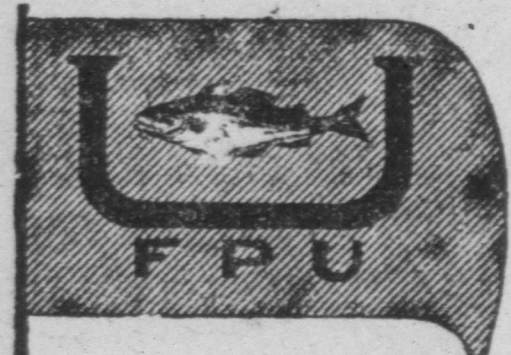


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(To Every Man His Own.)

The Mail and Advocate

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

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ST. JOHN'S, N.F.L.D., MAY 28, 1914.

OUR POINT OF VIEW.

THAT REPORT.

YESTERDAY the citizens of St. John's freely expressed their opinions of Judge Knight's Report of the Disaster which befell seventy-eight of the Newfoundlanders and the universal expressions were those of indignation for the bluff put up by Squires in handling the matter as he did, and of contempt for the Report itself which might easily be mistaken for a composition respecting the Disaster written by some fourth form boy at one of the city schools.

On every hand the whole affair is condemned and considered a pure bluff on the part of the Government to appease public opinion at the time everyone was asking what caused the slaughter and who was to blame.

Those seventy-eight heroes were slaughtered upon the ice floe, and the fathers, mothers, widows and orphans have again had their feelings tortured by the realization, that what was taking place at St. John's under the direction of Squires, the robber of the position of Minister of Justice, was but a farce and an insult to the whole Colony.

To the outside world the Colony must be a laughing stock, for although two hundred and fifty of our primest bread-winners were either slaughtered or sent to watery graves in a mysterious manner, nothing has been done by the Crown to investigate the catastrophe, although the calamity befell the Colony two months ago.

The men in charge of affairs have again and again demonstrated their unfitness to manage public affairs, and this last insult and disgrace heaped upon the people by such a person as R. A. Squires will prove the straw that is to break the camel's back.

Nothing but contempt is manifested for the manner in which the terrible catastrophe has been handled. The wonder is that the

friends of the two hundred and fifty martyrs have not arisen in their might and taken the law into their own hands and administered justice to those who to a large extent are responsible for the Newfoundland's disaster.

Not only have some of them been brazen enough to shout their innocence in the face of the testimony of several survivors who swore they were to blame for the whole trouble, but the whole Colony has been deliberately insulted by public contractors, who held public opinion in such contempt as to place one of the principal blunders in charge of a steamer under contract to the Colony, which served an area from whence most of the murdered men, belonged.

Brazen barefaced conduct of the most advanced type has been the sort of remorse beheld by the Colony, at the hands of those who, had they used the dictates of common sense, would have saved seventy-eight men from perishing, after hours of the most excruciating torture, and twenty others who survived the horrible torture only to be maimed for life and sent to their loved ones as wrecks without in some cases, either hands or feet, would be to-day enjoying good health, with solid limbs, and earning their livelihood.

We say God's curse will follow those despicable creatures who have shown such contempt for human feelings and hurled insult in the face of the bereaved instead of tears of contrition. Wherever they go remorse will be their companion; whatever they do the horror of their conduct will follow close to them.

Now let us have no more bluff or coddling, but appoint the Commission of Enquiry and get down to real business immediately.

THE R. N. CO.

WHAT do the Reid Nfld. Co. mean by the manner in which it is treating the public respecting the acceptance of freight for shipment? We know of hundreds of packages which have been carted to Reid's sheds for shipment to outports during the past year, costing Fifty Cents per load cartage, which were sent back to the shippers because of some frivolous red tape rule that showed some of those responsible were either too conceited and lazy to do their duty properly or were too densely ignorant to know how to perform their duties properly.

Packages have been sent to the station and returned because such freight was only received to-morrow, or the next day, or because "via" was included in the address, or not included.

Such nonsense is now becoming a nuisance and it is time the Company got down to business and realized that it is a corporation drawing hundreds of thousands of dollars annually from the taxpayers and the trade and consequently it must make up its mind to attend properly to the public requirements and afford every facility for the reception and delivery of freight and do away with the mountains of red tape that now almost frighten every person who has to do business with them.

Then again their methods of meeting claims for lost goods is not what it should be. Very few ever see a cent for claims. Some firms have scores of claims which they cannot get adjusted.

The Union demand and plank in its Bonavista Platform for Transportation Commission is the only cure for such evils, and the Country will not tarry much longer in its intentions to place all freight and passenger contractors under such a Commission and thus ensure to the public a square deal, which is far less than it now receives.

BIRTHS AND DEATHS, 1913.

DURING the year 1913, 720 persons in the Colony died of Consumption, of whom 94 belonged to St. John's.

Those figures show an increase of 6 over 1912.

In 1906 the total was 933, so a considerable improvement has resulted from the endeavors of the Association of which Hon. John Harvey was President.

Four hundred and forty-three persons died from old age, as against 436 for the previous year. One hundred and eleven died from Cancer, or seven less than the year previous.

Two hundred and thirty-six died from Pneumonia, or sixty more than the previous year.

The total number of deaths in the Colony for 1913 was 4,417. The number of births being 7,406, consequently the net increase was about 3,000.

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The Colony lost about 500 inhabitants by emigration.

According to denominations the death and birth figures are as follows:

Deaths—Church of England, 1,551; Roman Catholic, 1,400; Methodist, 1,223; Salvation Army, 161.

Births—Church of England, 2,359; Roman Catholic, 2,628; Methodist, 2,031; Salvation Army, 267.

Births sex for 1913—Male, 3,773; female, 3,633. Deaths—Male, 2,302; female, 2,115.

Birth rate per 1000 of population, 29.90; death rate per 1000, 17.83.

Total population, 1913—247,657.

JUDGE KNIGHT'S REPORT.

THE long looked for Report on the Sealing Disaster from Judge Knight has at last been made public.

The remarkable thing about it, after its long delay, is the barrenness of it. It makes no finding, except perhaps in one particular wherein it finds that the operator on the Florizel lied. It does not say so in a direct manner, but that is what is meant, when it is pointed out that too much reliance should not be given to Patrick J. Barkley, operator on the Florizel, as to the message that was sent by Capt. J. Kean to the Stephano, in which it is said, Joe Kean asked Abram Kean to look out for the Florizel's and Newfoundland's men.

Judge Knight says Barkley was prejudiced, therefore the lie. What about Captain Abram's evidence; did he lie? Is his chart a lie?

Judge Knight went out of his path a bit to draw an inference from Barkley's evidence, but he fails to draw any conclusion from the barometrical readings as furnished by the logs of the Stephano, Newfoundland and Bellaventure. Why and wherefore the reason?

But he believes the barometers on the morning of March 31st did not indicate a coming storm. So much for Judge Knight's ability. He could see that the operator was prejudiced, but he could not see that the barometrical readings were faked or any rate so irregularly taken that there is a strong suspicion that there was method in the very irregularity.

About the distance of the two ships apart there is some difference of opinion, but if Judge Knight had used the same penetration in that case as in the Barkley case he could have seen that the distance was nothing short of eight miles and not five.

The Judge too seems to think that the men who turned back to their ship, did so not because of bad weather, but because they got tired of travelling for no reason, as they thought.

There was every sign then of a coming storm to men who could read the signs, and some of the men inform us that when they turned back they could not see their ship through the falling snow.

Judge Knight's Report gives strong support to Mr. Coaker's demand for a thorough investigation into the causes which led to the awful sacrifice of precious lives at the ice, and confirms his opinion that the enquiry before Judge Knight would be of little importance.

The Judge's Report speaks very eloquently of valuable time and effort thrown away, for never perhaps has a labor of three weeks been so fruitless. The seed of an enquiry was sown, but on poor soil. It broke ground after long delay, only to be arrested in its cloyed stage.

The Report is a barren effort and people are offended to think that so much time has been wasted to produce a thing that is so worthless.

In order to refresh people's minds we intend to review the whole evidence in our pages. First

RECENT NEW APPOINTMENTS

His Excellency the Administrator in Council has been pleased to appoint Mr. George Frank, (Codroy), to be Inspector of Weights and Measures, with jurisdiction from Cape Ray to Codroy, in place of Mr. James Collier; Messrs. Hedley Harnum, (Heart's Delight), and Richard Allan, (Curling), to be Surveyors of Lumber; Mr. Joseph Bailey, to be a member of the Church of England Board of Education for the District of Port Rexton, in place of Mr. Isaac John Randall, resigned; Mr. George Smith, (Apsey Brook), to be a member of the Methodist Board of Education for the District of Random West, in place of Mr. John Smith, retired; Messrs. Joseph Smith, Hezekiah Starks, Willis Toms, Theodore Noble and John Gillord, to be the Road Board for King's Point, District of Twillingate.

Bonavista District

Messrs. James Kelly, Edward Bolan, Bernard Maloney, William Legge and William Kelly to be the Road Board for Sweet Bay; Messrs. Kenneth Brown, Abraham Moss, Jesse Brown, Richard Dyke and Joseph Brown, Jr., to be the Road Board for Bishop's Harbor; Messrs. Thomas Smart, Andrew Lethbridge, George Parry, Sydney Holloway and Job Harris, to be the Road Board for Brooklyn West; Messrs. Albert B. Stares, Arch. Bennett, Meshech Hart, George Pye and William Pye, to be the Road Board for Brooklyn East; Messrs. Benjamin Wells, Gerald Wells, Charles House, William Parsons and Henry Perry, to be the Road Board for Gooseberry Island; Messrs. Jos. Stoke, Kenneth Barbour, Thomas Attwood, Edgar Davis and Enoch Hounsell, to be the Road Board for Safe Harbor; Messrs. Job White, William J. Kne, Mark Spurrell, Benjamin Spurrell, William Kelloway, Job Winters and Jesse Brown, to be the Road Board for Pool's Island; Messrs. George H. Bull, George H. Lane, Jas. H. T. Moss, Edmund Dyke and George Hunter, to be the Road Board for Salvage Bay and St. Chad's; Messrs. Hugh White, Peter Wicks, Frederick Carter, Edward Blackwood and Jos. White, to be the Road Board for Loo Cove; Messrs. Arthur Vivian, James Bragg, George Bragg, Alpheus Malmend and Samuel Bragg, to be the Road Board for Shambler's Cove; Messrs. Arthur Brown, John W. Dyke, William Troke, Sr., Henry J. Oldford and Theophilus Hunter, to be the Road Board for Salvage; Messrs. William Turner, Albert Powell, John Powell, George Turner and William Matchin (Sandy Cove), to be the Road Board for Happy Adventure; Messrs. Edward Wheeler, William Parsons, Sr., Job Barry, of Thomas, (Wing's Island), Walter Gosse (Newell's Island), and John Cheater (Newell's Island), to be the Road Board for Greenspond; Messrs. John W. Oldford, Samuel Lane, Esau Oldford, William Oldford and Henry Hunter, to be the Road Board for Squid Tickle; Messrs. Abraham Pritchett, Job Orlick, Edgar Pritchett, Samuel Pritchett and Alexander Pritchett, to be the Road Board for Middle Brook.

Messrs. John Woolridge, Robert Morris, Patrick Egan, Henry Hunt and Jacob Wiseman, to be the Road Board for Trinity (including Lockston, Goose Cove, Dunfield, Trouty and Spaniard's Cove); Messrs. George Strong, Abram Bursey, William Balson, Zebedeo Stanley and Allen Balson, to be the Road Board for Shoal Harbor; Messrs. Tobias Verge, Am-

brose Stone, Alfred Pitcher, Peter Verge and William Miller, to be the Road Board for Old Bonaventure.

St. George District

Messrs. Thomas Gale, John McPherson (Heatherton), Alan Shears, Richard Gill and William Jeans, to be the Road Board for Robinson's Head, (for division between Fischall's River on the East and Robinson's River on the West); Messrs. Richard T. Legge, Archibald McKay, William James Gillam, George Harvey and William A. Gillam, to be the Road Board for Middle Barchoix, (section between Robinson's River on the East and Crabbe's River on the West); Messrs. James Gosse, Jeremiah Pike, Richard Gillam, William Hulan and John E. Morris, to be the Road Board

for Crabbe's West (between Crabbe's River and River Brook, including road to Crabbe's station); Messrs. Michael J. Gillis, Roderick McPherson, Thomas P. Gillis, Archibald Gillis and John Hall, to be the Road Board for Highlands (section from River Brook on the East to Red Brook and Codroy Shute on the West, or junction of the two Road Boards—South Branch and Codroy); Messrs. Andrew Harvey, Richard Hooper, Jacob Hewett, James Eady and John James Harvey, to be the Road Board for Boswarlos; Messrs. Martin Hynes, Michael Leary, Samuel Parsons, Derry O'Quinn and Alexander March, to be the Road Board for Port au Port (section from Koppens' River East to Big Cove and half of the Gravel's Beech).

TO THE EDITOR.

TO CORRESPONDENTS—We are always glad to receive letters on matters of local and general public interest. Correspondents, however, should make their letters as brief as they possibly can, as we are receiving scores of communications daily and have only a very limited space in which to publish them.

We use practically every letter received, at some time or other, but there must, in view of our large correspondence, necessarily be some delay before some of these letters appear in The Mail and Advocate.

We are particularly anxious to receive notes of news from all round the Island. Let our young people particularly get busy and help us make our paper the newest in the country.—Editor.

WOODS ISLAND COUNCIL

(Editor Mail and Advocate)

Dear Sir,—On Tuesday, April 28th, Friend Rourke arrived here and gave notice that a public meeting would be held for the purpose of forming a Council of the F.P.U. Quite a number assembled at the C. of E. School House and listened with great attention while Friend Rourke explained to us a few of the aims and objects of the Union.

We were much pleased to know that at last we had the opportunity to cast in our lot with the Union, which we trust will be the means in the near future of giving every toiler a square deal.

On the night in question twenty-one hardy fishermen came forward and volunteered to sink or swim with us, and since our first meeting six more new members have enrolled.

The officers of our Council are as follows:

Chairman—Capt. Jacob Barnes.

Deputy Chairman—Thos. Warren.

Treasurer—Capt. J. W. Barnes.

Secretary—W. J. Jesseau.

Door Guard—Henry Miller.

We have received our flag, buttons and constitutions, and are much pleased with them.

W. J. JESSEAU, Secretary

Woods Island, Bay of Islands.

THE BRIDGE AT QUIDI VIDY LAKE

(Editor Mail and Advocate)

Dear Sir,—I was pleased to notice the item in your paper a few days ago headed "Beautifying Quidi Vidi" and giving Mr. Cole a word of encouragement for what he has done in the past and is doing in this respect.

But Sir, there is another important matter which I think should be attended to without delay, and that is the placing of the bridge across the river at the head of the lake near Mr. Cole's property.

Some of the residents of the north side of the lake spoke to me about the matter on Empire Day, when citizens who desired visiting that side of the lake had to keep to the main road, which, owing to the high wind, was very dusty and unpleasant.

How much more enjoyable and pleasant it would be for the public if this bridge was placed in position now instead of when the summer is half gone, as has been the practice for years past.

I have been assured, Mr. Editor, that the President of the Regatta Committee gave his assurance to some of the residents there last fall that he would use his influence and have the bridge placed there as early as possible this spring.

I trust, Sir, that now the tide has been given there will be no unnecessary delay in having it placed in position. And also, that in the not distant future a permanent bridge will be built there. The margin of the lake, I understand, belong to the public, and I see no reason why a good substantial bridge cannot be built on citizens' property, so that the public can visit there and enjoy this beauty spot which Mr. Cole has done so much to improve.

Hoping to soon see the bridge placed in position, and thanking you for space

—LAKE SIDE ADMIRER

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WE SHOULD WORRY!

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

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 appear in The Mail and Advocate are hereby invited to send along copies or clippings thereof to this office.—Editor.

SCOUTING'S BEST.

There are splendid games in winter. There are rippin games in spring. And the summer and the autumn. Each in turn grand sports will bring. But the game for every season. Played the whole year round with zest; And the finest known is—scouting—That's the game, lads—scouting's best!

Footer doubtless makes one happy. Tennis keeps one fit 'tis true. Hockey chaps are seldom 'nervy. Cricket teaches patience too. But one game, combines these virtues. Far away it leads the rest. And it makes chaps strong and useful. That game's scouting—it's the best!

In the sunshine you can play it. You may practise in the rain; In the woods or in the meadows; On the moor or in the street. And the players grow up healthy. True, and manly—that's the test; So whatever else you play at. Just try scouting—scouting's best!

Scouting gives a fellow knowledge. Teaching that will help through life; Scouting makes a fellow plucky. Keen and earnest for the strife; Gives him comrades by the thousand In the North, South, East and West. Of the games for sturdy Britons. Scouting is the very best.

—SQUARE.

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