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## Outrageous Treatment Accorded Fisherman and Family by Capt. A. Kean

**His Actions in This Case Warrants  
His Instant Dismissal From  
Command of a Government Sub-  
sidized Steamer**

(To Editor of the Mail and Advocate.)  
Dear Sir,—I am going to give you a statement of how I was treated by Capt. Kean of the S.S. "Prospero," to-day. My brother and I had made arrangements with a man in White Bay to go there on winter's work and bring our families with us, he was to have accommodation ready for us on our arrival.

I went to the purser of the "Prospero" when she came up and made arrangements regarding what would be the cost of our passage with families and luggage, the first mate as well as informed by me that I intended going north on her return.

We learned from the Operator last evening that the "Prospero" was due here about twelve o'clock to-day. She arrived here about 8 a.m., being earlier than we expected and having to get our families to the coastal wharf so early in the morning, we were not there on time, the same as we would have been had she arrived at 12 o'clock as we expected. Anyhow, we got there, our wives and children walking to the wharf. My brother and myself took our luggage in a boat. Just as the steamer began to move from where she was tied up to the wharf we arrived. Mr. Stanford said to the first mate, "Jesse Hann's family are here; there are close by with their luggage in a boat." The mate called out to Capt. Kean, saying "that Jesse Hann and family are here." Capt. Kean paid no attention, though it was loud enough for anyone on the wharf to hear. Before the steamer was turned around to head out of the Harbour, I was near enough in the boat to ask Capt. Kean if he was not going to wait for me to get on board. His reply was: "I said you get here before." I was it was owing to the early and unexpected arrival of the steamer. He said, "I don't know if we would take you had been here before. We are filled up with freight." I said "I am

satisfied to risk it on deck." (I consider that to be a flimsy excuse for him, after discharging at seven or eight ports before arriving here, to say he could not take what luggage could be carried in a fishing punt.) I said to him, "If you don't take me on board, I don't know what I will do. It means ruin to me and my family to lose my winter's work." He said, "Go home and make up another speech." I can't swear to the next words, but I suppose he was referring to the time that I contradicted him when he said in the Orange Hall that he could walk the quarter deck of the Stepano with a lighted candle the evening he put the men on the ice that resulted in the Newfoundland Disaster.

Now, sir, owing to Kean's action, my brother and I are two distressed families, with not a stick of firewood, or a morsel of food for the winter, as we were depending entirely upon the man at White Bay for our winter's support. If some good friend don't help us out I don't know what the consequences will be.

Would you please give me your advice. It is possible to lay any claim against Kean for my winter's work.

I want you to publish this action of Kean's in your paper. I know when it is read by thousands of my brother fishermen, it will add more to their indignation against Kean. God speed the day when your strength in this country will be sufficient to have justice done to us poor, down-trodden creatures. I suppose Kean will reply to this in some other paper. If so, I am prepared to state to the public much more than I now write, if you will allow me space in your paper.—I am, Yours truly,

JESSE HANN.

[We advise Friend Hann to sue Capt. Kean before Magistrate Miffin for damages for not taking him and his family as passengers. If Kean can't get you to treat the travelling public, as he has treated this man, what is to prevent a revolution taking place in this Country within five years, in case Grab-allism continues to rule Newfoundland after the next Elections?]

## Trinity Bay Freight Service

**Strong Objections Raised to the  
"Petrel"—Passenger Accommoda-  
tion Disgraceful—A Strong  
Plea for Fair Play for Trinity  
Bay**

(To Editor of Mail and Advocate.)  
Dear Sir,—May I crave space in your valuable paper to voice the sentiments of a good many people in Trinity Bay regarding the frightful condition of things on board the ship known as the "Petrel" now running, or rather trying to run, on Trinity Bay.

Firstly, the passenger accommodation is such that would not be tolerated in any other place outside of Newfoundland. If a gentleman passenger comes on board and buys a first-class ticket for that trip, he will fare fairly well. But if a lady comes on board and buys a first-class ticket she must either stay on deck or go down in the bowels of this Admiralty ship "Petrel," where water is continually dripping around and the floor is not sufficiently clean for a dog to lie on. The writer personally saw these conditions, and can use no language sufficiently strong to denounce the Government and their masters—the R. N. Co. Why the second class passengers, if it happens to be a lady, must put up with such accommodation I will briefly try to describe. On the deck of the good ship "Petrel" there is a so-called saloon. It possesses in all four berths. If its occupants are all male all is well. But the passengers constitute some of both sexes, was to those who are late in buying their tickets. They must either stay on deck, or sit in a place that the Reids would not stable their horses.

If the Government think they can cajole us in this way and assume that anything is good enough for Trinity Bay, they are much mistaken.

Regarding freight, this beautiful ship has a carrying capacity of about three cars of freight, and to see the condition under which it is handled would make a man with any spirit at all cry aloud for vengeance. Are we Trinity Bay men to pay a subsidy for such treatment. I think not. I have heard that this "sub"—no other name can adequately describe her—is to be placed on the Bay next year for a permanency.

Mr. Editor, if that is to be the case, I ask you to place a column of your paper in defence of the Trinity Bay voters. Are we going to be treated in this way because we are on the Opposition side. Come, Mr. Editor, take up the cudgels in defence of Trinity Bay.

FAIR PLAY.

Trinity, Dec. 20, 1915.

## THE LATEST "HERO"

The court hairdresser to the King of Wuertemberg has been awarded an iron cross of the third class for bravery shown while shaving soldiers under fire in the trenches.

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## AN AMUSING STORY OF A FISH AND A PAIR KHAKI PANTS

The following appeared recently in a North-eastern Scottish newspaper: "Mr. Taylor, a fish merchant, in the pleasant little town of Stonehaven, had occasion to send a parcel to a certain party in the south. This parcel arrived quite safely; but a short time after the party in the south got delivery of another parcel (labelled with one of Mr. Taylor's printed labels) which, to their extreme surprise, contained not fish but a pair of khaki trousers! Thinking there must have been some amusing mistake, the party returned the trousers to Mr. Taylor, who was scarcely less astonished to receive such an understandable consignment. The mystery deepened when Mr. Taylor wrote to his customer stating that he had never sent the trousers, and that he was quite at a loss to know how it happened that his label was attached to the parcel. Both parties were for a time completely puzzled. At length however, enquiry was made at the postal officials, who suggested that, as Mr. Taylor's parcel had had two labels attached to it, one might have slipped off. It might have been possible, too, that the parcel containing the pair of khaki trousers had also lost its address label, and that the parcel clerk, discovering the detached label and the unaddressed parcel in the same mail bag, had concluded that the one belonged to the other, and thus sent a poor "Tommy's" trousers to the unsuspecting party in the south instead of home to his wife or mother.

"This explanation has been accepted by Mr. Taylor, but the difficulty now is to whom do the trousers belong? There is little doubt that "Somewhere in France" or the "Dardanelles" a valiant son of Britain is eudgelling his brains to find an excuse to offer to the military authorities for the complete disappearance of his "pants," at the same time "cussing" the unreliability of the British postal system and inwardly resolving that when blessed peace again smiles he will do his utmost to get a bill introduced for its total abolition!

**THE GLOBE'S YARN**  
**KITCHENER RESIGNED**  
**CAUSED A PAINC**  
**IN LONDON**

London newspapers tell of the kind of sensation that was created by the publication in the London Globe of the statement that Lord Kitchener had resigned as secretary of war. The Globe was issued at 4.30, the Central news Agency "confirmed" the announcement at 4.45, and the press are indignant because the Official Press Bureau waited until 5.30 to deny the statement. The London Sketch Says: "It would be difficult to exaggerate the sensation caused in London when the evening paper placards appeared with the words 'Kitchener Resigns.'"

The news of a disastrous defeat would have been received with less alarm. Lord Kitchener is the most trusted man in the Empire. The public does not care a straw whether politicians come and go or what happens to them so long as Kitchener is at the War Office. At the outset of Charing Cross a newsboy with a bill "Lord Kitchener Resigns" was mobbed and the papers torn from his hands. Similar scenes took place in other parts of London. "This is the end of everything," people were heard saying. There was very nearly a panic wherever the news reached. For the first time since the outbreak of war people asked: "Are we going to lose?" "Nothing could have heartened the Germans more, and if the story had been put about by German spies it would have been the best service they had yet done their Fatherland.

## THE PANAMA CANAL'S FUTURE

GEN. GOETHALS'S recent report on the history of Panama Canal slides stated that failure to take steps against them was largely due to the opinion of advisory geologists that they would not be a menace. He himself now thinks that enlarged excavations will safeguard the Canal's future. He proposes to spend ten months in clearing away the sides of the "prism" at certain points near Culebra, and to remove 10,000,000 cubic yards of earth there—a considerable amount, as the whole original excavation required for Culebra Cut was but 100,000,000 cubic yards. Nevertheless, the President has done well to ask the National Academy of Sciences to appoint a commission of three geologists, three geophysicists, one seismologist, one physicist, and three engineers to go to Panama and study the whole problem.

President Van Hise, of the University of Wisconsin, is to be chairman of the commission. These men will give such a study to the whole problem as it has never had before. Gen Goethals has described the work of the Government geologists as hasty and inaccurate; and, of course, the "innumerable plans for treating the slides . . . suggested by interested and patriotic citizens throughout the country" to which Col. Gaillard once sarcastically referred, were only amateur schemes. It may now be possible to devise a scientific and permanently effective plan of operations.—The Nation.

## General Botha

London Daily Mail:—The important thing is that General Botha faced the confusion with a clear head and hesitated not a moment to oppose his own people rather than be false to his ideals of loyalty and sound policy. We wish all politicians in all countries would follow his example of courage and constancy. He was placed in a predicament which would have made an end of a weaker man. Had he attempted to compromise, to look round for some easy way of escape, under the pretence of "preserving the national policy," he would have been done for. He elected instead to fight it out on a square issue, and the result, as usual, has justified the strong man and confounded the weaklings.

## German Autocracy Doomed

New Republic—What the future lays before the German financier is a long vista of fiscal struggles, gaining in intensity as the enthusiasm of victory or the mutual sympathy of defeat dies away in history. The Junkers will be compelled to pay, in land and income taxes, and will cry out that the blood is being sucked out of them. Industry and commerce will be compelled to pay, through taxes direct and indirect, increasing railway rates, and whatever other devices may yield returns. Great will be the outcry. It will be urged that Germany cannot afford to handicap German industry in its competition with foreign countries. Labor will be compelled to

pay through consumption taxes, increasing the cost of living, and the social democracy will enter upon a new phase of growth. The necessity of payment is inevitable; the government can only mitigate the resultant bitterness through granting the respective classes a fair share in determining the distribution of burdens. But this means constitutional reform. Barring the miracle of colossal military indemnities, autocratic government in Germany is doomed. Its downfall is written in the skies.

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