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The Daily Mail

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ST. JOHN'S, N.F.L.D., MARCH 10, 1914.

OUR POINT OF VIEW.

A WIDE GULF FIXED.

There is a wide gulf fixed between the Morris party and the Unionist party occupying seats on opposite sides of the House of Assembly.

The narrow strip of floor separating Government from Opposition represents much more than mere hair-splitting differences in narrow party politics. It represents antagonism of standards and ideals of administration; it is typical of the opposition of principles that aim at the accomplishment of results as wide-sundered as the poles.

The Morris Party stand for the old order of things; the reign of the politician; the monopolisation of the good things by a few chosen favorites; they stand for the retention of the time-hallowed custom of devoting the cream of the revenue to the reward of party followers and henchmen.

The Union Party, on the other hand, stand for the Government of the Country by the People and for the People. Springing from the ranks of the TOLLERS themselves, the members of that party understand, from firsthand knowledge, the requirements, the abuse, the needs of the times and have steadfastly set themselves to the overthrow of the old order; to the cleansing of our political temple and to the restoration of the reins of power to those representative government designed it for—the people themselves, the worker in the shop, in the office, in the mine and at the carpenter's bench; the toiler in the lumber-woods, and on the billow deep.

And as with ideals of administration, so with party personnel, the difference is there, marked, indisputable, irreconcilable.

The coming of the Union members to the House of Assembly was heralded by the cheap sneers of the supporters of the Government. They were looked upon as so many legislative "innocents abroad." Few, indeed, were those confident enough to predict that the newly-elected Union members could hold their own on the legislative field in opposition to politicians with years of campaign and legislative experience behind them.

But the unexpected has happened and the men who graduated from this Country's various spheres of toil into the place and responsibilities of the legislator have won all the honors of the session now drawing to a close.

And the predominant trait that has characterised the actions and utterances of these M.H.A.'s from the ranks of the fishermen is their shrewd, unmistakable common sense.

There has been, on the part of the Union members, no attempts at high-flown oratory; no desire evinced to seek personal aggrandisement; no

foolish rushing into the manifold pitfalls of parliamentary practice and debate; no assumption of pretended knowledge with consequent attempts to clothe ignorance in the rags of empty declamation. They have viewed the administration of public affairs from the standpoint of practical men and have demanded a strict, business-like accounting of the expenditure of public moneys.

And in all their participation in the debates they have been gentlemanly, both in word and in action.

Can as much be said of their opponents? Would it be desirable to see a general repetition of the conduct of Mr. Young, of Mr. Woodford, of Mr. Crosbie and of Mr. Cashin as exhibited at certain sessions of the House? Most emphatically not; nor could the Union members fail to lower themselves in the estimation of the men who elected them if they followed such undesirable examples.

And what of the leaders? On the one side we have Sir Edward Morris, a member with a standing of general reputation for thirty years behind him. A politician of many campaigns; a legislator of scores of sessions; a debater of wide experience in both Government and Opposition ranks.

By how much during this session has he increased his prestige as a public man at the expense of W. F. Coaker, leader of the Union Party?

Not one iota. Has Sir Edward not created the impression that his motto as Premier of this Country is "Power at any price"? Why else does he keep around him the rag-tag-and-bobtail of Newfoundland politics?

If he be sincere in his protestations that he desires systematic, economical and business-like administration of our public affairs, why does he not associate with himself men of proven value; practical men; men who will bring him discredit neither on the floors of the House nor in the management of a public department?

By what right, except that of party expediency, does M. P. Cashin hold the Portfolio of Finance and Customs? Certainly not by that of successful financing. The arrangement for the payment of the railroad construction contracts and the awful fiasco of the recent budget are sufficient evidence against any such presumption as that.

And John C. Crosbie—why is he a member of the Executive Council? What beneficent progressive measures has he been instrumental in placing on the Statute Book? What, in any of the Proceedings of the House of Assembly, has he added to our knowledge of public affairs? He has neither shone as a legislator nor as a debater; he has done absolutely nothing to justify his retention in the high and dignified position he has held for upwards of six years.

Neither Cashin nor Crosbie nor the other Ministers, departmental heads and Executive members have done anything to merit the approbation of our people, to benefit the masses of our toilers or to bring credit to our administration.

From the point of view of achievement they are misfits, one and all.

And what of the actions that have lowered our parliamentary standards? What of Executive members receiving from the Council in which they hold seats contracts involving the expenditure of thousands of dollars of public money for concerns in which they are personally interested? Shall we be far wrong if we characterise their actions as exploitation for personal gain of a public trust? Would we be too severe in judgment if we were to express the opinion that their interest in our Country's affairs is little more than a selfish one? Have they not instituted in our administrative affairs a standard of conduct that, in practice, adds nothing to our dignity as a self-governing Colony and opposes almost every parliamentary precedent observed in the Mother Country?

And on the other side—what? A man without political experience, without assumption, without pride of place or birth, but a man nevertheless. A man with ideals, a man with an object in life and that the purely unselfish one of aiding and uplifting his fellowman; of making life easier for the toiler; of protecting his interests of raising his status.

And W. F. Coaker takes his place in the House of Assembly as a man successful in initiating in practical, every-day life these very reforms for the amplification of which he seeks the broader arena of politics and the stamp and approval of legislative enactment.

W. F. Coaker entered public life in the first place to bring about the consummation of an ideal—the unification of our toilers of the deep for the unification and protection of their interests. From that root idea sprang the Fishermen's Protective Union and its varied branches. Its further development led to the demand for reforms that, being ignored by the powers in politics, led to the active participation of the organisation in the campaign last fall.

And that campaign proved a criterion wherefrom we may judge the power of the Union and the influence of its leader. It has taught the pregnant

lesson that wherever the F.P.U. is thorough organised; its ideals understood and its benefits experienced, it becomes a force that no mere political party has power to withstand.

Hence our claim that the present session, interesting though it has been, has but marked the skirmishing in the great conflict that will take place between representatives of the old order and the new, when the forces of the politician give battle to the invincible army of the people.

And between the old and the new a great gulf is fixed that cannot be bridged by any flimsy construction of patchwork reforms. There can be no compromise. Total abolition must come; total reorganisation must take place for it is only thus that the reign of the people can be substituted for that of the politician which has too long usurped its place.

And, tired of the professional politician, his bluff, his self-interest, his waste and his disregard of popular needs and demands, the Country looks to W. F. Coaker to lead, to organise, to marshal the forces of the people in the great campaign that, under such a general, is bound to bring confusion upon those who have the temerity to set themselves up in opposition to the will of the sovereign people.

ANOTHER MORRIS BLUFF

Last fall the country was charmed by the utterances of Morris candidates and subsidised papers proclaiming that every fisherman was now insured for \$100, and that in the event of death while engaged in the fisheries his family would be paid \$100 by the Government.

Last fall a poor chap named Keel was washed overboard and drowned coming from St. Brendan's. His friends expected the Government would send them the \$100, which the Morris Party had reported everywhere was available to all families losing a member while in performance of duty.

They wrote Mr. Coaker recently, as the money was not forthcoming, and he wrote to the Government in reference to the matter, and the reply thereto as now published, showed that the matter of paying \$100 to the families of all who lost their lives was but a pure bluff intended only as an election sop.

Every fisherman will be indignant when he realizes that the Government even sought to secure votes by such dispicable means—that of pretending to have provided \$100 for all who lost their lives while engaged in the fisheries.

The following letter explains itself:

Dear Sir,—Replying to your note of the 2nd instant, I beg to say that no payment has been made to the friends of Ernest Keel under the provisions of the Marine Disasters Act. I cannot discover that any application was made on his account, and it may be because his friends or relatives dependent upon him were not in actual need, which is a necessary condition under the Sections of the Act.

Yours faithfully
J. R. BENNETT.

POEMS OLD AND NEW.

THE CHANGE.

On life's long round by chance I found
A dell impinged with dew,
Where hyacinths, gushing from the ground
Lent to the earth heaven's native hue
Of holy blue.

I sought that plot of azure light
Once more in gloomy hours;
But snow had fallen overnight
And wrapped in mortuary white
My fairy ring of flowers.

—MATHILDE BLIND.

A THOUGHT FOR TO-DAY.

The purest and grandest beauty (far beyond that of the fairest flower, and high above Nature's noblest work) is of the mind and soul, that labor to enlarge our humble course; by no defiance or heroism, or even conscious teaching, but by patience, cheerfulness and modesty, truth, simplicity, and loving-kindness.—R. D. Blackmore.

King George the Fifth SEAMEN'S INSTITUTE.

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PATRON:—His Majesty the King.
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A BILL.

"An Act To Regulate The Prosecution of the Seal Fishery."

(COAKER SEALING BILL—PASSED LAST NIGHT BY LEGISLATIVE COUNCIL.)

Be it enacted by the Governor, the Legislative Council and House of Assembly in Legislative Session convened, as follows:

1. The following Regulations shall apply to all steamers built of steel prosecuting the Seal Fishery.

- The sides of the ships, where men sleep, shall be sheathed internally, with wood.
- Decks of iron not permanently sheathed shall be sheathed temporarily, for the voyage, with plank properly secured, and of sufficient thickness to prevent frost coming through.
- On and after March 10th, 1915, all ships shall be fitted with portable iron frame berths for sleeping accommodation of the crew.
- The companion-way and hatches shall be boarded in to protect men from draughts and weather. All hatches shall have water-tight coverings.
- On and after March 10th, 1915, the sleeping quarters of the crew shall be heated by steam pipes.
- A room shall be supplied for the accommodation of sick and disabled men.
- The use of rifles by the crew, or any member thereof, for the purpose of killing seals, shall be prohibited.
- Wherever practicable a doctor shall be carried in each ship.

2. The following Regulations shall apply to all steamers prosecuting the Seal Fishery:

- In addition to the food usually supplied, not less than one pound of soft bread shall be served to each member of the crew three times each week.
- Beef, pork, potatoes and pudding shall be supplied for dinner three times each week.
- For breakfast stewed beans and fish brewse shall be supplied alternately.
- Onions, potatoes and turnips shall be ingredients in the soup supplied on Saturdays.
- Fresh beef shall be supplied to each member of the crew once each week, and when fresh beef is not available, through circumstances over which the owners, or master of the ship has no control, canned beef shall be substituted therefor.
- No person employed as cook shall be required by the captain to do any other work except such as is incidental to the work of cooking if
 - he shall personally object to performing other work; or
 - any five of the members of the crew shall so object:
 Provided that this regulation shall not be held to, in any way, take from or impair the general authority of the captain over the cooks as members of the crew, nor prevent him from ordering the said cooks to perform such work as, in his opinion, is necessary in the saving of life or for the safety of the ship.

3. It shall be the duty of the owner, master or person on whose account any steamer shall prosecute the Seal Fishery, in any year, to observe, or cause to be observed, the regulations set forth in the two preceding sections, but the owner shall not be liable for any default for which he is not personally responsible.

4. The owner or master of any steamer offending against any of the regulations set forth in Sections 1 and 2, shall be liable, for every offence against Section 1, to a penalty not exceeding \$500, and for every offence against Section 2, where such offence shall arise from any act, neglect or default of such owner, or master, after his attention has been called to such offence, to a penalty not less than \$25, and not exceeding \$500, to be recovered, in each case, in a summary manner, by any member of the crew of such steamer who shall sue for the same before a Stipendiary Magistrate, provided it shall be proved that complaint of any such offence against Section 2, was made to the master at the time it occurred: Provided that written notice of such suit shall be given to the said owner or master within seven days after the arrival of the steamer at port of discharge. One half of any fine imposed under this section shall be paid over to the person or persons taking suit, and one half to the Minister of Finance for the use of the Colony.

5. Sick and disabled men on wooden ships shall be transferred, when possible, to a ship carrying a physician. No master shall refuse to accept such sick or disabled men on board his ship under a penalty not exceeding \$100, unless such persons are suffering from contagious disease.

6. Wooden ships shall not depart for the Fishery, outside the Gulf of St. Lawrence, before 8 o'clock a.m. on the 12th day of March, in each year. Steel ships shall not depart from St. John's, or any port South or West thereof before 8 o'clock a.m. on the 13th day of March in each year, or any port North of St. John's before 8 o'clock on the 14th day of March, in each year, under a penalty not exceeding four thousand dollars, to be recovered in a summary manner by any master watch, or other officer, of any sealing steamer, or by any three members, acting together, of the crew of any sealing steamer, suing for the same before a Stipendiary Magistrate, from the owner, master, or other person on whose account such wooden or steel ship shall be sent to such fishery: Provided that written notice of such suit shall be given to the accused party within forty days of the date of the arrival of the offending ship at the port of discharge; and one-quarter of any fine imposed hereunder shall be paid over to the person or persons taking the suit, and three-quarters to the Minister of Finance for the use of the Colony.

7. Steel ships under 850 tons gross shall, for the purpose of this Act, be considered as wooden ships.

8. Section 2 of the Act 61 Vic., cap. 4, is hereby repealed, and the following substituted therefor:

"No seals shall be killed by any member of the crew of any ship before the Fifteenth day of March in any year, nor shall seals so killed be brought into any port of this Colony, or its dependencies, in any year, under a penalty not exceeding four thousand dollars, to be recovered from the master, owner, or other person on whose account such steamer shall have been sent to the fishery, by any master, master-watch, or other officer of any sealing steamer, or by any member of the crew of any sealing steamer suing for the same: Provided that written notice of such suit shall be given to the said owner, master, or other person within forty days of the arrival of the steamer at the port of discharge. One-fourth of any fine imposed under this Section shall be paid over to the person or persons taking the suit, and three-fourths to the Minister of Finance for the use of the Colony.

9. The purchaser of seals within this Colony, caught or taken by the crew of, or on board, any ship or vessel, the registered owner of which is domiciled without the jurisdiction of this Colony, shall be liable to pay the shares or wages of all the crew of the said ship or vessel, and the crew, or any of them, may recover the same by action against the purchaser as such, provided, however, that such purchaser shall not be liable to pay the claims of any such member of the crew, who shall not have prosecuted the said claim within sixty days from the passing of the said seals into the hands of the said purchaser.

10. No seals shall be killed by any member of the crew of any ship prosecuting the seal fishery in the Gulf of St. Lawrence before the 12th day of March in any year. Nor shall any seals so killed be brought into any port of this Colony under a penalty not exceeding four thousand dollars, to be recovered from the master, owner or other person on whose account such steamer shall have been sent to the fishery and subject to the provision in the latter part of Section 8.

11. The owners of steamers shall be liable in the case of the crew of any steamer being paid off at the end of the voyage with a balance insufficient

in amount to pay the fares of the crew to their respective homes, to contribute a sum not exceeding four dollars, which when added to the amount paid the crew will be sufficient for the payment of the said fares.

12. The provisions of Sections 1, 2, 3 and 4 of this Act shall not, during the season of 1914 be held to apply to steamers registered in Canada; but on and after January 1st, 1915, this shall apply to all steamers prosecuting the seal fishery from, or bringing seals into, the Colony.

13. On and after January 1st, 1915, no boats shall be taken on board any sealing steamer for use in the seal fishery unless they have been previously inspected by the Lloyd's Surveyor and certified by him as seaworthy, and no officer of Customs shall clear any steamer for the seal fishery unless such certificate is produced before him.

14. Sealing masters violating Sections 6 and 8 of this Act shall be incompetent for two years after conviction for any offence thereunder to be employed to command steamers at the seal fishery, and no Customs Officer shall clear any ship with such person as master within the period aforesaid.

15. No Customs Officer shall clear any ship for the seal fishery from any port North of St. John's, in the case of steel ships before the 13th day of March, and in the case of wooden ships before the 11th day of March; from St. John's, and in the case of steel ships before the 12th day of March, wooden ships before 11th day of March, or steamers for the Gulf before the 9th of March.

16. If any person shall feel himself aggrieved by any judgment of the Stipendiary Magistrate under this Act, which exceed \$100, he shall be at liberty to appeal therefrom to the next sitting of the Supreme Court at St. John's or on Circuit: Provided that notice of the same shall be given to the Magistrate within forty-eight hours after such judgment shall have been delivered; and within five days thereafter, recognizances or other security, with or without sureties, at the option of such Magistrate shall be entered into to prosecute the same without delay, to pay such amount as may be awarded with costs.

17. The Acts mentioned in the Schedule hereto are hereby repealed, in so far as the same are inconsistent with the provisions of this Act.

SCHEDULE

55 Victoria, Chapter 2, "An Act to regulate the Prosecution of the Seal fishery."

61 Victoria, Chapter 4, "An Act respecting the Prosecution of the Seal fishery."

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