

Our Motto: "SUUM CUIQUE"



(To Every Man His Own.)

**The Mail and Advocate**

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**OUR POINT OF VIEW**

**The Massacred 78**

THE fishermen are more firmly convinced than ever that Abram Kean is to blame absolutely for the loss of the 78 heroes belonging to the "Newfoundland" who were left to die on the icefields last Spring.

The Commission now enquiring into this awful waste of the flower of the manhood of the Colony should, above all else, keep before them the question as to who is to blame for the loss of these seventy-eight men and the crippling for life of another dozen.

The chief question they must put to themselves is "Would those seventy-eight men have died from exhaustion on the icefields if Abram Kean had not gone to the seal-fishery last Spring?"

We represent a large portion of the toilers of the country and we have their authority to state that they unanimously believe that but for Abram Kean's presence near the "Newfoundland" and his action on March 31st, not one of the "Newfoundland's" crew would have died in the blizzard of March 31st and April 1st last.

Had Kean not forgotten that his duty to his employers did not consist in aiding a son in another company's ship to secure seals which his duty demanded he should have done all in his power to secure for his own ship and crew, he would not have hoisted that death-dealing signal to his son, directing all on board to travel miles from their ship to secure a supposed patch of seals.

Had Kean not been there to give that signal, the "Newfoundland's" crew would not have been despatched on that life-destroying venture. It was the prospect of securing seals that the signal indicated were to be had miles in the distance, and the belief that the men would find shelter on board of the "Stephano" on that fatal night, which were responsible for the start that morning of the poor chaps who composed the "Newfoundland's" crew.

Then, again, it is quite probable that no master of a sealer but Ab. Kean would have risked putting a ship's crew on the ice so far away from their ship for such a small quantity of seals in the face of weather conditions which then existed. Nor is it probable that any other sealing captain but Ab. Kean would have been able to arrive at the conclusion that the men so placed on the ice, so far away from shelter could have reached their ship in such a blizzard as swept the ocean that evening.

The country has not yet been blessed with a description of the wonderful reasoning power which possessed Ab. Kean that evening, and which led to his being convinced that the men whom he had placed on the ice just as a blizzard had broken, had been able to reach their own ship. The public should be informed as to what grounds Kean had for his belief that the men were safe, so safe that he did not trouble to inform the ships with wireless, in close vicinity, of what he had done.

Only the most conclusive reasonings, which would have left no shadow of doubt, would justify any Commission expurgating Kean from responsibility on this point. Kean should be able to prove conclusively by sound reasoning that there could not exist a shadow of doubt as to the question of those men having reached their ship that evening.

Can he do so? Has he been asked to do so? Why has he not been asked to do so?

The people are watching the issue closely and are inclined to say little and do little until the Commission's work is ended. But when that report is forthcoming, when the judicial decision of the cause of the catastrophe is announced, the faithful member will have arrived, either to congratulate the country upon the satisfactory outcome and the revelation of the truth, or the initiation of the biggest internal agitation that ever swept over this country.

The question which the people have been putting to each other since April last is, "Would those seventy-eight men of the "Newfoundland's" crew have died in that blizzard had Abram Kean not been at the icefields in

charge of a steamer?" and the unanimous reply is, "No, it was his action firstly, secondly and thirdly, which led to the death of these seventy-eight men."

Therefore, the universal determination of the people is that he should never again be permitted to sail to the icefields in charge of a ship. That is all the punishment the public demands, and it is the least that can be administered.

This question is a national one, and thousands are asking it daily and thousands are repeating the reply. Never again must Kean be given the chance to play with the lives of men at the seal fishery.

Thousands are saying that if any poor fisherman had been guilty of the action of Ab. Kean, that he would have been arrested on arrival from the sealfishery and charged with manslaughter.

The Sealing Commission held its first session a month ago and its duties will not end for another month, for to date it has not attempted to do anything but touch the fringe of the matter.

Those who know anything about sealing and the wrongs which exist in connection with it, or those who have studied the causes of the disaster and what is possible to do to prevent such in future, are fully convinced that if this business is to end beneficially to the Colony, or to protect the lives of the sealers and unearth the circumstances surrounding the founding of the "Southern Cross," then 95 per cent. of the investigating has yet to be done.

Let all concerned realize that the people will have a mighty big lot to say about the loss of those two hundred and fifty-three breadwinners, before the matter is closed. Let all concerned realize—and particularly Dr. Lloyd who has chosen to claim the right of presenting the sealers' case—that the people concerned in this awful business considered that the whole proceedings so far have been nothing more or less than a playing with the issues.

Let them also realize that many of the men so far called are disgusted by the manner in which they have been questioned and examined, and openly state that they are not half satisfied with the statements taken down. They say they are not asked questions they want to explain or reply to, and are not expressing themselves as they wish. They are not satisfied with the way in which search is being made to ascertain facts and conditions.

As far as this goes, anyone who reads the published evidence, who knows anything about sealing, is fully convinced that neither Mr. Squires nor Dr. Lloyd are the men who should be in charge of such a case as this. What they do not know about sealing conditions and what can be done to prevent disasters such as those which happened the crews of the Greenland, the Newfoundland, or the Southern Cross, would fill a good-sized book.

Let all feel assured that the fishermen have determined to assert themselves in this matter and the publication of the Commission's report will decide the issue. One thing is sure and that is that they blame the Government for attempting to whitewash Abram Kean who was one of their big "blow-offs" last fall, and if a big fight is to be put up against Morris in connection with this business, in addition to what he has to face over increased taxation, non-retrenchment, and outraging the principles of Constitutional Government, no one but a mad man would wish to be in his boots.

No effort has yet been made by the Commission to establish cases of bravery, self-sacrifice, or heroism among the men who lived through those two awful nights and days. Where is the noble example of Jesse Collins who is said to have been the means of keeping thirty men alive during the second night? Can it be that the Commission deliberately intends to cover up all traces of heroism in our sealers? Why? If there was a Commission in which the F.P.U. was interested to consider this matter, a dozen cases of heroism would be established.

Surely there is more to consider than the condition of the boats, the food taken by the men on the ice, the course the men walked on the first afternoon of the blizzard or the clothes most suitable to wear, and this, to the lay mind, is about all that is at present being considered by the Commission.

Surely the Commission might well spend some time in establishing one page of sunshine in the black chapter of this awful massacre, and let the world see that our men can face certain death as heroes.

**U. S. CHANGES NAVAL PLANS**

Washington, Dec. 20.—Secretary of the Navy Daniels, to-day, announced that he had abandoned the plan of sending warships to the Pacific side of the Panama Canal to aid in enforcing the neutrality of the Canal.

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**DON'T MISS THE NICKEL XMAS DAY. A GREAT SHOW.**

**Instead Of Frightening Britain, German East Coast Raid Spurs Nation To a More Warlike Spirit**

London, Dec. 16.—From a myriad of special editions of the afternoon papers London learned of the action on the east coast. The news created excitement and intense interest, but not the slightest apprehension, nor was there any trace whatsoever of panic. On the contrary London was well pleased with the event, and perfectly confident of the outcome.

There was intense indignation over the bombardment of unfortified places, which is generally looked upon as a bit of characteristic of the Germans. If the German action was designed to frighten England, it completely failed. Judging by the attitude of the London public, England is really well pleased, that the Germans have finally come out, and there was the utmost confidence today that the attacking ships never would get back.

**Eagerness for News.**

During the day the news came in fragments and even at a late hour this evening there was nothing to indicate how extensive the action had been, or what was still ensuing.

The Admiralty statement, "the situation is developing" aroused the keenest interest and the hope that it meant some general engagement between the great fleets, so confident is the public of the ability of Britain's naval forces to vanquish the Germans.

Keen as the interest was London found time to smile at this message, a Scarborough railway engineer sent to his wife: "Shells are falling thickly around me, but I am all right."

There was an unprecedented demand for newspapers. The news tickers which are much more extensively utilized here than in America, were surrounded all day. In financial circles the news was received calmly. Throgmorton Street even showed jubilation. "It is the best bull point for sometime" was the consensus of opinion, and so it was through the whole city.

**Will Arouse England.**

Britain has been determined in this war, but has outwardly shown little ferocity. This East Coast event will arouse the whole nation to a pitch of anger hitherto unknown.

The Pall Mall Gazette says: "It is worth two army corps to the new army. Frightfulness will produce no effect on the nerves of the country. This outrage on humanity will rouse a stirred, cold, anger, in the hearts of the sturdy men of the north. Those who have hesitated will hesitate no longer."

It is a big thing! is the headlines over the Pall Mall Gazette's column of comment, which contains this answer to the inquiry, "everyone will hope it is."

**A Futile Excursion.**

The Evening News says: "Scarborough is unfortified, and its complete destruction would not have been of two pennyworths of good to the Germans. Was it a feat to draw off our forces or was it merely an attempt at that 'ruthless revenge so violently demanded by the German press'?"

The Evening Standard's naval expert calls the German action a senseless policy and urges harsh treatment of all prisoners, saying: "We shall probably manage to see to it that few German cruisers return to their harbor. If we are wise we shall hang any prisoners taken. Then and then only shall we render ourselves immune from similar raids in the future."

**Perfectly Useless Act.**

Commander Carlton Bellairs, the well-known naval commentator said: "The only conceivable object in undertaking such a perfectly useless act of war is to create a state of alarm and divert troops and guns to the East Coast instead of the front. Obviously we have got statesmen who are not going to play that game."

The Westminster Gazette says: "The only respectable thing about the raid is that it cannot be done without considerable risk. From a military standpoint there seems no explanation for an adventure of this kind unless it is part of something larger and more far-reaching. As an effort to divide our fleet to prepare for an invasion in force, it would have to be judged as one move necessary to a great campaign. Simply as an isolated event, undertaken for no other object than to do damage for the sake of doing it, it stands condemned and can hardly go unpunished."

**Fisher-Jellicoe Touch.**

The Pall Mall Gazette reporting a conversation heard in the streets, quotes one sailor who was on the cruiser Hogue as saying: "Maybe they are out for a big scrap. If they are they'll get all they want and a bit over."

"How many Germans will go back?" he was asked, he answered, "Tell me how many are out first."

"They've got the Fisher touch in the Atlantic," said another. "They'll get the Fisher-Jellicoe touch this time and it won't be nice."

The manager of a Strand toy shop said that during the noon hour he sold more flags today than he had during the last fortnight.

**WE SHOULD WORRY!**

Hardly, but advertisers should worry, and that's a sure thing. Almost every newsboy in town sells *The Mail and Advocate*, as well as a large number of shop agents, in different sections of the city and outports.

**WANTED—A Farm**

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**TRIED TO SINK RED CROSS SHIP**

Former German Crew Rendered Her Helpless Had She Started to Leak or Caught Fire

THE New York American publishes the following interesting despatch from Mr. Earle Harrison, its special correspondent in Belgium and Holland, who writes from Rotterdam as follows:

I spent the most part of to-day on board the steamship the Red Cross, which lies at anchor here in Rotterdam, after having executed her mission of mercy upon which she started from New York several weeks ago.

While lurching with Admiral Ward and the other officers the question came up as to how many refugees she would carry back to New York. It seems that she is quite full. I was rather surprised to hear the chief engineer remark that he wished they were returning without any passengers.

I could not understand this, but after lunching, when I returned to the chief engineer's cabin, where he introduced me to his assistant engineer and junior engineer, I learned this remarkable experience.

When the ship left New York she carried, in addition to the crew, 120 nurses and forty physicians, and the bringing over in safety of these 160 souls had required the most untiring energy on the part of the officers and crew. For, while it is inconceivable to think the former German crew, either with or without the knowledge of the Hamburg-American Line, had deliberately rendered the ship unseaworthy, and likely to sink in any kind of rough weather, or be destroyed by fire should the slightest blaze occur, as all her pumps had been practically destroyed.

I could not realize that such an atrocity could be perpetrated, but most substantial corroboration was given by the four engineers in charge of the ship in the form of a sworn statement.

**KAISER'S INSULT TO BRITISH SHIP**

Turned His Back to Saluting Vessel in Norwegian Waters Before War

A striking instance of the Kaiser's studied insult to England immediately before the declaration of war is furnished in a letter sent to Germany by a naval reservist named H. Griffiths. He writes:

Just before the outbreak of war I was serving as A.B. on the Royal Mail steamship Arcadie on her Norwegian yachting cruises from Grimsby. On the way to Norway were told we should meet the Kaiser's yacht on the following day, and we were to salute it. Elaborate preparations were made for the occasion. The day arrived, and we steamed into the harbor.

There lay the Kaiser's yacht, with a naval escort, in all its glory. I myself was duty bugler that day, the ship's bugler being unwell. The National Anthem was played, our ship was fully dressed, and rockets were fired; but the Kaiser, who was on the quarterdeck of his yacht, deliberately turned his back to our ship.

A few hours later war was declared.

The Royal yacht and escort weighed anchor and left for Germany.

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**Cathedral Men's Bible Class Session**

There was a large attendance at the Cathedral Men's Bible Class yesterday afternoon.

Before his lecture, Rev. J. Brinton referred to the work of the Orphanage

League and made an appeal on behalf of the institution.

The offering was devoted to the Orphanage Fund.

Letters were read from C. B. Dicks and A. S. Newman, members of the class who are with the First Contingent at Inverness.

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<b>HANDKERCHIEFS</b>	<b>WATCHES.</b>
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each, 10c.	85c.
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<b>WINTER CAPS.</b>	<b>\$1.00.</b>
For Boys and Men, made of good heavy Tweed, fur backfold; latest style.	<b>COSTUME CLOTH.</b>
Each, 40c.	Shrunk and unspotable, 42 ins. wide; full range of colors.
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