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may 7, 2m

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(To Every Man His Own.)

The Mail and Advocate

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ST. JOHN'S, N.F.L.D., MAY 7, 1914.

OUR POINT OF VIEW.

AN URGENT NEED.

We have a communication from a Green Bay planter concerning the winter mail road between Hall's Bay and Millertown Junction—a distance of 28 miles. This path is used by all the travelling public in winter from the North Side of Green Bay and during the past winter 1000 travellers came and went over this road.

The mail couriers travel it weekly and all the mails for settlements between Pilley's Island and LaSalle are carried along this road from the railway train to the salt water in Hall's Bay. It is therefore very important that camps should be constructed along the route for the shelter and safety of travellers and mail couriers.

At the present time three old camps do duty along the road. These camps were erected some years ago and are now in a wretched condition and unfit to house dogs in much less men. They should be refitted and made wind and water tight and enlarged. Three new camps are also necessary which if erected would mean a camp every five miles.

The new camps should be large enough to accommodate 30 men, as that number often travel together along that winter mail road. The camps should be fitted with stoves, &c. A keeper should be placed in charge of the camps in winter and he should attend to the condition of the camps which would prevent ill-disposed travellers from doing any harm to the camps or fittings. The keeper of the camps should also see that a supply of firewood is kept on hand at each camp.

A portion of the road is a bleak marsh and this should be post marked in order to prevent straying in thick weather.

We commend this proposal to the consideration of the Members of the district, the Postmaster General and the Executive Government, and trust that this very reasonable request will be granted and the improvements made during the coming fall.

ADVERTISE IN THE MAIL AND ADVOCATE

WILL R. A. SQUIRES EXPLAIN!

We have received a letter from Catalina calling our attention to some remarks made by R. A. Squires in his address before the Orange Grand Lodge at Burin last February and asking us to bring them publicly to his notice. The remarks complained of are:

"Captain Kean is one of the class of men who are great not because they are Orangemen but are Orangemen because they are great. He has been the subject of considerable attack by members of this Organization. One of the most disgraceful incidents in the history of our Association was the filthy abuse used towards him by an unworthy member of the Order at Catalina and the failure of the Catalina Lodge to do its obvious duty. Captain Kean has the satisfaction of feeling that it is his own ability and neither pull nor chance which has made him the object of envy by so many."

Mr. Squires had no right to insult the Orange Lodge at Catalina as he did, for they knew the circumstances of the matter complained of by the swollen headed Captain and would not be muzzled or browbeaten either by Kean or Squires.

What Ryan said to Kean no man but one with a swollen head would have noticed and as there appeared to be some justification for the man's excitement the Lodge did absolutely the proper thing in telling Mr. Squires and Capt. Kean to mind their own business and that Catalina Lodge was well able to look after its own affairs.

The outposts are now well aware of what transpires amongst certain Grand Lodge members and how they cut and dry their plan for electing officers and why R. A. Squires was pitched into the office he holds and what their object was.

No one that ever occupied the position so insulted a Primary Lodge, and no one but R. A. Squires would be brazenfaced enough to deliver such an address as herein referred to. It is a wonder that such a moralist would accept a position in a Government and become its Minister of Justice when the country knew well that his constituents turned him down by 1000 majority and when he took a job that he was told by the people he had no right to, he undertook something no other man that ever lived in Newfoundland ever did.

His praise for Capt. Kean he might keep to himself, for outposts Orange Lodges know Kean much better than Squires do. The sentence wherein he proclaims that Kean's position has made him the envy of so many might be repeated now with vengeance.

Kean's ability is now a household subject and there is no man in the Colony, no matter how mean his position, but would decline to change places with him. No one envies him his abilities or his reputation in connection with the Newfoundland disaster, and by the time the public finishes with him he will wish he had never been a captain.

Bonavista Bay will no doubt be delighted to learn that Capt. Kean has not to thank neither pull or chance for his advancement in the ladder of life. They at any rate possess an idea that their action in electing him to be a member of the House was the chief cause of his advancement and really gave him the command of the Wolf. Of course Capt. Kean think otherwise, but many believe the Bonavista Bay electors are right in their opinion.

LESSONS OF THE TRAGEDY.

If the dead can be easily forgotten, by the cold blooded few who would draw off, by a subterfuge, the attention of the public, from the calamity which gross stupidity, or worse, has so recently brought about, perhaps a visit to the Hospital may cause a quickening of their torpid souls, and once again, if only for an hour, make men of them.

During that quickening hour perhaps they may be moved to cry out with us for a thorough enquiry into the cause of the terrible disaster at the ice fields which has cost us so many of our brave men, and over shadowed our Island Home with a cloud of sorrow and left a trail of pain and distress that many years cannot obliterate.

Who can pay a visit to the wards of the Hospital wherein lie mutilated wrecks of what only a few weeks ago were amongst our most stalwart and active men and not feel deeply moved at the sight?

Some of those fine fellows lying there in pain, reveal to the eyes of each visitor, hands and feet swathed in linen and oily cotton batting that conceal the ugly scars left by the surgeons knife. Fingers and toes have been removed leaving but the stumps of what were once active and strong limbs.

The sight of those painful and pathetic reminders of what surely was somebody's gross incompetence or stupidity must move the heart of any one capable of feeling regret for the distresses of others, to profound determination to do all in his power to

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have justice done the living and the dead.

Only yesterday it was brazenly announced in the public press that Capt. A. Kean would command the Prospero again during the coming season.

It is hard to realize that the old and honorable house of Bowring Brothers could fly in the face of public opinion in such a manner, as to appoint Capt. A. Kean to the command of one of their boats before his part in the recent disaster has been determined.

Abraham Kean is under a cloud at present and popular opinion is strongly opposed to the appointment. What if Captain Kean be found guilty of neglect or something else whereby 80 men went to their doom? It seems rather too early to announce that he is to command the Prospero.

Why is popular opinion so strongly against Captain Kean? It is because there is a feeling that he was to some extent responsible for the loss of nearly 80 of our fellow countrymen. An investigation of Kean's evidence does not serve to allay public suspicion.

One thing plainly evident in Captain Kean's statements is the incoherence of his remarks. This feature is particularly noticeable where he speaks of how men are put on the ice.

In one place he says "we always put men out on the lee side." And then contradicts himself by saying, "no captain would want his crew to get over the port side if the seals were on the starboard side." By that of course is meant that the men are always put out on that side nearest to the seals, without regard to whether it be the leeward or windward side.

Captain Kean also says "the ice is always loose on the windward side" which of course is sheer drivel, for ice is not always loose on the windward side.

If such were the case there would be no need to tell the men which side is leeward or windward just as well as Kean does.

If men always get over the lee side, why did Tuff go to the windward side to look at the ice before leaving the ship?

The captain always tells the men on which side, and, says Kean, "should I

POEMS OLD AND NEW.

SLEEPIER SONG

Drowsily come the sheep
From the place where the pastures be
By a dusty lane
To the fold again,
First one, then two, and three;
First one, then two, by the paths of sleep
Drowsily come the sheep.

Drowsily come the sheep
And the shepherd is singing low;
After eight comes nine
In the endless line,
They come, and then they go.
First eight, then nine, by the paths of sleep,
Drowsily come the sheep.

Drowsily come the sheep
And they pass through the sheepfold door;
After one comes two,
After one comes two,
Comes two, and then three and four.
First one, then two, by the paths of sleep,
Drowsily comes the sheep.

A THOUGHT FOR TO-DAY

What wisdom can there be to choose, what continuance to forbear without the knowledge of evil? He that can apprehend and consider vice with all her baits and seeming pleasures, and yet abstain, and yet distinguish, and yet prefer that which is truly better, he is the true wayfarer Christian. I cannot praise a fugitive and cloistered virtue, unexercised and unbreathed, that never sallies out and sees her adversary, but slinks out of the race, where that immortal garland is to be run for, not without dust and heat.—Milton.

forget to say which side, I would soon hear from the deck, "which side?"

Captain Kean talks a lot of nonsense besides. He should explain why it is men are often made to get on the ice while the ship is steaming at full speed, or why they often have to jump to catch the side sticks when getting on board a ship steaming rapidly.

These are but a few of the many vagaries of Captain Kean's evidence, and they go to show that there is need of a searching enquiry. Captain Kean should be made to explain himself more clearly.

Not alone Captain Kean, but those others responsible who have many things to make clear.

Capt. W. Kean is not quite clear of the suspicion that he used very little precaution when sending the men out in care of Tuff.

Tuff's qualifications as a leader must be looked into, and there may be some way arrived at of culling out such men as he. No more must such men be permitted to take charge of men where incompetence or stupidity on the part of the leader may well spell death to scores.

TO THE EDITOR.

HEARTY APPROVAL

W. F. Coaker, Esq., St. John's—
Dear Sir,—Permit me to offer you my hearty congratulations on the successful work you are doing in the interests of the Fishermen of this country.

We are beginning to see that we have at last, in Mr. Coaker, a man who is with us heart and soul, and who is unselfishly interested in our welfare.

—D. GLAVINE.

AFTER THE SALARY.

(Editor Mail and Advocate)
Dear Sir,—We would like to ask Sydney Blandford and R. A. Squires who voted them to the offices they now hold.

It certainly was not the people, if they are there in spite of the verdict expressed at the polls. In view of this, we are led to the conclusion that it is the salary they are after.

—NO SURRENDER.

Elliston, T.B.

DISCRIMINATION.

(Editor Mail and Advocate)
Dear Sir,—During the election Sir Edward Morris said that his party intended doing good for the poor man, but instead of this he has taxed the things that we use most, while articles used by the rich placed on them.

This increased taxation has set the big majority of electors against the present Government, as they will find when another election takes place.

—H. A. BLUNDELL.

Hickman's Hr.

NOTE OF SYMPATHY.

(Editor Mail and Advocate)
Dear Sir,—Kindly allow me to express the sympathy of all the residents of this place with Mr. Alpheus Pelley who recently lost his wife.

The end came rather suddenly. The late Mrs. Pelley was taken sick on Saturday and died the following Tuesday, pneumonia being the cause of death.

—FRIEND.

Harry's Harbor.
(The Mail and Advocate joins with the people of Harry's Harbor in expressing sympathy for Mr. Pelley in his sad affliction.—Editor.)

GOOD PROGRESS.

(Editor Mail and Advocate)
Dear Sir,—Grand Bank F.P.U. Local Council is rapidly increasing its membership, which has doubled during the last two months.

Those who were against us at first are now our best friends, having doubtless been won over by the good record of W. F. Coaker and the Union members in the House of Assembly.

Our Hall in the centre of the town is being nicely fitted up under the good management of Door Guard,—John W. Matthews.

Our Chairman, J. S. Hiscock, Secretary, Hedley Parsons, and Treasurer, Harry Evans, are doing all in their power to make our Council a success.

—BENJAMIN PARDY.

Grand Bank.

KING'S POINT PARADE.

(Editor Mail and Advocate)

Dear Sir,—The Local Council at this place have held a very successful parade and tea. We paraded from the Hall to Bulley's Cove, where we met the members of the Rattling Brook Council. Returning to King's Point we received a great welcome. Flags were flying in all directions, and there was a continual volley of cheering and guns firing. Proceeding to the Church we listened to a splendid sermon from Rev. W. B. Barnes. The music was provided by Miss Lucy Toms, and was much appreciated by all our members.

After service we paraded to the Orange Hall where an appetizing tea had been provided by the good ladies. The Hall was nicely decorated and was crowded with our members and visitors from places around about.

—DORMAN GILLIARD.

WILLIS TOMS.

King's Point, S.W. Arm, G.B.

ECONOMY NEEDED.

(Editor Mail and Advocate)

Dear Sir,—It is time that the Premier and Government of this country adopted an economical spirit in spending our public moneys.

The place to begin to economize is not on the Widow's Mite or Fishermen's Pension, but with some of those high and useless officials who get thousands of dollars from our revenues.

Then again there is this wasteful and useless Agricultural Policy, which should be abolished.

When Sir Edward visited this district in 1911 he made us all kinds of promises. For instance, we were to have a main road. A surveyor was sent over the ground and located the road by painting the trees. The paint is getting faded now, but nothing is being done with the road.

Some other election bait was thrown out, but none of the promises made have been fulfilled.

—J. FRYER.

L'Anse a L'Eau, Burin.

THE SEAL FISHERY.

(Editor Mail and Advocate)

Dear Sir,—After eighteen years experience at the seal fishery I can quite understand what the men of the Southern Cross and the Newfoundland must have suffered in the recent awful disasters.

Some of the captains are not at all as careful of their men they might be, and make them take some awful chances of their lives. I have known some of these captains to order the men with an oath to jump out on the ice while the ship was steaming at full speed. In one case I saw a man attempt to do this, the propeller broke up the ice under him and he got into the water. It was only with the greatest difficulty that we saved his life.

No captain should order his men where he is not prepared to go himself, and it would do no harm if the captains sometimes went on the ice with the men.

In closing Mr. Editor, I suggest that every ship going to the seal fishery should carry enough life boats to take off all the crew in case of necessity.

As for the punts now taken out many of them are little better than sieves when they are first put in the water.

—ROBERT PIERSON.

St. John's.

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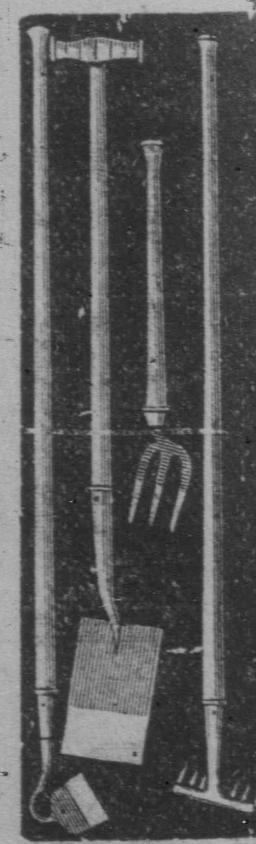
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