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ST. JOHN'S, NFD., MAY 29, 1914.

## OUR POINT OF VIEW.

### ENEMIES TO PROGRESS.

THE greatest enemies to progress are not those who would point out and speak plainly of where men linger in unprogressive ways, but rather are they who, too narrow minded to see their own faults, will not learn of others.

They will not be taught, they know all about it, and resent any effort on the part of the better informed men to lead them into a true sense of their backwardness.

Some men, gifted by nature with plenty of talent have permitted their lives to be frittered away, and in after life are tormented by bitter thoughts of how they have failed. They see men of less talent climb the rounds of the ladder to success, and the sight embitters them.

Then the vials of their petty spleen are emptied upon all who dare to occupy a position above them. They prostitute their talent and generally make themselves a nuisance to friends and foes alike.

### THE REPORT.

THE object of the enquiry, says Judge Knight was primarily to collect and select such evidence as may point to criminal liability on the part of any persons who were responsible for the lives of those men who were sacrificed at the ice.

As to the criminal liability we suppose Judge Knight is competent to declare from a purely legal standpoint. We will not debate that question just now.

It seems however that those responsible trimmed as close to the criminal liability line as it was possible for them to trim.

Their trimming and toying with human lives has cost this Country sorely, and whether Judge Knight holds them criminally responsible or not, the Country holds them morally to blame, and after all there is a higher law which cannot be put into words, and one which is the beacon by which the high minded steer their course

and which is really the spirit of the law that men have attempted to codify.

Did Westbury lean toy with human lives when he ordered Tuff to volunteer to lead the men out when in his own heart he felt that it was not just? His better nature must have told him it was more than he ought to put the men to, and he was therefore glad when Tuff offered to take the crew away.

It was a cowardly shifting of responsibility, that surely merits censure, if nothing more.

We question very much the soundness of Judge Knight's inference from the barometric readings, when he says that he does not think that the barometrical indications pointed to a coming storm.

That the barometer did not give any warning to either W. Kean or George Tuff, we are quite prepared to admit, but we cannot accept the assertion that the barometer did not indicate the coming storm. That question must be submitted to a higher court than that which held the enquiry before we accept the proposition.

The barometer indicated the disturbance just as surely as we know the storm occurred, but its warning was unheeded, either through ignorance or neglect.

The log of the ship shows that the barometer was not carefully watched. There was no regular reading of the instrument. And that casual reading trims the criminality line very closely.

The law demands that a regular record be kept, we believe. Does the neglect and flouting of that law constitute an illegality?

The manner in which the logs were kept on the Newfoundland and Stephano is a subject that demands a more careful scrutiny than has been given it by Judge Knight.

Captain Green, who was navigating officer on the Newfoundland, said in his evidence that the drop from 30.40 at 7 a.m. to 30.15 at noon was a considerable drop, and would indicate to a mariner more wind and weather.

"This," says Capt. Green, "gave me notice of the gale which came."

How did Judge Knight come to overlook so important a statement as that in his review of the salient points in the evidence?

Perhaps it was too salient and were better left out.

In the face of what Captain Green said, Judge Knight tells the Minister of Justice that he did not think the barometer indicated a coming storm.

### THE DREDGE

WE give herewith a tabulated statement of work performed by the Government Dredge "Priestman" from January 1, 1913, to January 17, 1914, a period of little over a year, and call the attention of our readers to the cost of this ship to the Colony.

### DREDGE "PRIESTMAN."

Daily Return of Dredging Operations From January 1st, 1913, to January 17th, 1914.

### RECAPITULATION.

Date and Location of Dredging.	Cubic Tons	Yds.	Per Ton	Per Yrd.	Value of Work
1913—From Jan. 1 to April 30—Fortune, F.B. Bar and Harbor, silt, sand and gravel.	18,620	12,413	50	75	\$ 9,310.00
From May 1 to June 27—Grand Bank, F.B. Bar section and upper section of Harbor, silt, sand and gravel.	16,640	11,093	1/3	43	64 1/2 \$ 7,155.20
From July 1 to July 9—Garnish, F.B., approach Garnish Cut 350 x 70 ft. rock boulder.	390	260	50	75	\$ 195.00
From July 16 to Sept. 2—Lamaline, F.B. Channel Bar and Bar Harbor, sand, gravel and rock.	10,270	6,846	1/3	50	75 \$ 5,135.00
From Sept. 5 to Sept. 13—St. Lawrence, P.B., beach mooring place, mud, sand and gravel.	3,520	2,346	2/3	33	49 1/2 \$ 1,161.00
From Sept. 16 to Sept. 17—St. Mary's, public wharf, cliff and rock.	30	20	33	49 1/2	\$ 15.00
From Sept. 25 to Oct. 15—Newtown, B.B., Sloops Run and Newtown Main Bar, hard sand.	6,720	4,480	50	75	\$ 3,360.00
From Oct. 31 to Nov. 14—Port au Bras, P.B., Channel Cut and Harbor.	4,160	2,773	1/3	42	63 \$ 1,747.20
From Dec. 18 to Jan. 14—St. John's, Tessier's Dock, silt and gravel.	2,350	1,566	23	34 1/2	\$ 540.50
Between Dec. 22, 13, and Jan. 10, 13—Bowring and Public Dock, No. 1 Dock, silt and sand.	4,700	3,133	1/3	23	34 1/2 \$ 1,081.00
1913-14—From Jan. 2 to Jan. 5—Bowring Dock, No. 2 Dock, silt and gravel.	940	626	23	34 1/2	\$ 216.20
From Dec. 30 to Jan. 7—Reid Nfd. Co., North Side Pier, silt and gravel.	1,100	733	1/3	23	34 1/2 \$ 253.00
From Jan. 15 to Jan. 17—C. F. Bennett, Public Cove, silt and gravel.	1,410	940	23	34 1/2	\$ 324.00
Total quantity removed and estimated value of work performed.	70,850	47,232	2/3	23	34 1/2 \$90,493.40

Cost of operation from January 1st, 1913, to January 17th, 1914—382 days. \$26,182.18

Balance to credit of Dredger Priestman on operation account from January 1st, 1913, to January 17th, 1914. 4,311.22

\$30,493.40

It will be remembered that the present Government purchased this vessel in England in 1912. Her original cost to the Colony was upwards of Fifty Thousand Dollars, figuring on the amount paid the first owners and the huge sums that had to be expended before she was put in condition to handle dredging work round our coast.

It is plain, therefore, that the "Priestman" costs this country the tidy little sum of Two Thousand Dollars each year in interest charges alone, besides which there is also a high annual charge for insuring her the figure reaching about Eight Thousand Dollars. So, that, in interest charges and insurance premiums alone the Government Dredge takes at least Ten Thousand Dollars a year from the Public Revenues.

Ever since the ship first reached this country, she has been a regular dumping place for supplies provided by followers of the Government. When she sailed from the other side of the Atlantic, she had Three Thousand Dollars worth of supplies on board, surely enough to last a crew of ten or twelve men for a considerable period, yet during the first six months she was in Newfoundland waters, she cost the country a further amount of Three Thousand Dollars for this one item.

And as a rule the cost of such outfits to the Government very seldom decreases as time goes on, in fact general experience proves that the reverse usually happens.

In the statement we publish herewith, it will be noticed that the declaration is made that the operating costs of the dredge for the year 1913-14 were \$26,000, so that, during the two years that the "Priestman" has been in Newfoundland, she has cost the country at least Fifty Thousand Dollars in operation charges alone.

Interest and insurance charges, then, added to operation charges, would bring up her total cost to the Colony for the little work she has performed to over Sixty Thousand Dollars, and even at that we do not count in the big sums paid out to Government supporters for food and other supplies, a very tidy little sum in itself.

The statement under consideration deals with the cost per cubic yard of the dredging that was done from January 1, 1913, to January 17, 1914.

In some cases the cost per cubic yard ran up to seventy-five cents, and in no case was it less than thirty-four cents.

And the average cost per cubic yard of the dredging done by the "Priestman" was fifty-two cents.

How does this compare with ordinary costs for dredging work?

Very, very badly, indeed. It is the highest price ever paid for any such work done in this country.

LeMoine, a Quebec contractor, made a contract with the Bond Government for dredging several of our harbors,

and received twenty-two cents per cubic yard for the work.

Yet, he had to tow his apparatus several thousand miles before he could commence operations.

But, more than this,—LeMoine offered, if the Government would give him an extensive contract,—to do work, say, on the scale undertaken by the "Priestman,"—to dredge at twenty cents per cubic yard.

And Mr. Downey, member for St. George's District, who has had considerable experience in such work, declared that our dredging could be done at less than twenty cents per cubic yard.

Yet the work performed by the "Priestman" costs us fifty-two cents for every cubic yard she lifted from the bottom.

How does this figure out? Consider the year covered by the statement herewith.

In that time the "Priestman" dredged 47,232 cubic yards.

At an average cost of 52 cents per cubic yard, this work cost the country \$24,500.

At LeMoine's figure it would have cost us 9,500 or less one third the amount.

Fifteen Thousand Dollars, therefore, were flung away in one year alone through the hasty, ill-considered action of the Government in investing in this dredge which, what with high cost of upkeep and operation, and taking into account the fact that like everything else connected with the present Government, she will surely be manipulated to the advantage of political camp-followers, is nothing better than a white elephant to us—and a mighty expensive one at that.

### POEMS OLD AND NEW.

TO CORRESPONDENTS.—Owing to the big number of original poems sent in to this office we have decided to throw open a column for Local Poets and to use as much of the poetry received as possible.

It must be remembered, however, that we cannot use in their entirety poems that run to twenty, thirty or more verses. Keep down to about half a dozen verses and your poem stands a better chance of making an early appearance in this paper. Lengthy poems have to be cut down before they can be used.

Readers desiring to see old favorites or new and striking poems are hereby invited to send along copies or clippings thereof to this office.—Editor.

### IN MEMORIAM.

Alma Butt, Who Died May 6th, 1914, Aged 11 Years.

Dearest Alma, thou hast left us—  
Left us for that Land so Blest—  
Back to earth we would not call thee—  
For we know thou art at rest.

For two long months our baby suffered.

And when death was drawing nigh,  
This she whispered to her papa—  
"I am going home on high."

Close beside stood mama weeping,  
With a sad and aching heart:—  
"Dearest mama don't be mourning,  
For you know we have to part."

"I am going home to Heaven,  
And I shall not be alone,  
For I'll join the happy angels  
Singing there around the Throne."

"And I know I shall be happy,  
In a robe of spotless white,  
With a crown upon my forehead,  
In that Land of Joy and Light."

Raising then her hands towards  
Heaven,  
Here she gave a gentle sigh.  
Many friends had gathered round her,  
And she bade them all "Good-bye."

"Now, then, papa, raise my pillow,  
This is all that I can do—  
I'll be watching at the Portals,—  
Waiting there to welcome you."

"Dearest mama, don't be weeping,  
All my pain will soon be o'er,  
You can meet me up in Heaven,  
On that Bright and Golden Shore."

We believe she's now in Heaven,  
With that bright and glorious throng,  
That she has joined the happy angels,  
Singing now the Glad, New Song.

Slumber on, dear little Alma,  
And though our hearts are wrung  
With pain,  
Back to earth we would not call thee,  
For, we know, we'll meet again,—

"Meet again," what words of comfort,  
Yes, we'll meet on Heaven's Bright  
Shore,  
Meet again our darling Alma,  
Who's not dead, but gone before.

—ARTHUR W. BUTT.

A WORD TO THE WISE!

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