morning (Saturday evening for Sunday).

SATISFACTION GUARANTEED.

Terms on application to **HENRY BLATCH,** 51 Long's Hill. Phone 644.

COAL!

We have just landed a small vessel's cargo of extra good quality, and have another cargo due to-day

Also in stock and to arrive.

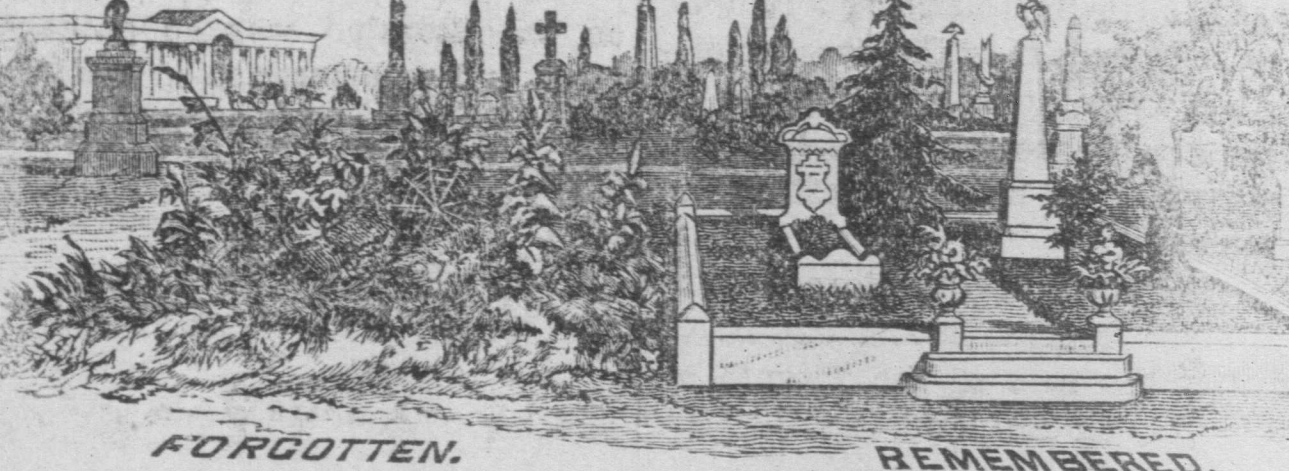
PICKETS, RAHS, POSTS, BIRCH JUNKS ETC., W. H. HYNES.

PERSISTENT!

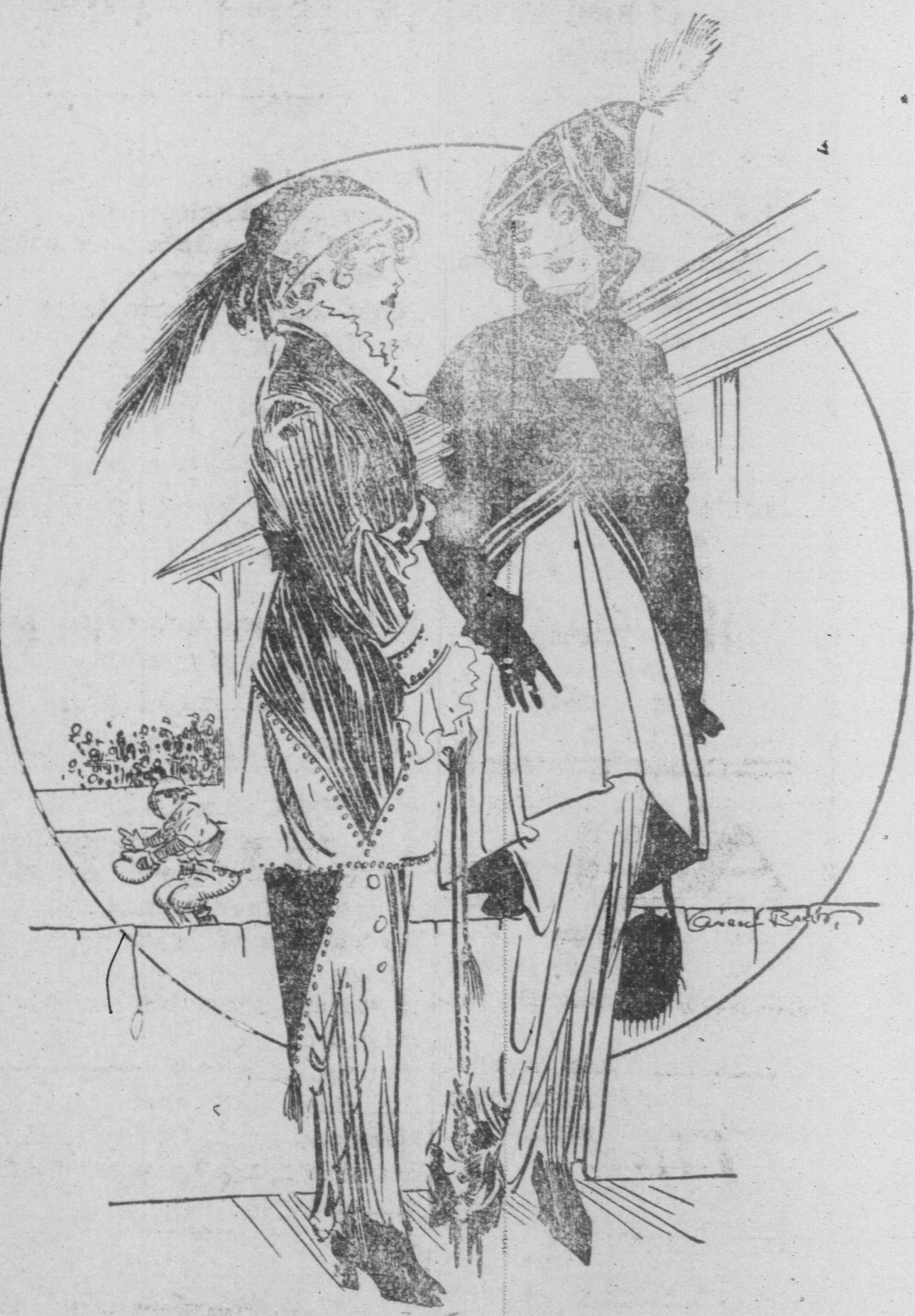
Ha! That's the kind of Advertising that bring you Results, providing, of course, you have it accomplished through the right medium. The Mail and Advocate has the largest circulation and is a sure result getter.

Skinner's Monumental Art Works

Head of Beck's Hill - Duckworth Street - St. John's, Newfoundland



If you want a nicely finished Headstone or Monument, see our stock, or write for our Catalogue of sizes and prices, and our mail order system. We give first-class stone sockets with all stones. Beware of cheaper imitations now in the market. First-class always. Second to none. First-Class Lettering a Specialty. Catalogue of prices sent to any address on receipt of Post Card.



SOME PITCHER
My! Isn't the man who throws the ball for our side just wonderful! Indeed he is; he throws it so they hit it every time.

TOO HASTY
Jones was in a fierce humor the other morning when the front door opened and in walked a stranger unannounced.
"I came"—began the stranger, taking off his coat and rolling up his sleeves.
"What?" thundered Jones. "You didn't come in here to start anything, did you?"
"I did," replied the stranger coolly.
"I—"
But he got no further. With a savage whoop Jones grabbed the intruder around the waist and deposited him on the sidewalk. Two hours later his wife returned.
"Henry," she said, "was there any one here during my absence?"
"Yes," snorted Jones, "there was some lunatic here who said he came to start something, but I just bundled

him out on the sidewalk before he had time to make a move."
"Henry, you are the biggest goose in town!"
"In what way?"
"Why, the man came to start the clock that hasn't been running for a week. He is a clocksmith."

P.O. Box 786.
Cable Address: LEYHALL.
T. P. HALLEY,
Solicitor.
RENOUF BUILDING,
Duckworth St.

AT THE NICKEL TO-DAY!

7 EXTRA GOOD PICTURES--7

THE OLD CLERK—A Selig drama.
FOREST OF COCHIN CHINA—Industrial travelogue.
MONEY NOT ALL—A strong dramatic subject.
ROCKY MOUNTAINS IN WINTER—Scenic travelogue.

BULL FIGHT IN FRANCE
Has all the excitement without the inhuman cruelties of the Spanish Bull Fights.

FAUST and THE LILLY—A splendid comedy.
THE PATHE WEEKLY—Many interesting events.

MISS ETTA GARDNER, novelty songs. MISS KITTY RING, at the Piano. JOSEPH ROSS, realism—effects. WALTER J. MCCARTHY, Ballads.

Grand Big Holiday Programme Wednesday.

FOR SALE!

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THIS MOTOR WHICH WAS NEVER INSTALLED, IS WORTH \$650.00 BUT WILL BE SOLD AT LESS THAN HALF PRICE IF PURCHASED SOON.

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Bowring's Cove.

Many F.P.U. Local Council Parades.

PILLEY'S ISLAND.

The Local Council of Pilley's Island had a good turnout on the occasion of their annual parade. The weather was splendid and everything went off without a hitch.

The concert held at night was a great success and the young people who took part therein are to be congratulated.

—R. VERGE.

POINT LEAMINGTON.

The Local Council of Point Leamington have held their annual parade, going to Southern Arm and returning to the Orange Hall where the ladies had provided a splendid tea for the members.

The whole affair was most successful and the spirit of enthusiastic Unionism was displayed by all who took part. —JOHN RICE, Chairman.

TIZZARD'S HARBOR.

I am glad to report that the Tizzard's Harbor Local Council still continues to make great progress. The day appointed was a very fine one and, starting from the Orange Hall, we walked through the Harbor and then to Wild Cove, where lived a member of our Council who was too old to take part in the parade.

We were glad to have with us Mr. Jennings, the member for the District, whose presence added importance to the occasion. About half past six in the evening we began our meeting and Mr. Barnes being called upon, delivered an excellent address. He was followed by Mr. Jennings who spoke interestingly for close on two hours.

—TRUMP.

SPRINGDALE.

Although the weather was anything but fine on the day chosen for the annual parade of the Local Council at Springdale, we had a good turnout and a most enjoyable time.

The members of the Council met at the Hall in the morning and transacted some business, after which we paraded to the far end of the settlement and back again to the Methodist Church where divine service was conducted by the Rev. W. H. McKirdy. Proceeding to the Hall from the Church, we found tea awaiting us and I am sure that all the brethren enjoyed it immensely.

An entertainment was held in the Hall after tea and several stirring addresses were also given during the evening.

—BENNETT S. CLARKE.

NEW BAY.

Although the day set for the parade of the New Bay Local Council was rather disagreeable, the attendance was better than at any public event ever held here before. The route of the parade extended over a distance of nearly five miles after covering which we entered the Methodist Church where a sermon appropriate to the occasion was preached by the Rev. Mr. Rideout.

Returning to the Hall, we found that the ladies had all things prepared for our refreshment and they gave us a very enjoyable time indeed.

Later in the evening, we held a general meeting which was well attended and was very interesting to all.

We feel sure that prosperous times are ahead of our Local Council as new members are coming in almost

continually and both young and old are enthusiastic for Union principles.

—ONE OF THE NUMBER.

FARMER'S ARM, DILDO.

Our fifth annual parade was the most successful of them all. Although the morning appointed did not turn out very fine, we got together at the Hall for a meeting and then, the weather having cleared a little, formed ranks and paraded for about two miles through the place. All along the line, cheers were given for our President and for the F.P.U., while volleys of musketry were fired in our honor. Many flags were flying and the friends of Burt's cove had decorated several schooners in honor of the event.

On our return to the Hall we found that the ladies had a grand tea prepared and we afterward had a concert at which a programme of dialogues, recitations and songs was gone through by the young ladies and gentlemen of the place.

We had a grand time and the Comfort Cove Unionists who were prevented by snow from uniting with us were very much disappointed indeed.

—JOHN H. WHEELER, Chairman.

OCHRE PIT COVE.

The annual F.P.U. parade here proved a great success although the morning of the day chosen turned out to be somewhat stormy. Members and sympathizers had flags flying in all directions when the Council assembled at the Hall in the afternoon. Many members from neighboring Councils were present and, at the request of the Chairman, gave reports of the progress of the work in their own settlements.

After the meeting, the Unionists formed in procession and paraded through the place returning to the Hall where they partook of a very choice tea which the good ladies had prepared for them.

After tea, the Hall was given over to the young folk for social enjoyment until 7 o'clock in the evening when the audience was called to order to listen to a carefully prepared programme of songs, speeches and recitations. Our Council is making steady progress, the members vying with each other in forwarding the good cause.

—CHAIRMAN.

RATTLING BROOK.

We were very fortunate in the day which we chose for our parade, as the weather turned out to be everything one could desire.

Early in the morning, the members of the Rattling Brook Local Council formed in line and paraded as far as what is known as Stares Rock Point, where we were met by the members of King's Point Council and we then turned and marched back to the Church at the lower part of the settlement. A very impressive sermon was preached by the Rev. W. B. Barnes, who took as his text the words "But seek ye first the Kingdom of God."

After the service, we returned to the Hall where we partook of refreshments which had been prepared by the ladies to whom our thanks are hereby tendered.

The Hall had been beautifully decorated by the young ladies with mottoes and texts and presented a very fine appearance.

A concert was put on later in the evening and the programme was a very enjoyable one indeed.

—SECRETARY.

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

TILTING.

The Union members of this place turned out in good style to attend the annual parade of the Local Council, which was an entire success.

On our return to the Hall, after marching around the Harbor, we were addressed by the Chairman who outlined the aim and progress of the Union since its organization four years ago and congratulated the Local Committee on the arrangements made for the parade and the good ladies who had lent mottoes and other things for decorating the Hall.

In the evening, we held the first dance in our Union Hall, after which the proceedings of the day were brought to a close by the singing of the National Anthem and cheers for the President and Mr. Halfyard.

A special feature of the celebration was the giving of some gramophone selections, the gramophone being lent for the occasion by Mrs. L. Green.

We were very sorry that some of our Union members were away from the place and were deprived of the pleasure of attending the events of the day.

—LEONARD GREEN, Chairman.

PORTLAND.

The annual parade of the Portland Local Council was an unqualified success. Practically all the members turned up and all who attended had a most enjoyable time.

Although the high, cold breeze made it a task of great difficulty, some of the members carried flags and banners which strenuous action can be taken as evidence of their enthusiasm for the cause. Some of the banners carried had been made locally and were embroidered with mottoes such as "Long Live Coaker," "The F.P.U. Forever," "Sink or Swim with Coaker."

There was some firing of guns and loud cheering all along the line of parade.

At the Hall, we were treated to an excellent tea which the ladies had in readiness for us on our return from the parade. The tea was served up in a very nice manner and was thoroughly enjoyed by the men, who, after their long, hard tramp, did ample justice thereto.

Later in the evening, an entertainment was put on when those present listened to recitations, gramophone selections and stirring addresses from several of our friends.

Altogether, the event was a splendid success.

—W. H. C.

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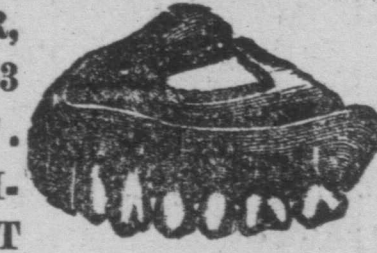
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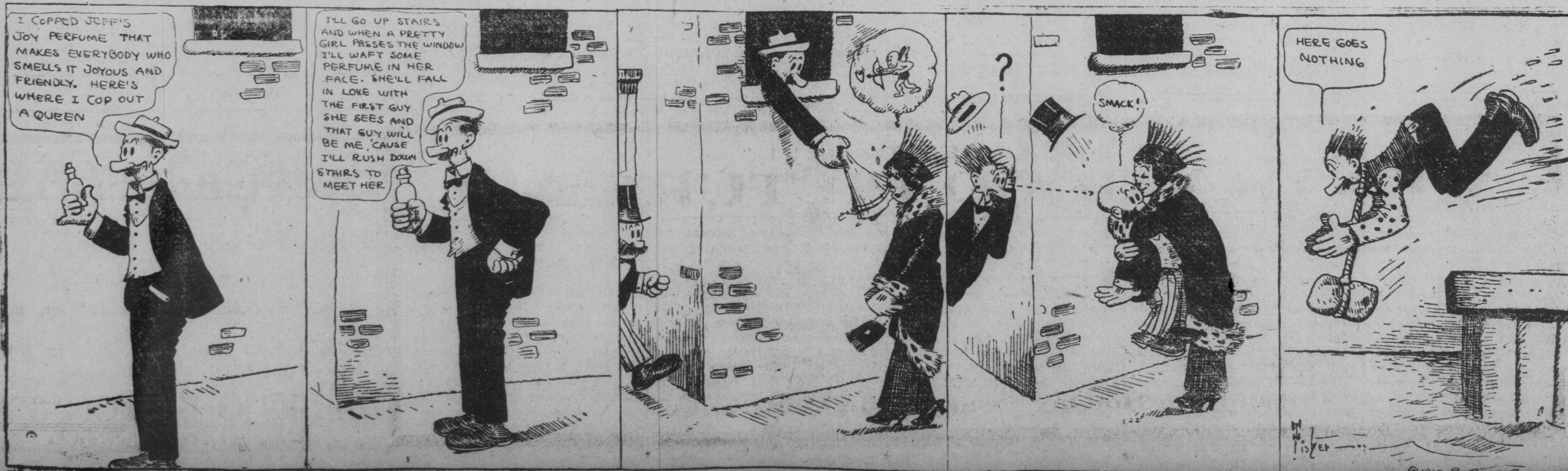
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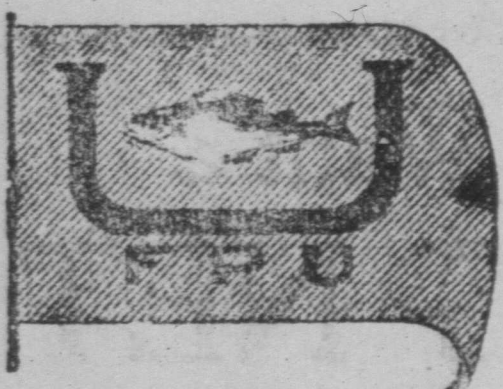


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Subscription Rates.

By mail The Daily to any part of Newfoundland and Canada, \$2.00 per year.

To the United States of America, \$3.50 per year.

The Weekly Issue to any part of Newfoundland and Canada, 60c. per year To the United States of America, \$1.10 per year.

All correspondence for publication should be addressed to the Editor of The Mail and Advocate.

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 there in expressed.

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ST. JOHN'S, N.F.L.D., JUNE 1st, 1914

OUR POINT OF VIEW.

A CONTRAST

OF MORE than ordinary interest to the people of Newfoundland is the announcement made in the cable message to-day regarding the investigation of the terrible "Empress of Ireland" disaster.

The collision that sent the big liner to bottom with upwards of a thousand of her human complement occurred in the early hours of Friday morning, May 29th; on Saturday, the 30th, hardly twenty-four later, it was announced that the Dominion Government was taking immediate steps to probe the matter to the bottom.

To-day, according to the cabled message, legislation will be introduced in the House of Parliament at Ottawa, authorising the appointment of a specially constituted Commission of three members, one of them, with special experience in Admiralty matters, to be appointed by the Admiralty.

More than this. While the proposed commission is to enquire specially into the circumstances surrounding the wreck of the "Empress of Ireland," it will be retained as a permanent body to deal with any cases of extreme gravity that may occur in the future.

The Canadian authorities are to be commended for the promptness of their step. Over a thousand precious lives were snuffed out in a few minutes by the disaster, and the Dominion Government at once recognized it was incumbent on them to inquire minutely into all the circumstances and to place any responsibility in the proper quarters.

But, other countries—other manners. Two months ago almost four-score lives were lost at the icefields from the crew of the steamer "Newfoundland." A few days later, the "Southern Cross" with a complement of one hundred and seventy men was given up as lost with all hands.

Except for the holding of an abortive magisterial inquiry, on coroners inquest, the authorities of this country have done absolutely nothing in the matter. Two hundred and fifty of our population were victims of the two marine fatalities, but nobody

seems to bother a bit about it, excepting, of course, the many families who mourn the loss of breadwinners. Think of it! The disasters to the crews of the "Newfoundland" and the "Southern Cross" caused the death of one man out of every thousand of our population and saddled the country with the care of thousands of helpless women and children. They have made this country the subject of world-wide charity, yet it seems to be nobody's business to probe the occurrences and to establish the question of liability.

Canada suffered somewhat by the loss of life in the "Empress of Ireland," but our loss in human lives this spring was, proportionate to population, much greater than that of the Dominion by the recent disaster.

Yet Canada does not allow a day to pass before deciding to take immediate steps to investigate the affair, while in the case of this country weeks pass into months and still nothing is done, nor are we even in a position to state that a competent Commission of Investigation is to be appointed by the Government of this Colony.

Apart from anxiety to punish, if necessary, the parties in any way responsible for the recent disaster, Canada is, doubtless, actuated by a desire to restore faith in her shipping, and in the safeguarding of human life in her great waterways.

What is the secret of the dilatoriness of the authorities of this country?

Are the Government actuated by motives of political expediency? If so, the curse of a bereaved country will forever blast their party ambitions at the first opportunity.

Or, do they regard the appalling loss of life to our seafaring population as a matter of little concern?

Then the men who now occupy office as administrators of our public affairs have sealed their own political doom and our electors will henceforth regard them as utterly unfit for preferment to places of honor.

No matter what the motive for the delay, the fact remains that the Government of Sir Edward Morris has dallied with a question involving such important issues as life and death, and there can be no question at all that they have thereby owned themselves undesirable in public life, and as beyond doubt unfit to hold office as stewards of the public interests of Newfoundland.

ANSWER TO "INDIGNANT"

WE WILL refer the matter to Downey and the sheep buying to Mr. Coaker. It is likely he can ferret out all the doings of the Agricultural Commission.

Your complaint seems well grounded for it has come to our ears too. Although Downey received \$125 per month expenses to purchase those sheep, he did not do the buying at all, but let the job out to his political friends, who bought the scrub of Cape Breton and paid from \$3.50 to \$5.00 a piece for them. One could purchase carloads of the same kind of sheep among the Cape Breton farmers for three or four dollars.

These miserable scrubby rams cost the country \$10.00 a piece at Sydney. Car loads of them were brought in and scattered over St. George district. They were dumped off in bunches of six, and in some cases, there was nobody to take the animals after their landing. At Robinson's Head the sheep were "left on the parish" to run wild, but what mattered it. Downey got his graft, and the sheep were landed.

Of some of the car loads it was said that if you were to search all the wide district of St. George's you could not find a half car load of so shabby a lot of sheep.

The whole question needs a thorough overhauling, and we promise our correspondent "Indignant" that when Mr. Coaker gets on the trail, there will be complete investigation.

The Morris agricultural policy has been one of the greatest hoaxes and frauds ever perpetrated on a people. It has been the source of much corruption. It began by the irregular and illegal appointment of Downey and others. The appointment of those commissioners struck at the very root of an honest and independent parliament, and was in itself an overt act of dishonesty, and part of a gigantic policy of boodle and corruption.

But the Morris party let itself out to wrongdoings of many kinds, and the agricultural hoax is but a small part of the whole fabric of wrongdoing. Morris introduced a reign of corruption, the like of which was never before experienced in this country of historic misfortune.

Historic misfortune, pooh, the misfortune has been mostly of our own making. We have no right to cry out if we have had too much of it, when it is of our own choice.

The country elected the greatest blunderer that ever cursed poor Terra Nova in the role of a leader, and then, although sick of his policy of ruin, we re-elected him, and gave



him another chance to bring about our country's complete embarrassment. We elected him again to power, and we were induced to commit the blunder, because we allowed our religious prejudices to sway our judgment.

Then came one boasting of his being a native, and a lover of the land of his birth. How has he proven his love of country? Ask of any person on the street and he will answer. He will point to a once prosperous country brought to the verge of bankruptcy through the bungling and blunders of Morris. He will point to a country at the mercy of a remorseless contractor. He will point to increased salaries on the one hand and to increased taxation on the other. He will point to a deficit in the revenue, and an empty chest. He will point to largely overdrawn accounts at the bank and Morris's failure to secure a loan in London.

All these he will point to, then he will show you how the country's business is reduced to a low ebb, with the bigger concerns reducing their staffs and nothing new being undertaken.

He then will tell you how the country's eyes are turned in confidence to the one man who is capable of helping us. Coaker is looked upon as the hope of the country. He has the power behind him and he has the will and the ability to extricate us from the quick-sands into which the corruption and villainy of Morris has led us, and to put us on the solid ground, where runs the road to prosperity.

TO THE EDITOR.

TO CORRESPONDENTS—We are always glad to receive letters on matters of local and general public interest. Correspondents, however, should make their letters as brief as they possibly can, as we are receiving scores of communications daily and have only a very limited space in which to publish them.

We use practically every letter received, at some time or other, but there must, in view of our large correspondence, necessarily be some delay before some of these letters appear in The Mail and Advocate.

We are particularly anxious to receive notes of news from all round the island. Let our young people particularly get busy and help us make our paper the newest in the country.—Editor.

NOT THE MAN.

(Editor Mail and Advocate)
Dear Sir,—Some time ago there was published in your paper a list of the names of people said to have received money from the Government for expenditure in this place. Amongst these was one J. H. Pike.

Now, I am the only J. Pike in Freshwater, my full name being J. M. Pike, and a good many people think that this money came to me.

This is not the fact, however, for I have never yet received money from any Government.

—JACOB M. PIKE.

STILL PROGRESSING.

(Editor Mail and Advocate)
Dear Sir,—I am glad to report that the Local Council at Port de Grave is still meeting with much success and that new members are continually coming in to swell our numbers. The reason for this is that everybody recognizes that the Union has been a great power for good in this place and that it is to the advantage of all to stand by President Coaker and the organization fathered by him.

At the elections last fall, the Union men of this District gave practical evidence of their great faith in the F.P.U. and I am quite sure, Mr. Editor, that with us there will be no going back on the principles of Unionism in the future.

—JOHN B. PECKFORD,
Chairman.

Port de Grave.

READ THE MAIL AND ADVOCATE

EXPENSES OF DREDGE

(Editor Mail and Advocate)
Dear Sir,—Your publication a few days ago of the expenditure in connection with the dredging done by the Priestman, is arousing considerable interest, not to say indignation, in the minds of your numerous readers.

Why should we have to do dredging at fifty-two cents a yard, when we may have it done for twenty-two, as LeMoine did it during the Bond Administration, or for twenty cent as the same party offered to do it if given a long contract?

LeMoine undertook to bring his dredge and scows from Montreal to Fortuque and back again in order to earn twenty-two cents per cubic yard, and here we are paying more than double that price for the same kind of work, by our own dredge, in our own waters, right on the spot so to speak.

Who is making the pull out of us? Who are the grafters? Can't we get after them, and put a stop to the scandal? We are indeed a pretty tame lot to have submitted so long. If it were not for Mr. Coaker and his fearless paper, we would not know anything of how we are being fleeced.

The railway building policy of the Morris grafters is of the same kind, but greater in degree. We have been duped, robbed and cheated on all sides by arch offender Morris. At every turn he has wronged the country he gasses so much about, till he has reduced us to a state of beggary, never before approached.

The agricultural policy, the branch railway building, and dredging, are all gigantic bluffs.

It would be worth Mr. Coaker's while to investigate Downey's doings in Cape Breton. It would be of interest to the country to know just how he got all those scrub rams, and how much per head he paid for them.

There is a great deal of complaint among the people of St. George's about the quality of those sheep, and also about the quality of the seed potatoes.

—INDIGNANT.

St. John's, June 1st.

AFTER THE PHILOSOPHER.

(Editor Mail and Advocate)
Dear Sir,—The Twilling Sun some time ago had an editorial headed "The Philosopher" and his remarks would give the general public the idea that the Road Board elected here was composed of Union men only. Now, this is not so.

Magistrate Scott called a public meeting and explained the nature of an elective board and the measures to be taken to secure one, stating that the membership should consist of twelve men, although as many as wished to could offer themselves for election. On the night of nomination only twelve were put up for election and it so happened that eleven of these were F.P.U. men.

As the total membership of the board was to be twelve and no option offered, the Magistrate declared these twelve men elected.

Uncle Billy, however, objects to the proceedings of this meeting and commenting thereon says that the F.P.U. men have an idea that they have a monopoly of honesty while it is evident from the opinions which he expresses as "The Philosopher" that he thinks we have very little more than a speaking acquaintance with honesty.

As for his statement that the North Side is not represented on the board, that is entirely false and as far as honesty and good statesmanship are concerned, I believe the public of this place will agree with me when I say that the board, as recently elected, is composed of some of our very best men.

—PETER YOUNG.

Twillingate.

THE HOLIDAY.

(Editor Mail and Advocate)
Dear Sir,—From several standpoints, Monday is the very last day in the week that should be as a general holiday for this city.

There are hundreds of mechanics and clerks who used to take advantage of the Wednesday holiday to go out of town trouting and enjoying themselves generally and it was then the common thing to see the train crowded with holiday makers on the evening previous to the day set apart.

Now, according to the new arrangement, unless Sunday is included in the programme, this pleasant and health-giving recreation usually looked forward to by so many, has to be given up.

The Monday holiday prevents hundreds who otherwise would spend the holiday away from the busy haunts of men from doing so and it is unfair and unjust to deprive the people of this pleasure.

On the other hand, Wednesday or any other day but Monday would afford and would give everybody a chance of enjoyment.

This Monday holiday suits the im-

Under the distinguished patronage of His Excellency the Governor and Mrs. Davidson.

To-Night!

Methodist College Hall,

All English Program

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SECOND ACT FROM "MARTHA"

IN COSTUME BY

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Tuesday Night:

Grand Opera Program

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Shadow Song from "Dinorah," by Mme. Scotney.

Quartette from Rigoletto.

Wednesday Night:

Mme. Scotney will Sing Polonaise, from "Migon" and "Ave Maria."—Bach Gounad, with Cello Obligato and Organ.

Full Announcement Tuesday.

TICKETS---ATLANTIC BOOKSTORE.

Good Single Seats at \$1.00 and \$1.50.

porters and others who have their country seats and it also suits those who have no scruples about breaking the Sabbath. Many of us would not be surprised to see a Sunday trouters' train leaving town for their convenience.

It is a pity that these importers, the most of whom profess to be God-fearing men, did not see that while they were enjoying the comforts of their homes on Sunday many others were doing violence to their consciences and were kept away from the Sabbath from all the restraining influences of the city churches.

The Importers' Association, as a public-spirited body of men ought to do the straight thing every time but they have taken the wrong direction in connection with the whole holiday. Instead of building up the moral tone of this community, they are helping to pull it down and are, at the same time, depriving hundreds of conscientious toilers of their one and only means of recreation.

—TROUTER.

St. John's.

A WELL-WISHER.

(Editor Mail and Advocate)

Dear Sir,—The majority of our people are behind President Coaker in the noble fight he is putting up to protect our fishermen and seamen. The two Keans, father and son, who were particularly concerned in the Newfoundland Sealing Disaster, would certainly be deprived of their certificates if the fishermen of this Country had their way. I fully believe that every fisherman in Newfoundland would strike if these two captains were allowed to go as masters of ships again to the seal fishery.

I contend that if the whistle of the Newfoundland had been kept going that night until 12 o'clock, pretty well all the crew would have succeeded in getting on board. As to the question of how far a steamer's whistle can be heard, that depends upon the nature of the atmosphere. When the barometer stands at 29.80 or 29.90, the atmosphere is very light and sound should carry a long distance by that a glass usually shows that a Southerly wind accompanied by snow, rain or fog, is likely to blow up.

I feel sure that you can hear the whistle of any of those steamers a distance of ten miles when the glass stands at 29.80 but with a change of wind or the glass dropping to 29.50 it

would be impossible to hear the whistle at that distance.

I cannot understand how anybody can regard this disaster business as anything else than manslaughter.

In conclusion, allow me to call your attention to a reference made in your paper early this month to the drowning which occurred off Penguin Islands some time ago. Your statement is not quite correct as there was a boat on the Island well fitted with trap bearings, sails, oars and lines, although your paper stated that there was no boat available.

—LIGHTKEEPER.

Penguin Is.

FUTURE OF THE F.P.U.

(Editor Mail and Advocate)

Dear Sir,—Although it is some considerable time since anything from this place has appeared in The Mail and Advocate it must not be inferred that we are losing interest in the Union. Quite the reverse. The advantages secured to us by the F.P.U. are stronger than ever and we are thoroughly convinced that the only way to secure equitable Government is by making the F.P.U. the dominant factor in our civil administration.

The excellent record of our F.P.U. representatives since the last election has amply demonstrated their loyalty to the people and their ability to inaugurate a sane, sober and economical regime.

It has been said that great things spring from small beginnings and this is surely true of the F.P.U. which

at its inception was certainly one of the small things of the earth but which in a short time has become the greatest movement this Country has ever known and certainly is destined by reason of its economic nature to become the controlling factor in our future.

The experiences of the past have amply proven that with Mr. W. F. Coaker as the head of this great organization it is bound to attain to political possibilities hitherto undreamed of.

We have held our annual parade here and although the weather was somewhat rough it did not deter us from walking two miles around the settlement and back again.

As a token of respect for those lost in the recent sealing disasters, there was no cheering, firing of guns or other manifestation of rejoicing.

After the parade, we proceeded to the church where we listened to an appropriate sermon from Pastor Newman. Mrs. Robert Evans acted as organist.

After the service, we repaired to the F.P.U. Hall to partake of a bounteous repast served by the Union ladies who deserve every commendation for their generous efforts to help on the cause of the F.P.U.

—RADICAL.

Northern Arm.

ST. ANDREW'S CLUB DANCE

The members of St. Andrew's Club are having a dance at their rooms to-morrow evening.

Best Cadiz SALT

There is No Salt For Fishery Purposes Equal to CADIZ.

s. s. "HARDANGER" has arrived With a full cargo.

For sale at lowest prices. Orders now being booked for delivery alongside steamer.

BAINÉ JOHNSTON & Co.

Men's Felt & Straw Hats For Summer Wear.

We are showing this week the most fashionable and popular models in Men's lightweight Felt and straw hats for summer wear.

These Hats are chosen for Style and Wear, are made by the first makers in the world, and are warranted to give perfect comfort and satisfaction.

The Felt Hats are decidedly smart, all the newest shapes and colors, distinguished in appearance, they are exactly what the well-dressed man needs as a finish to his appearance. Prices right.

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We also carry a large stock of

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and Funnels.**

Local Councils and Union Stores requiring such goods
should order at once.

**Fishermen's Union
Trading Co., Limited.**

CHILDREN'S CARRIAGES and FOLDING GO CARTS.

Those are selling cheap as we want the space. We will crate those in wood and send them to any part of the Island.



Folding Go Carts.

The strongest and lightest carriage made.
All rubber Tired.

Pope's FURNITURE SHOWROOMS
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PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.

VERY INTERESTING—

Everybody should read The Mail and Advocate's correspondence, it's so interesting.

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

THE MAIL AND ADVOCATE.

The weekly edition of The Mail and Advocate will be sent to any address in Newfoundland and Canada for the balance of 1914 for the small sum of 30c., and the daily for the balance of 1914 for the sum of \$1.00. Send along your names and stamps to cover.

UNION MEMBERS ARGUING FOR ELECTIVE ROAD BOARDS; AND POINT OUT ADVANTAGES.

Mr. Grimes—Mr. Speaker, I have listened very attentively to the history given by the Premier, and I think it a very good sign for the country to see both sides of the House agreed upon doing something in regard to the control of road monies in the various districts. That there is need for reform is evident. I have only to add that in the small experience I have had in the District of Port de Grave, I find things very much in the same state as in other districts. In many cases money has been sent into the district that the district knows nothing of, and this has created great dissatisfaction.

There should be no system by which their money is spent without their knowledge. I have seen many examples of misuse of public monies and I think it is a well-grounded principle that the money should not be spent otherwise than with the control of the people. Otherwise it is certainly a system of taxation without representation, if people are taxed for money in the expenditure of which they have no voice and over which they have no control.

Much Money Misapplied

There has been at so many times money sent into the district and not properly spent, that at a conservative estimate I should say that at least \$20,000 has been misapplied. This has not intentionally been brought about, but the system has been wrongly worked for a number of years.

And what hope have we while such a system is continued that we will have honesty in affairs of this kind? It is only natural that if one man is going to go \$5.00 to spend for his own private purpose, that another should expect to get the same. My opinion about a reform such as this is that it will give the people a more direct interest in the affairs around them and they will begin to realize that in future it is their own concern how the money is spent, and if they do not take an interest in it they are also responsible for its misuse.

Elective Board Abolished

I noticed the Premier asked whether there were any instances of the control being taken from elected boards, and others appointed in their place. I was informed in North River the people asked for the election of a road board. The road board as elected was in existence four months when some dissatisfied persons circulated a petition and sent it on to the Government, and another board was appointed in its place. I think that these elective boards are the only satisfactory solution to the difficulty, and they must have complete control of their local expenditure. I have much pleasure in supporting the resolutions before the Chair.

Mr. Coaker—That was the Clarke Beach case I referred to.

Mr. Targett—Mr. Speaker, Mr. LeFevre seems to think that we are reflecting upon the men who spend the money and he seems to think that there is not much money wrongly expended. That may be because he does not know how it is expended. All he wants to know is that the money is going out, and he does not trouble how it is being spent. It does no matter to him if some get it all, and others do not get any.

Business of Members

With regard to those districts that have not got elected road boards, I think that is the business of the members of the District to look after that kind of thing. Probably in most districts they do not know that they can have them. The elected road boards in some districts have been due to the members of the district who have looked after their people.

Mr. Winsor—Mr. Speaker, in Bonavista Bay for the last four years the members have been instrumental in calling the people together to elect Road Boards, and it has worked very well in some respects. But one rather curious thing happened in a certain locality. A man wrote to the member for the district, asking if he could be chairman, as the previous chairman had resigned, and this member wrote back to another man to know if he would take it, and that if he did not want it he could give it to the man who had asked for it.

Strange, Indeed

I thought that very strange when the chairman is supposed to be elected, but it appears that the proper rule has not been carried out.

The way the money has been expended the last four years is a very bad system and created a great lot of bad feeling, and I think many people did not vote for the Government party in the last election on that account. There were so many family

grants that they were disgusted with the party.

I have much pleasure in supporting the resolutions. I do not wish to say very much because enough has been said. I just wish to refer to what Mr. LeFevre said about there not being much dishonesty. If he knew as much about road boards as I do, he would think differently. We are interested in this business and we mean to rectify it.

A Contribution

Mr. Clapp—Mr. Speaker, I did not intend to say anything; but the remarks of the hon. member for Placentia impel me to contradict a statement which he made this evening. He said that members of the Opposition had been shirking responsibility in not properly looking after their districts.

Every man who represents a district should know all about that district. For five years I have been a member of the Opposition, and during that time I have tried to get information about my district in connection with the various road grants.

I was informed that orders had been given to the officials that no member of the Opposition should receive any information from the office.

Refused Information

Mr. Kent—In corroboration of my friend, Mr. Clapp, I say that I was also informed that during the session I could get information, but not during the recess of the House.

Mr. Clapp—Now, Mr. Speaker, we have no voice in the conduct of our district, and information is not afforded when asked for.

When I was a member of the Government I attended to my district, and can say now that when my road boards wrote to me, I answered back and told them to appoint their own board and their best men. Those were my instructions.

I heard no complaints from my district that such and such a person did not participate in the money distributed among them.

The other day I asked two questions: one about special grants and the other about local and marine grants. I have no other means of knowing how the money was spent in my district.

Pre-election Grants

Some time ago I found out that money had been sent to my district previous to the elections, and had been spent among the friends of the Government.

Not a Liberal man got even a day's work; they were told that they were not wanted and were sent about their business.

The other day I proved to this House that thousands of dollars had come into the district before the elections.

These resolutions have been brought into the House to do away with this sort of thing and to prevent money from being spent for political purposes. Every man will thus get his share which he is entitled to.

By appointing these elective road boards, you will do away with these grievances. You will have the best men appointed to that Board. Is not that a move in the right direction?

No Dishonesty Charged

I don't think that anything was said about a road board being dishonest, and I don't think it fair for any Government member to abuse a member of the Opposition. We are here to do our duty and we will do as far as lies in our power.

I agree with the member for Placentia that every man elected by the people, whether on the Government side or on the Opposition, ought to have the control of his district. Why should the doors be closed against any man because he is on the Opposition? If it has been done by past Governments there is no reason for following in the same rut.

Why should we not have a change? If the people ask for these boards, why shouldn't they have them? I am in sympathy with the introducer of these resolutions and support them.

Mr. Winsor—Mr. Speaker, we have been somewhat misrepresented. The members on the other side seem to think we are asking for something that it would be difficult to give. All we ask for is that the road boards be elected, and that they be given all the money that belong to the particular place.

The Hon. Colonial Secretary asked if we would be satisfied if we were on the other side and had the giving out of the money.

We cannot just say at present what we are going to do when we get over there, because we are told that we are going to be here for a while yet.

Many Promises Made

The Minister of Public Works spoke of the satisfaction in Bonavista Bay. There is no doubt that the People's Party promised a lot, but they did

not carry out their promises. If they had it might have been all right. But they failed.

I can remember the first time Capt. Winsor called a public meeting. There was quite a crowd there, and the Road Board was elected and all the people were satisfied. But the money was still given out in family grants just as they were when no board was elected.

Things went on like this for about a year. Then they held a second meeting, and there were not enough people there to elect a Road Board. The old board was disgusted and there was not enough to elect any one in their place. I do not know whether there is a board there now at all or not. The Board was disgusted and there was want to see any more of these family grants. No one knows anything about them.

It Is Recognized

Someone gets a letter marked O. H. M. S., everybody knows that is a family grant. The Road Boards are disgusted over this. It is no good having Road Boards unless they get all the money.

The Premier said he did not know of a case where an elected Road Board was refused. I know one. It was in Trinity Bay, Fox Harbor. The people got together and thought it would be a good thing to elect a Road Board. They sent and asked the Government, but they were refused.

The men who formed the former Board were supporters of the Government. The man who was chairman resigned. Money came down for him, and there was no one to take it. The Postmaster wrote to one of the members, and got a reply, asking him to act as chairman.

Usual Matter

We know all these things because we live among the people. It is seen day after day. If you are going to do anything, give the people the Boards. Difficulties have been pointed out. The greatest difficulty I see is that the Boards do not get the money. The trouble has been that these grants have been in the families.

The day before polling a grant was sent to a man I know. I have the letter here. I will read it for you if you like. It is a \$20.00 grant. He did not know what to do with it, so he came and showed it to me. I told him it was his grant. I told him he had to work for the member.

If all this money had been sent to the Road Boards there would be no difficulty at all. The people are asking for Road Boards and we are asking them for the people. If you give them to the people throughout the country you will not get such a bad name.

The people have never known how this money has been spent. We have been here only a few days, but we are getting to know, and we intend to know more in the future, and the people will undoubtedly know too.

(To be continued)

Tailoring by Mail Order

I make a specialty of
Mail Order Tailoring
and can guarantee good fitting
and stylish garments to measure.

A trial order solicited.

Outport orders promptly made up and despatched C.O.D. to any station or port in the Island, carriage paid.

JOHN ADRAIN,
MERCHANT TAILOR,
ST. JOHN'S.

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**MUIR'S
MARBLE WORKS**
ESTABLISHED 1847.

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

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

The distinctive features of our work are Superior Carving, Finish and Materials.
Designs and price list mailed to any address.

Mail orders have special attention.

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Morris & Carter
BARRISTERS, SOLICITORS, &c.

OFFICES:

Bank of Montreal Building,
ST. JOHN'S.

A Special Showing of

Trout Rods!

SPECIAL GREENHEART SALMON RODS
13 and 14 feet. \$7.00, \$8.00, \$9.00
LEADER GREENHEART SALMON RODS
13 and 14 feet. \$4.00, \$5.00
SPECIAL GREENHEART FLY RODS
10 to 12 feet. \$3.00 to \$12.50
HICKORY FLY RODS
10 to 12 feet. \$1.80 to \$5.00
BEST SPLIT CANE RODS (ENGLISH)
11 and 12 feet. \$10.00 to \$13.50
SPLIT BAMBOO AND STEEL RODS IN GREAT VARIETY.

SEE OUR TWO LEADERS.

Split Cane Rod, 90c.

Steel Fly Rod, \$1.25

WADERS, BROGUES, LANDING NETS, REELS,
FLYS, ETC., IN GREAT VARIETY.

Martin Hardware Co.

Trulite Lanterns

The Best on the Market!

CAN'T BLOW OUT.

Wholesale Only by

The Direct Agencies, Ltd.

LADIES'

"SPORTS" COATS!

WARM and LIGHT

A large variety of these useful COATS
recently reached us from England.

IN ALL COLORS!

Prices From

\$1.30 to \$4.30

—AT—

Anderson's, Water Street.

STANDARD Granite and Marble Works.

361 Duckworth Street

Two doors west of City Hall.

The leading and most reliable store in the city for
HEADSTONES, MONUMENTS, TOMBS, ETC., in Aberdeen Granite of different colors. Dealer in White Sicilian and American Marble of Best Quality—WORKMANSHIP GUARANTEED. Designs sent on application, by letter or otherwise.

J. McINTYRE, Proprietor.

News of the City and the Outports

MANY BIG STEAMERS REACH THIS PORT

Florizel Arrives With His Excellency and Lady on Board.—Gaily Decorated.

"KINTAIL" GETS IN TROUBLE ON HER WAY FROM SYDNEY.

Some Other Shipping Arrivals That Give Harbor Busy and Crowded Appearance.

Puff! Puff! Chung! Chung! Up the harbor yesterday came a big steamer, sporting a light-blue funnel, decorated with a big "U" and making as big a rumpus as an ordinary harbor tug. She made for the Union Trading Company's wharf, where a schooner got in the way and trouble was barely averted. Down went the anchor and the steamer, with engines stopped, headed in for the dock, being finally stopped in her berth by the mooring cable.

Yep, it was the "Kintail" and she had been meeting with trouble, lots of it.

Met Trouble

The steamer left Sydney on Thursday and all went well until she got down on this coast on Friday, when, about eight miles this side of St. Lawrence there was the very dickens to pay in the engine room. The trouble arose when a nut on the head of the piston started loose and undertook a roving commission on its own account. The very natural, though somewhat startling, result was that the high-pressure cylinder head went on the bust and the engines went on strike.

Captain Phillips acted promptly. He got a stream anchor overboard with a trifling length of sixty fathoms of wire cable attached to it and the "Kintail" came up head to wind which, fortunately, was off-shore and remained so.

Distress Signals

That was about one o'clock of the Friday afternoon. Distress signals were run up and then the whole ship's company, headed by Chief Robinson, got busy in the engine room endeavoring to get a move out of her.

On towards dark, the captain sent a boat's crew off for St. Lawrence to notify the folk of the condition and position of the steamer. As dark came on a flare was lighted.

Finally, during the night, the engine doctors got her to go and she headed in for St. Lawrence in the wake of the boat, reaching the harbor a few hours after the rowers.

More tinkering, and the ship got away from St. Lawrence about eight o'clock Saturday evening, crippled down the coast at about six knots per hour and reached here about half past eight on Sunday night.

The "Kintail" is coal laden for Bonavista, but her engines will need considerable repairs before she puts out again.

Florizel Gaily Bedecked

The Red Cross liner Florizel arrived at 9 this a.m. gaily bedecked with bunting in honor of H. E. the Governor and Mrs. Davidson and Sir Joseph Outerbridge, who were passengers.

The Florizel left Halifax Saturday morning and had a splendid passage. She brought a full general cargo, a small mail and the following passengers: From New York—Governor and Mrs. Davidson, Sir Joseph Outerbridge, Miss Mary Lamb, W. and Mrs. Murphy, D. Cusack, Miss M. Foran, F. W. Cross, J. R. and Mrs. Wakeman and 14 steerage. From Halifax—L. M. Christie, J. C. Murrie, Chas. M. Rogers, R. B. Herder, C. O. Noble, W. F. Goodwin, E. Lindblad, M. Kelly, S. L. Irish, J. Reid, G. L. Burrows, P. R. Helt, R. D. Adams, F. Gartenam, J. W. and Mrs. Muldownie, J. Jones, T. H. Denvie and wife, and 5 steerage.

Mongolian From Philadelphia

The Allan liner Mongolian arrived at 1 p.m. yesterday from Philadelphia after a passage of 5 days, bringing Miss L. Whitte, Mrs. G. C. Goodwin and Miss Goodwin, Mrs. Weeks and child, Mr. Bradshaw, Miss Bradshaw, Miss Snow.

The Mongolian leaves again at 4 p.m., taking in saloon Mr. Chiffre, T. E. Hurst-Hodgson, Adjt. and Mrs. Hiscok, Adjt. J. White, Henry Whitshire, L. Simmonds, R. Sainsbury, Ensigns H. Ellsworth, N. Cole, G. Earle, R. Bowring, E. Bryon, A. Hubley, Capt. G. French, J. Wells and 2 steerage.

Nascopie From Sydney

Job's sealing steamer Nascopie, Capt. Meikle, arrived yesterday with a full cargo of coal from Sydney.

The Nascopie has been absent a month, having made a couple of trips from Sydney to Bell Island, and also took a cargo of coal to Quebec.

When passing down the St. Lawrence the ill-fated Empress of Ireland was at her dock.

Mr. J. Mitchell, of the Postal Telegraphs, has been on the Nascopie as wireless man.

Steamer in for Repairs

The S.S. Cape Breton, 17 days from Glasgow, bound to Botwood with coal, arrived yesterday for repairs, she having been damaged by ice.

Some rivets on the port bow were loosened by ice and the steamer is leaking.

The steamer is not the Black Diamond Co's boat so well known here. This vessel is owned by the Cape Breton Steamship Co. of Grenock. She is 3872 tons gross, 2501 net and was built in 1904.

She met the first ice on May 23rd and did not clear it until Saturday. At one time the Captain sighted no less than 20 bergs.

Her cargo will have to be shifted while repairs are being made.

Another Salt Steamer

The S.S. Ness, 14 days from Santa Pola, arrived yesterday with salt to Job Brothers & Co.

The captain reports having had a splendid trip and did not see any ice.

Lintrose for Overhauling

The R.N. Co's passenger steamer Lintrose, 36 hours from Sydney, arrived yesterday for overhauling.

PRISONERS ARRIVE.

Three prisoners from the West Coast were brought in this morning, by train for the Penitentiary.

Heard Of Death After 11 Months

Long Time Passes Before Mrs. Conway Learns She Has Lost Her Brother.

Mrs. D. Conway, Monkstown Road, had word from Brooklyn Saturday, acquainting her of the death of her brother, Philip Dunn, which occurred on October 23rd last.

Deceased had been living with Americans who did not know of relatives in Newfoundland.

A gentleman who recently arrived from the States brought the information of his death and parties in Brooklyn were corresponded with for particulars of his death.

Saturday word came that Mr. Dunn died last October almost suddenly. The remains were interred at Holy Cross cemetery.

Deceased had been living in the States over thirty years. In 1891 he returned for a holiday after being absent ten years. He wrote friends only occasionally, so that relatives did not think it strange that nothing had been heard of him for some months.

Mrs. Conway was greatly shocked on learning that he had been dead so long without her knowing it.

Deceased had been a stevedore with the Push and Pull Co., and was well known to many Newfoundland residents of New York and Brooklyn.

ST. ANDREW'S SOCIETY DANCE

The postponed dance of the St. Andrew's Society takes place on tomorrow (Tuesday) night. Dancing commences at 8.30. Ladies who have promised cakes, etc., will kindly send them to the rooms on Tuesday afternoon.—Advt.

POOR RECOMPENSE

Thirty-seven years of arduous and faithful service, and Rich. Hopkins, now in his declining years, who was recently stricken down with paralysis in the right arm, but otherwise not affected, is pensioned off with the miserable sum of \$3.00 per week.

CEMETERY COLLECTION

It was announced from the pulpits in the city Roman Catholic Churches yesterday that on Sunday next at all masses the annual collection for the upkeep of Belvidere and Mount Carmel cemeteries would be taken.

There is no doubt but that the response of those of our readers interested will be that the collection will be a record one.

'Potomac' Reaches Port aux Basques

Neither Hull Nor Engines Badly Damaged.—Good Thing For Salvors

Yesterday afternoon the U. S. Revenue tug "Potomac," which has been drifting around in the icefloes of the Gulf all the winter, steamed into Port aux Basques, neither hull nor engines very much the worse for their hard usage.

The "Potomac" went into Bay of Islands last fall to rescue fishing vessels which became icebound there. These vessels escaped safely, but the rescue ship was caught in floes, and when her position daily grew more perilous the navy department ordered her crew of 36 officers and men to leave her and proceed to Bonne Bay.

A cable message from Washington says that the ship will be brought into St. John's. Navy department officials believe the tug has not suffered severe damage, and they said her salvage will cost only a few thousand dollars.

It previously had been supposed that the tug, for which the United States had paid \$125,000, would go to pieces like an eggshell among the floes where she was abandoned, after her crew was taken ashore.

POTOMAC NOT COMING HERE

The U. S. tug Potomac arrived at Port aux Basques last evening. She is not coming here but will proceed to the States.

ANOTHER LIFE SAVED

READ THIS TESTIMONIAL

"I owe my life to A.I.C. It did me more good than all other treatments combined."

Bay Roberts, May 3rd, 1914.

"I really believe I owe my life to A.I.C. Ever since childhood I have been suffering with a tightness on the chest, shortness of breath and a weak heart; I was so tired and worn out that people on the street often asked me if I thought I could get along with out help. Sometime ago I got a pint bottle of A.I.C. and now I am completely cured and to-day I am feeling fine and everyone meeting me on the street notices my improved appearance and asks me the reason. I replied I took 1 pint of A.I.C. and it has perfectly cured me. You can publish my name and anyone not believing this statement can write or see me personally."

"MISS WINNIE FLEMING, Bay Roberts, West."

Manufactured by Saunders & Mercer, Sheraton.

Price: \$1.25 and \$2.25 per bottle.

Drownings Occur North And West

Nathan Snook and John Newman Washed Overboard From Fishing Schooners.

The following messages were received by the Deputy Minister of Customs, to-day:

Greenpond—"Schr. Vendetta arrived from Sydney with coal; reports on Friday last, Nathan Snook, 19 years old, of Fortune, was washed off the jibboom and drowned."

Grand Bank—"Schr. Palanda arrived from fishing to-day. Reports May 28th, John Newman, of Rushoon, was washed off rigging and drowned."

TOBACCO IN LOAF.

Saturday evening a purchaser found a piece of tobacco in a loaf made by a city baker.

OPORTO MARKET

June 1. May 23
Stock (Nfd.) 760 590
Consumption (Nfd.) 1115
Stock (Norg.) 12455 17625
Consumption (Norg.) 5550 6950

DIPHTHERIA AT BELVIDERE

Three of the orphans of Belvidere Obphanage were pronounced suffering from diphtheria on Saturday. They were removed to the hospital.

DANGEROUS CHIMNEY

The attention of the authorities is directed to the dangerous condition of the chimney of a residence on Military Road, which is at present a menace to pedestrians passing that way. We trust City Engineer Ryan will have this dangerous matter attended to without delay, so as to prevent an accident.

City Brigades Hold Church Parades

Creditable Turnout Yesterday by the Highlanders and the Catholic Cadets.

The Newfoundland Highlanders held their first church parade for the season yesterday, attending service at the Presbyterian Church.

The battalion was in charge of Lt. Paterson, and headed by the bagpipers they attracted considerable attention as they marched to and from the church.

The Rev. J. S. Sutherland officiated and delivered a touching discourse. Returning to headquarters Lt. Col. Paterson made the following promotions:—

Col. Sergt. Eaton to Battalion Sergt. Major; Recruiting Sergt. McNeil to Col. Sergt. A. Company; Sergt. Warren to Col. Sergt. B. Company; Sergt. Chancey to Sergt. Instructor; Corp. Langmead to Sergt. A. Company; Corp. Mills to Armourer's Sergt.; Lance-Corp. Coesfield to Corp.; Lance Corp. Didstone to Corp.; Piper Thomas to Lance Corp.; Piper Langhead to Lance Corp.; Drummers Robertson, Oakley and Lush to Lance Corps.; Sergt. Miller to Bagle Major; Band Instructor Mercer to Pipe Sergt. Major; Good conduct stripes awarded to Drummed Clouston and Private Ferguson.

C. C. C.

The cadets in large numbers paraded to mass at St. Patrick's Church yesterday morning.

The band rendered lively airs while on the march and attracted an unusually large number of friends.

At church mass was celebrated by the Chaplain, Rev. Fr. Pippy, Rev. Fr. McDermott was the preacher.

Return to the armoury from service was via Water and New Gower Streets. Thousands of admirers accompanied the corps, being delighted with their creditable soldierly appearance and the excellent music of the band.

B. I. S. Held Meeting Sunday

Felicitous References Made to the News of the Passing of Home Rule.

The adjourned quarterly meeting of the Benevolent Irish Society was held yesterday at noon and was largely attended.

The presiding officer, Mr. J. L. Slatery, in opening the meeting thought the occasion most opportune to mention the news that was flashed over the wires on Monday last re the passing in the House of Commons for the third time the Home Rule Bill.

The regular routine business was then introduced and legislated upon. Two applicants were admitted to membership.

The matter of forwarding a set of congratulatory resolutions to Premier Asquith and to the leader of the Nationalists, John E. Redmond, for the great work accomplished by them was discussed.

Several members made appropriate speeches of a patriotic nature, paying high tribute for as descendants of Irishmen here in Newfoundland this old institution would be remiss in its duty if such resolutions were not sent directly without delay.

It was decided that the executive would formulate said resolutions and transmit them as soon as possible.

The meeting adjourned at 1.15 o'clock.

S.A.F. EXCURSION.

The S.U.F. will hold an excursion to Bay Roberts on July 6th.

DIFFICULT TO BERTH

S.S. Florizel had difficulty this morning in berthing as the salt steamer Ness was in the way.

DIGBY OVER.

S.S. Digby arrived at Liverpool yesterday. She was detained 72 hours off this port by ice. She leaves again tomorrow.

VESSEL'S LONG PASSAGE

Schr. Mariner is now 16 days out from Halifax to Colin Campbell, with felt, fertilizer, etc. It is believed she harbored at her home port, Lunenburg.

Ladders and Hoops!

FOR SALE!

Two long Ladders, 33 feet and 32 feet long. Also a quantity of Half-Hophead Hoops. Apply UNION TRADING CO., LTD.

SOROSIS SHOES

SOROSIS SHOES are recognized everywhere as the CULMINATION OF PERFECTION in FOOTWEAR.

There is an INDIVIDUALITY OF STYLE about the SOROSIS that has made them popular with the most smartly-attired women of the day.

The very latest ideas in Footery are embodied in the making of a SOROSIS SHOE, and the utmost care has been taken with the FITTING QUALITIES.

The New "TANGO" Shoes is one of their latest. It and many other handsome models now ready for your inspection. See them TO-DAY!

SOROSIS SHOES

Ayre & Sons
LIMITED.

PERSONAL.

Mr. J. C. Jones arrived from Halifax by the Florizel.

H. E. the Governor and Mrs. Davidson returned by the Florizel to-day.

Sir Joseph Outerbridge returned by the Florizel.

Sir Edward and Lady Morris leave Liverpool by the Digby to-morrow.

Miss Minnie E. Kelley, who has been residing in Boston for the last three years, arrived Saturday, and will spend a month with friends.

Mr. Charles Thomas, of S. Milley's, who has been suffering from a severe attack of nervous prostration, is considerably improved. He leaves this week for Canada on a health trip, accompanied by his mother. He has resigned his position at Hon. S. Milley's.

We are pleased to learn that the Rev. Dr. W. H. Kitchen, P.P., St. Joseph, is much improved after his recent illness and was able to officiate at the services held at St. Joseph's Chapel yesterday morning and evening. We trust that the Rev. gentleman will be able form any years to cater to the spiritual wants of his devoted parishioners at St. Joseph's.

SEA AT TILT COVE

Tilt Cove wired Saturday that a sea was running, the first time for the season. It is expected to raise the ice blockade.

MESSAGE FROM STRAITS

Messrs. Job Brothers had a wireless from Belle Isle, via Fogo, that the Straits were clear of ice, but considerable was visible distant to the Eastward.

SALMONIER SCHR. FISHED

The Fisheries Department had a message from Salmonier, Saturday, that McDonald's schooners arrived from the Banks, the Bonnie Lass with 100 qtls., and Theresa M. Gray 60 qtls.

PRETTY WEDDING

Clarke—Francis

George Street Parsonage, Hamilton Street, was the scene of a quiet but pretty wedding yesterday afternoon, when Miss Edith Clarke, a popular and attractive young lady, of Glenwood, became the bride of Mr. Pierce Francis, of Gander Bay.

The ceremony was performed by the Rev. J. W. Bartlett.

The bride, who was handsomely attired in a travelling costume of blue, was attended by Miss Laura B. Francis, who was also daintily gowned.

Mr. W. W. Halfyard, M.H.A., a great friend of the contracting parties, performed the duties of father-giver.

After the ceremony the party drove to the New Tremont. They intended proceeding to Gander Bay, where they will reside in future, by the Fogo, but will now leave by this afternoon's express and stop off at Glenwood.

The bride and groom are well known and have received a large number of presents.

The Mail and Advocate extends best wishes to Mr. and Mrs. Francis for long and prosperous lives.

CACHELOT OFF DOCK

The whaler Cachelot came off dock Saturday, and is now fitting out for Hawke's Harbor, where she will spend the summer whaling.

GOOD FISH CATCH

Schr. Harry A. Nickerson cleared Saturday from Bonne-Bay for Gloucester with 250,000 lbs. of salt bulk fish for the Gorton Pew Co.

Portia left Pushbrough at 11.35 a.m.

Prospero left Fortune Harbor at 8.40 p.m. She was obliged to return there to-day, as she could not penetrate the ice.

S.S. Florizel hopes to leave again Wednesday.

DEATHS

DUNN—At Brooklyn, N.Y., October 23rd last, Philip Dunn, a native of St. John's, son of the late Michael and Anastasia Dunn.

The Bear Men Explain

Our advertising 'Rubbers at this season looks queer, doesn't it? But the reason is this:—

Every order that goes to the factory from us is made up SPECIAL-LY, from fresh, new stock. The Bear people will not give you any of last year's left-overs. Your order is packed and marked for you there, and shipped to us. We pay duty and freight here, and goods are transhipped to you without having caused you one moment's trouble.

NOW ALL THIS TAKES TIME.

The factory people must have time to make up, pack, mark and ship your goods—paying closest attention to every detail of your instructions; and we must have time to attend to the goods when they arrive, and get them forward to you just at the time you want them. We will do everything possible in your interests, BUT WE MUST HAVE A SQUARE SHOW

So, Mr. Rubber Dealer, please give us your order NOW, no matter whether you want the goods next October or next January. The earlier you give it, the more satisfaction you will get.

LOOK FOR THE BEAR—TIS ON EVERY PAIR.

Cleveland Trading Co.,

New Martin Building,
may 28, m. th

DEATH OF MRS. JANE RENDELL

Mrs. Jane Rendell, widow of the late Charles Rendell, died at Heart's Content on Wednesday evening, at the advanced age of 93 years.

She was one of the oldest residents of the place and was well known.

She leaves three daughters and two sons—Mrs. W. T. Godley, St. John's; Mrs. Moses Moore and Mrs. J. W. Telford, of Sydney; Chas. Gaden, Preventive Officer of Heart's Content; and William, of Dawson City, besides one sister, Mrs. Hopkins, who also has passed the four score mark.

Barqt. Clutha, 28 days from Pernambuco, arrived to-day in ballast to Bishop, Sons & Co., Ltd.