

The Daily Mail

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All correspondence on business and editorial matters should be addressed to Dr. H. M. Mosdell, Managing Editor.

Letters for publication should be written on one side of the paper only and the real name of the author should be attached. This will not be used unless consent be given in the communication.

The publication of any letter does not signify that the Editor thereby shows his agreement with the opinions therein expressed.

ST. JOHN'S, NFD., APRIL 16, 1914.

OUR POINT OF VIEW.

WHAT IS REQUIRED.

The enquiry into the Newfoundland disaster now in progress is not what the Country want at this time. It is only an enquiry to locate criminal responsibility if such exist. The Country is demanding a searching enquiry into the whole matter of sealing conditions.

They want to know why 77 of its noble sons were called upon to lay down their lives while 1200 men in four powerful steel ice breakers were but four miles distant?

They want to know why the Bellaventure did not recognize the dying men who had travelled for miles in an exhausted condition to attract the ship's attention and who had reached a spot within fifteen minutes walk of that ship, near enough to see a man on the deck?

They want to know why no wireless was sent out to the Florizel, Bellaventure and Bonaventure acquainting them of the facts regarding the doubts which existed concerning the whereabouts of the Newfoundland's crew?

They want to know how it came that Capt. Ab. Kean and his son Westbury were clever enough to arrange a signal regarding plenty of seals, while they were too dense or indifferent to the risks to human life to arrange a signal intimating that men's lives were in danger?

They want to know why after the Stephano picked up all her crew who were on the ice she did not proceed to make sure of where the Newfoundland's crew was instead of picking up panned seals?

They want to know why an experienced sealing Captain of forty-one years experience did not recognize that it was no time to put 120 men on the ice belong to another ship when weather indications foretold a snow storm, and when that experienced Captain considered immediately after that the weather was looking bad enough to send him at full speed picking up his own men who were on the ice?

They want to know why Capt. Kean did not use the time between 4 p.m. and 8 p.m. when he states he was not jammed, in making a life and death effort to find the Newfoundland and ascertain whether the crew had got on board or not?

They want to know why Capt. Kean did not use his ship, his crew and the facilities he possessed to find out what he could about the Newfoundland on Wednesday as soon as the sky cleared?

They want to know why Capt. Wes. Kean did not hoist distress signals on Wednesday afternoon when he saw the other ships in order to find out where his men were?

They want to know what is gained by a custom that entails sending a ship's crew out of sight of their ship no matter what weather indications are (short of an actual blizzard) in order to pan seals?

They want to know whether such a custom tends to make the risks to life less?

They want to know why Floating Coffins called sealing steamers which no insurance company would insure were permitted to engage in the seal hunt and clear from port with 200 men on board?

They want to know how many old wooden ships that sailed this spring were unfit to engage in such a dangerous adventure as searching the Arctic ice for seals with crews of 200 men?

They want to know whether men were properly fed according to law and thus enabled to endure the fatigues and journeys every sealer is expected to shoulder at the seal fishery when duty's call demands it?

They want to know what food men should be supplied with when leaving their ship to search for seals?

They want to know why men's lives are constantly risked in boarding steel ships at the seal fishery?

They want to have these and many more like questions investigated and answered by a Commission of Enquiry composed of our best citizens and recommendations made to the Governor in Council in view of remedying the evils of sealing industry now so apparent, which entail such unnecessary risks to life and limb.

I, on behalf of 29,000 Fishermen, asked for such an enquiry four days ago but so far the Government have taken no action, failing to take action within a few days I will be compelled to convene a Public Meeting of the Citizens of St. John's who are ready to back any demand for a Commission of Enquiry.

Will the Government longer hesitate and only act when compelled to do by concrete action, and thus be despised by the world, or will they do their duty as Trustees of the Country's affairs and as worthy Citizens?

—W. F. COAKER.
St. John's, Apr. 16, '14.

WEE DIFFERENCES.

Some men there be who succeed in "living down" the failures and indiscretions of the past by change of conduct and by close attention to the duties and responsibilities of the present.

Others, whatever their change of fortunes, or however altered their circumstances, remain unchanged in life and action.

You can rename them, but the yellow streak still shows out through.

P. T. McGrath has experienced some changes of fortune that, apparently, have left him in better circumstances than formerly.

He has even, by party wire-pulling, been dubbed "honorable," but he is still P. T. McGrath, political weathercock and undesirable tactician.

His is the same old consummate gall that stood him in such good stead as in days of yore when he changed his politics to suit the changing times.

His record is an open book to the electors of this country, but the same unflinching gall leads him to virulent attacks on the only man feared by his revered leader Sir E. P. Morris.

So he undertakes to blacken the character of W. F. Coaker as a public man.

Consider the men, their records and their abilities.

P. T. McGrath is "Honorable" by grace of a party to whom he has proved a useful journalistic henchman.

W. F. Coaker is honored by virtue of his services to a whole country.

"Trimming" tactics have boosted P. T. McGrath into our Upper House.

Native ability, unbounded energy, abounding genius have made of W. F. Coaker a leader of the great majority of our honest independent Toilers.

P. T. McGrath is tolerated by a band of politicians who find him useful on occasion as a spokesman through the public press.

W. F. Coaker is revered, respected and trusted as the champion of those who are the backbone, the sinew and the heart's blood of the country.

As to P. T. McGrath—there is none "so poor as to do him reverence."

But as to W. F. Coaker—his bitter enemies have to admit his inherent genius, ability and faithfulness to the great cause he has championed, while his followers unite to do him unbounded honor.

P. T. McGrath fulminates in the party hack and the country sneers and ridicules.

W. F. Coaker deals in manly, trenchant fashion with public issues of the day and Newfoundland listens to his pronouncement with respectful, attentive and heedful interest.

WANTED—A ROOSEVELT.

Very little credit has been gained by President Wilson through his Mexican policy.

He has been content to let matters drift along and shape themselves.

And the shape that things have taken has been the murder of United States and European subjects, the wanton destruction of their property and the general disregard of International rights.

Still President Wilson has been content to look on—and to do nothing practical to end this period of anarchy and murder.

It is true that President Wilson has, on account of his stand on the question of Panama Canal tolls, been acclaimed as an honorable statesman. Doubtless he deserves all the credit he has gained in this way, but it is also quite plain that he has acted more as an idealist than as an active, energetic and capable public man.

Considering Wilson's policy of drift with regard to Mexico, one is irresistibly led to compare it with the record established by Theodore Roosevelt. There is not the slightest doubt that had the "Terrible Teddy" been in the Presidential chair, the Mexican irre-

sponsibles would have been brought to book long ago.

Roosevelt was often condemned for his American "jingoism" and for his spread-eagleism and flag-flapping, but he handled the foreign connections of the United States capably and bred in the volcanic South American republic a wholesome dread of the long arm of the North American republic.

That the people of the United States have grown restive under Wilson's policy of drift is shown by the action of the Texas Rangers who, some time ago, invaded Mexico and brought back to its native country the body of a murdered compatriot.

Wilson has at last been forced to act. The lawless combatants of Mexico have offered a gross insult to the United States flag and the whole republic is demanding that amends be made therefor—and at once.

CAN DO NOTHING PRACTICAL.

The bulk of our people, apparently, do not understand the nature of the investigation at present being held by the Magistrates' Court into the circumstances surrounding the recent tragedy that overtook so many members of the crew of the sealing steamer "Newfoundland."

It really amounts to a Coroner's inquest, nothing more.

The most the Court of Inquiry can do is to decide to whom the blame, if any, attaches for the four score fatalities.

It is plain, therefore, that after the inquiry has concluded and the court has handed down its findings, general conditions at the seal fishery will not be affected in the least.

This is why we take such strong exceptions to the nature of the inquiry.

We claim that the Commission should be added to and its general scope enlarged so that the sealing industry in general should be inquired into.

The suggested Commission should be in a position to make such recommendations to the authorities as would lead to the elimination of risk, as far as possible, from the sealing industry.

The Commission should also be in a position to suggest reforms that would better the conditions under which our sealers work.

Anything less would be of absolutely no benefit to our hardy Toilers of the Sea who, under the most favorable circumstances, take their lives in their hands in their efforts to secure daily bread for themselves and those dependent on them.

MISREPRESENTS.

The Daily News of this morning deliberately misrepresents the attitude of this paper towards Captain Abram Kean.

The Daily Mail has absolutely no editorial reference favorable to Captain Abram Kean in connection with the Newfoundland sealing disaster.

The Daily Mail never expects to make any such favorable reference.

If the editor of The News in his editorial of this morning refers to the news story that appeared in the columns of The Daily Mail giving the version of Captain Kean's friends, we would respectfully intimate to him that the policy of this paper is to give both sides of any story—if offered—in its news columns and to allow anybody to present his own side of any particular case, even if, at the same time, we are taking exception editorially to his conduct.

Our general policy is not that of doctoring local or cabled news to make it suit our editorial ends. We especially commend such a course of action to The News. It did not gain anything in the public estimation by changing a message from "Duster to make 'Orangemen' read 'Carsonites'" and thus degrade a general movement to the level of a faction fight.

Captain Kean does not cut a very dignified figure in the eyes of the general public of this country to-day and we must say that he is singularly unfortunate in the champions who have undertaken to fight his case.

IN HONOR PREFERRED.

According to The Daily News, Mr. Donald Morison, one time Minister of Justice for this Colony, but retired from office and from his seat in the House of Assembly by act of the Sovereign people, has been signally honored by His Majesty the King.

We gather that Mr. Morison is now entitled to use the prefix "Honorable" to his name.

And it is pre-eminently a labor of love for The Daily News, with which Mr. Morison is intimately connected, to laud the recipient of the mighty dignity.

Poor Mr. Morison—with him it is evidently "the bone to the dog."

He has missed Knightly Honors, he has been ousted from Seat and Office and now he is wonderfully solaced with this majestic and highly-respected title.

Of course, it is unnecessary to state that Mr. Morison becomes "Honorable" by grace of Sir Edward Morris

for the King simply grants permission for the permanent use of this title on recommendation of the powers that be.

In fact, any Executive Officer who has served three years or over in the Council has a right to claim this "honor."

So where the special favor to Mr. Morison comes in we find it somewhat difficult to discern.

Why even P. T. McGrath is an "Honorable."

TO THE EDITOR.

A SEALER REPLIES TO CAPTAIN KEAN

(Editor The Daily Mail.)

Dear Sir,—Tuesday's Herald contained a letter from Captain Ab. Kean denying your statement about his men being out on the ice three nights.

I was out with Capt. Kean in the Wolf and was one of about thirty men who spent two nights and three days on the icefoot, during which time the ice was open and there was no reason why Capt. Kean did not pick us up. At that time we were so sure of dying that Martin Sanbury and Mr. Carter, a brother of Capt. Sandy, were asked to pray to God for deliverance and all knelt on the ice and prayed for hours. George Daulton was so bad that we had quite a job to keep him aroused.

When we were put out nearly all the crew were with us. When night was approaching, seeing no steamer near, a large number of men under their master watches, left to travel about eight miles to the ship and reached her some time that night. Our master watch said the Captain's orders were to remain until the ship took us up, and he said I intend to obey orders for the ship will be here during the morning.

The men who left threw away their oil clothes and we think that action of theirs for saving our lives for we all put on another suit of oil clothes on top of the suit we wore, making two suits, which kept us warm. We had a fire most of the second day. We could not see our ship the second day.

Our grub gave out and we were one day and one night without grub.

The men prayed and sang hymns the second night which kept them aroused.

The first night was fine. The other night dirty with snow and East wind. There was nothing to prevent the ship from reaching us.

On the third morning we got on board the Greenland, Capt. Isaac Mercer I think was Captain, about noon, and got a mug up.

We reached our ship about dark, walked the whole distance. When we got on board we were told to have all night in. Next morning master watch called the men and what could get out did.

Our ship took about 17,000 seals while we were absent. We killed about 4,000 seals the first day—all there was there—but we never took one of those seals on board. We had a punt on the ice when we put up and when the ship got our punt it was in a bay of water about two miles from the edge of the lake of water on a pan.

The ice opened the third night and went to pieces and had we been on the ice we might have fared badly. We moaned over what might have been when we saw where the punt was the next day and how the ice was. Some of the men wept.

When the Captain put us down he said "Look out for yourselves, you may see me to-night or you may not."

I never sailed with a man who so little regarded his men on ice or in coming on board of the ship. Many a time I risked my life in boarding since Captain Kean commanded steel ships.

—S. T.
St. John's, Apr. 15, '14.

THE WHOLE LAND MOURNS.

At the present time our land is in mourning for the dead. The month of March 1914 has been to us one of unusual fatality.

Many times in the history of our Island Home has the Atlantic taken from us a number of our hardy Sons of Toil. Almost every year we are reminded of the fact, that the great deep claims a toll of the lives of our Fishermen.

The Greenland disaster of 1898 will never be forgotten; but alas! we are overtaken by an awful tragedy more terrible than any other we have ever experienced.

Not four weeks ago our deceased brothers left their homes robust and healthy, bid their friends good-bye for a short time, and undoubtedly looked forward with bright anticipation to the time when they would be back home again to their love ones.

But Providence has ordered it other wise—they are gone. The recent blizzard overtook them on the ice floe. Poor unfortunates!

Words fail to describe their intense suffering while battling for their lives as heroes, but King Frost was too powerful for them so they had to

bow in submission and die a most awful death.

"Our brothers the haven have gained. Outfleeing the tempest and wind; Their best they had sooner obtained, And left their companion behind."

Our brothers are gone; wives are now widows; mothers have lost their sons; little boys and girls are now orphans; the breadwinner have been taken from many homes.

Words fail to express my heartfelt sympathy with the bereaved ones, and I would say to them one, and all—"Oh ye whose locks are wet with the dew of the night of grief; ye whose hearts are heavy, because those well-known footsteps sound no more at the doorway look to Him who has promised to be a Husband to the widows, and a Father to the fatherless.

He will not suffer you to go alone, but will go with you all along life's uneven journey.

"Not alone, stricken heart must thou bear thy sore bereavement—for tell me, tomb of Lazarus, did not Jesus weep?"

"Oh! how this sweetens the bitter cup, and brightens the darkest night, and smooths the roughest road, and soothes the pang of earthly disaster.

"I will never leave thee, I will never forsake thee."

It is a consolation to the bereaved to know that a universal sympathy prevails on their behalf, not only in our Island Homes, but throughout the whole of Christendom.

A sympathy not only expressive in words but also in deeds.

A sympathy that forces the hands of the rich, the middle and all classes down deep in their pockets for the purpose of helping those who are bereft of their breadwinners.

Such disaster as the one that has recently come upon us, seems to show us more clearly the fact that humanity is a universal brotherhood. We belong to one family. The sceptre and shovel are akin. "Christ came from a throne to a manger to bridge the distance between the two."

We know that widows, mothers and fatherless little ones need something more than "God bless you's"—so let us do all we possibly can for those that our brothers have left behind them.

Let us get ready for a grand contribution when the collectors come around.

Just fancy that they are the hands of the poor unfortunates that have lost their breadwinners that are stretched out for help for their sorrowing ones.

—JOHN ABBOTT.
Bonavista, April 1914.

OUR CIRCULATION.

The circulation of The Daily Mail has reached 5,000, of which number 4,500 were sold and mailed to regular subscribers yesterday. No other daily paper in the city can beat that splendid record. What an achievement for three months' existence.

NOTICE!

Tenders are invited for the purchase of the property of the Estate of the late Dr. Robert White, Trinity, consisting of land, dwelling house, and stable.

All Tenders will be opened on Thursday, April 30th. The Executor does not bind himself to accept the highest or any tender.

REV. CANON WHITE,
St. John's,
Executor
ap10,14,16

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NOTE OF THANKS

The men of the Eastern Fire Hall thank Mrs. W. H. Franklin for magazines and papers.

Engineer Isbister, of the Donaldson line, who was here looking after the repairs of the Parthenia, leaves for home by that steamer. He has made many friends who will be glad to see him at any time.

(IN AID OF THE SEALING DISASTER FUND)

To-Night, the 16th, at 8.15

and for two succeeding nights,

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Reserved Seats at the Atlantic Bookstore, \$1.00, 75c. 50c.

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