

### The Daily Mail

issued every week day from the office of Publication, 187 Water St., St. John's, Nfld. The Daily Mail Publishing Co., Ltd., Proprietors, and Union Publishing Co., Ltd., Printers.

#### Subscription Rates.

By mail, to any part of Newfoundland and Canada, \$2.00 per year. To the United States of America, \$3.50 per year.

All correspondence on business and editorial matters should be addressed to the Editor The Daily Mail.

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, N.F.L.D., APRIL 30, 1914

### OUR POINT OF VIEW.

#### AND STILL THEY COME.

Captain Abraham Kean, so-called commodore of the fleet, has issued another writ for libel against The Daily Mail because of our remarks concerning the evidence of the Florizel's operator, where he stated that the message he sent to Capt. Kean included the words "and the Newfoundland's." Kean having stated under oath that the message was "you look after our men and I will take care of yours." The other libels against The Daily Mail in connection with the sealing disasters are: Messrs. Bowring Bros., \$20,000; Steamship Newfoundland Sealing Co., \$20,000; Capt. A. Kean (No. 1), \$10,000.

#### MARTIN'S EVIDENCE.

The navigator on the Stephano, Mr. Martin, recently gave evidence before Judge Knight, and it is remarkable for what it does not contain concerning barometrical entries.

No entry was made for eighteen days; single entries were made six days; one day two entries were made, and on the 31st of March three entries were made, and Mr. Martin could not explain why the entry on the 31st was in heavier ink than the other matters referred to in the log for the 31st.

The barometrical entries on the 31st were made not as the day proceeded but at the end of the day's entries.

The public are giving considerable attention to Mr. Martin's entries and explanations and the number of days no entry was made and the day the three entries were made.

Some people imagine the public are asleep. Abram Kean is apparently one of them.

#### LAWYERS THAT MUST BE ALTERED.

The law of libel now in force in the Colony is but a muzzle on the Press and is used almost wholly for that purpose. Time and again libel actions are taken with no intention of bringing them before a jury but with the sole aim of closing off public discussion. As soon as a writ for libel is issued the matter complained of is before the Court and no paper can discuss the matter, as such an action would be regarded as Contempt of Court.

When libel actions are taken for such purposes the public interests of ten suffer and no matter how true the statement or what proof are forthcoming or how important a public matter it is, it cannot be discussed.

Every intelligent man will admit that such a law is incompatible with twenty century progress and civilization.

A change must be made and the sooner the better.

The Press is a people's sole safeguard in public matters and every latitude should be allowed it to discuss matters affecting the public interests.

If some could do it there would not have been any mention of the Newfoundland disaster or any discussion to protect the public welfare or any comment as regards the condition of old ships forty-two years old that have more than once almost proved the coffin for hundreds of men.

The Press must not be muzzled by the action of the law in order to shut of discussions concerning matters of serious public interest.

The public have formed their own opinions upon the recent action of certain persons in availing of the Press and tense while any slight reference to their negligence or bad behaviour is replied to by using the law to muzzle discussions upon matters that every person wants discussed.

### WHERE WAS ABRAM?

Kean wired his owners about March 25th, intimating that the big patch of seals had not been touched. His knowledge of seals can, therefore be estimated by that opinion.

The small patch of about eight or nine thousand that the Newfoundland had touched March 28th was the Southern end of the main patch that had been struck South of Belle Isle.

Kean's knowledge of the whereabouts of seals is about the same as that of any experienced sealer and five hundred men going out knew as much about where the seals were as Kean did.

It is true he went to Cape Bauld and the landmen told him where the seals lay.

It is true he had messages daily from Belle Isle telling of the thousands of seals that had passed there.

All the ships went too far North to strike the right position of the patch, and had there been no news from Belle Isle the ships would have done as well or better and would not have seen Belle Isle.

Some of the ships covered almost every mile of the whelping ice on the ocean this spring, and there was no patch but the one the seals were taken from, and very few young harp seals escaped this spring on the front or on the back. One hundred and seventy-five thousand seals are as many as pupped this year on the front.

Capt. Commodore thinks he knows a lot more than he really does and he was once more out in his opinion of the whereabouts of the main patch of young harps, and he was a big lot out in his opinion as to the whereabouts of the one hundred and twenty men he dumped out on the ice floe in a snow-storm.

With regards to being out in his ideas about the seals, he found he had been mistaken and with regard to the poor martyrs of the Newfoundland's crew the country found out and the bereaved relatives—the widows, orphans, mothers and fathers—found out, and every hamlet in the country to-day is doing what it can to pay for the blunder.

It is time Ab. Kean hid his face from the world. He ought never to smile again. He has been shamed into silence as far as letters, abuse and nigger stories go, and he seeks to satisfy his spleen by showing himself to be far more ignorant than most people imagined.

Let him tell how he failed to find the so-called Stephano's patch, for he dare not explain his shortcomings as regards the part he played in the massacre of seventy-eight noble Sons of Toil who went out in the Newfoundland.

### TO THE EDITOR.

#### EXERCISE COMMON SENSE.

(Editor The Daily Mail) Dear Sir,—Please allow me space to make a few remarks concerning the calfshery and the wonderful disaster that happened this spring.

I have been nine springs to the ice myself and I was out at the time the Greenland disaster. I consider that the men belonging to the Newfoundland who turned back without any orders did quite right. I can't see why a man at the ice has to stay out and perish and not have pluck enough to go aboard without the master watches go. I can't see what a master watch man can do when he is caught out in a blizzard. He has enough to do to look out for himself.

Done Before. I have been to the ice when the men have turned back to the ship and the master watches had to follow and were the last to get aboard. They did not have pluck enough to go until the men went first, and I say if all the men this spring had followed those that did turn back the master watches would have had to turn back too.

If that rule is to be carried out that no man is allowed to board his ship without the master watches orders, there will be more than one disaster. If I were a man, able to do my work on board and on the ice, and saw there was going to be weather I would have pluck enough to come aboard without the master watches orders and if the captain asked me why I came aboard I would soon tell him I came because it was not fit to be out.

Too much praise cannot be given to Mr. Coaker for the wonderful work he has done.

—CHARLES SAINT. Musgravetown, Apl. 22, '14.

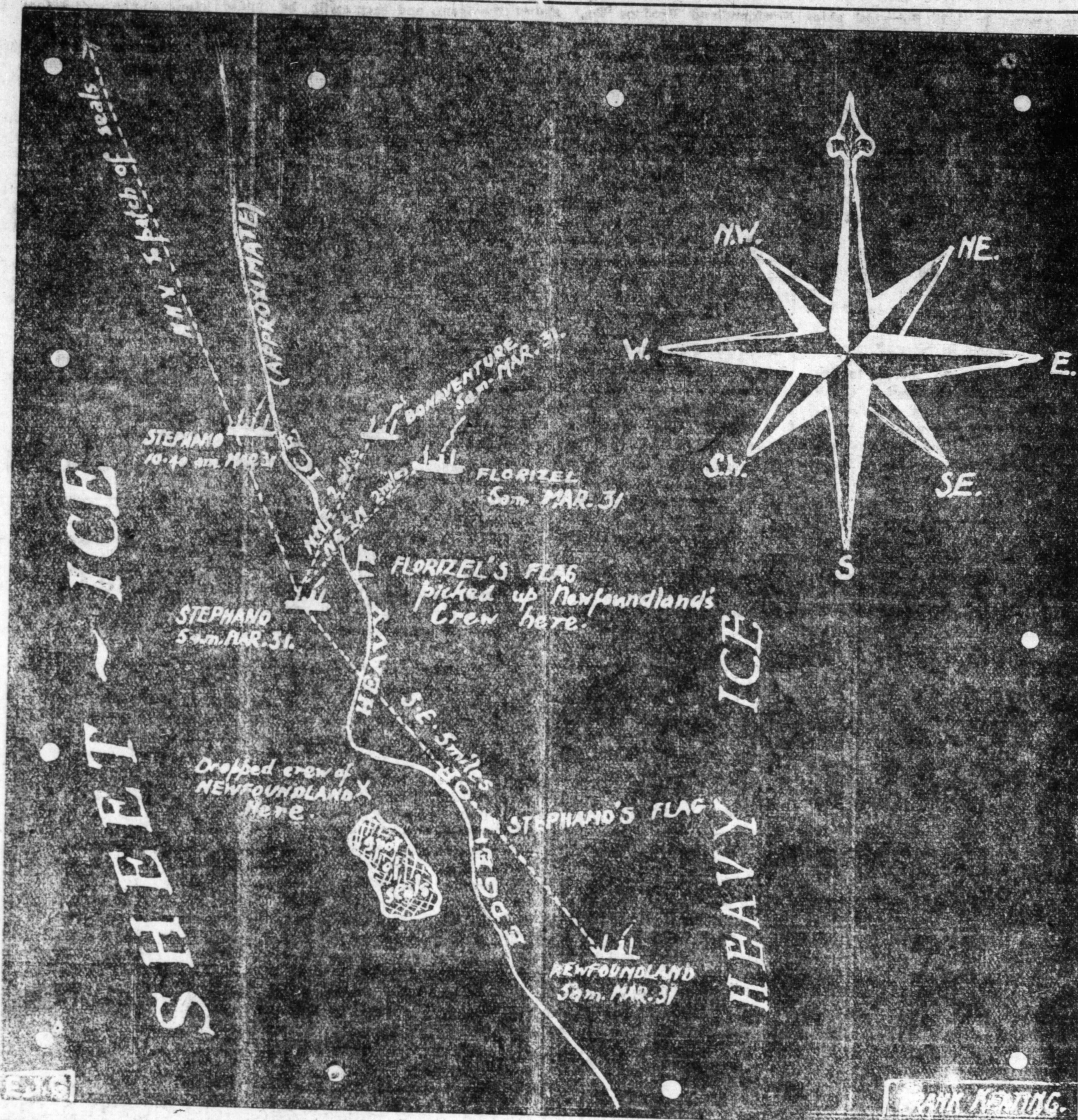
#### A THOUGHT FOR TO-DAY.

In all things throughout the world men who look for the crooked will see the crooked, and the men who look for the straight will see the straight. —Ruskin.

#### VERY INTERESTING.

Everybody should read The Daily Mail's correspondence, it's so interesting.

## Captain Kean's Map in the Light of His Evidence Before the Court.



### PECULIARITIES OF THE EVIDENCE GIVEN IN COURT

Some of It Does Not Stand Examination on the Light of Reason.—Capt. Kean's Evidence When Compared With the Situation as Shown on His Map.—Kean and His Favorite Tuff Not Examples of Carefulness and Wisdom.

(Editor The Daily Mail)

Dear Sir.—Besides the five men, whose names I have already given, who said Kean took them S.W., after he had taken them on board, another man, Thomas Dawson, Master of Watch, also says they were taken S.W., whilst they were having a "snug up" dinner, according to Kean. If the evidence of those men is not sufficient we have presumptive evidence in support of the belief. And the strongest point in this is furnished by the fact that when they were about to leave for their own ship Tuff told Dawson to keep his face to the wind and walk to the path they had travelled in the morning. The wind was at the time S.E., which implies that Dawson had to walk in a south-easterly direction.

#### Please Explain.

No when these men left their own ship in the morning they had to travel N.W., their ship lying at the time S. E. from the Stephano. How comes it then, that to find their path, the men had to go S.E. from where the Stephano put them down? If you have a copy of The Daily Mail for April 17th you will be able to understand the situation more clearly, if you put the map it contains before you.

Captain Kean furnished the original of this map, and I suppose he will not refute it. South-west of the dotted line, which connects the Newfoundland and Stephano you will see a cross, with the words "dropped crew of Newfoundland here." On that little cross we will hang some of Captain Abraham's very singular evidence for his own undoing.

#### Crud of the Matter.

From that cross the direction to the path, which is represented by the dotted line is N.E., and not S.E., which make a difference of 90 degrees. The men travelled S.E. and found their path. If Kean's map is correct, as to where the men were picked up by him (see the map) he picked them up at

a point N.E. of the dotted line, where the Florizel's flag is indicated.

To bring them to a point where their ship would bear S.E. he had to take them to the S.W., and this is just what he did do, for in no other way could he bring the Newfoundland to bear S.E., as he told Tuff she bore. And this proves that the men were not taken nearer to their own ship, and Captain Kean lies when he says differently.

#### By His Own Hand.

His own map is proof of what I say, and also bears out what members of the Newfoundland's crew testify. Another proof that Captain Kean has lied is this: A line drawn S.E. from the cross on the map does not touch the Newfoundland. How can it when a N.W. and S.E. line to her is a mile to the N.E. of it. We thank Captain Kean for that map, and if we cannot prove that he has "faked" up his log of the barometer we can at any rate prove that his story about having taken the men two miles nearer to their ship is all a myth.

Can we prove that the distance between the two ships, on the morning of March 31st was greater than five miles? There are at least three good reasons for thinking so.

#### The Distance.

In the first place we have the evidence of some of the most intelligent of the survivors who say it was seven or eight miles, secondly, the men were from four and a half to five hours in traversing the distance, and thirdly, we have the evidence of the fact that not until the men had been travelling two hours towards the Stephano were they observed by the look-out man in "the barrel."

If the look-out man was not a blind man like Tuff, it is very strange that he did not see the men earlier, if the distance was but five miles from one ship to the other. Captain Wes. Kean claims to have seen his men board the Stephano, but we are not much concerned about his statements.

#### See For Three Miles.

Standing on the deck of a ship one can easily see a man on the ice at a distance of three miles without the aid of any glasses, providing the weather is clear. From the barrel or even the bridge one should have no difficulty in seeing a body of men at a distance of ten miles or further.

Captain Kean pleads excuse for not knowing that the men had been more than two and a half hours in travelling to his ship, by saying that his barrel-man told him, only at nine o'clock that the men were coming. Captain Kean must be a very stupid man, if he did not ask Tuff at their

meeting in his private room, how long they had been coming, especially as they had to figure on the chances of getting back again that day.

#### No Excuse For Kean.

That paltry excuse does not help Captain Kean a bit. It only goes to show how careless and indifferent both he and Tuff were.

In the face of such evidence of indifference, it is not to be wondered at that they failed to see any indication of an approaching storm.

Speaking of the barometer, Captain Kean says, "so far as the seal fishery is concerned the man who watches his barometer and only puts men on the ice, when a fine day is indicated, he will soon have no ship with a barometer to watch."

It might be said in answer to that quibble that it is one thing to put men on the ice when you intend to pick them up again, and quite another thing when you put men out to find their way back to their own distant and jammed ship, especially in the face of a coming snow storm.

Again Captain Kean displays his contempt and ignorance of the barometer when he says that he takes no heed of his barometer except it be an exceptionally high or low barometer, and quotes some of his experiences to

show that a barometer may indicate a storm when there is none coming or vice versa.

With such men a barometer is merely an interesting and curious instrument whose movements are rather whimsical and inexplicable.

That particular note was taken of it on March 31st proves what I say. It interested them very much to see how the thing changed during the storm of that day. Had it interested them intelligently before the storm, there it would have "shown for it" to use their own expression.

#### A Curiosity.

Captain Kean's explanation of why he put the men out on the starboard side of his ship is interesting and curious, and may form the subject of another article.

There are so many curious things in the evidence that it is impossible to refer to the half of them unless one were to write a book on the subject.

It is not with a desire to take the summing up out of the hands of the men appointed to make the enquiry, that this is written, but merely to enforce the demand of Mr. Coaker's for a thorough investigation by showing the people that Mr. Coaker has very good grounds for making his demands.

—A. ENGLISH.

### VANCOUVER LINES UP

(Editor The Daily Mail)

Dear Sir,—The sad news of the tragedy of the Newfoundland's crew and the loss of the Southern Cross with all her crew, tells us that help is needed. It is very sad news to us. When I say "us," I mean every Newfoundland in British Columbia, and no doubt it appeals to all Newfoundlanders in other lands.

How hard it strikes to hear of such a disaster. We feel exceedingly sorry for Newfoundland, especially those poor mothers and children who are left without bread-winners.

#### Fellow Feeling.

I am writing to let Newfoundlanders at home know how much we feel for their loss, and how anxious Newfoundlanders are in Vancouver to raise funds to help them.

Just as soon as the sad news reached us many of us talked of raising funds to assist those who may suffer through the disaster.

While some of us were considering what plans we would adopt to raise some funds, there appeared a notice in the press by Doctor Allen, formerly of Goose Bay, B.B., saying that a meeting would be held in the Board of Trade rooms on the 11th inst., to discuss the question of raising funds, and inviting all Newfoundlanders to attend.

#### Moving Spirit.

Much credit is due to Mr. M. Goss, formerly of Spaniard's Bay, for the meeting being held so soon.

The Rev. Mr. Manuel, formerly of Green Bay, took a very active part, and was also asked to take the chair, and he accordingly called the meeting to order. Dr. Allen was elected secretary, and Mr. Pike, formerly of Carbonar, Manager of the Merchants' Bank of Canada here, was elected treasurer.

Newfoundland was well represented. It was the largest crowd of Newfoundlanders that ever met at a meeting in Vancouver.

#### Many Newfoundlanders.

Not only were the north and east coasts represented, but the west and south coasts also.

Knowing that I was in a meeting that was controlled by Newfoundlanders, and business being discussed re Newfoundland, it took my mind back to Catalina Council of the F.P.U.

A committee was appointed to attend to matters re the collection, and also to remit to those who are managing funds collected in Newfoundland before closing Sir, I wish to sympathize with those whom I personally know in Catalina, Melrose, Bonavista and elsewhere. I am thinking that Catalina and Bonavista lost quite a few of their citizens.

—H. W. LITTLE.

Vancouver, B.C. April 18th, 1914.

### POEMS OLD AND NEW.

#### THE WORLD'S TRIUMPHS

So far as I conceive the World's rebuke To him address's who would recast her new.

Not from herself her fame of strength she took But from their weakness, who would work her rue.

"Behold," she cries, "so many rages hull'd, So many fiery spirits quite cool'd down;

Look so many valours, long undull'd, After short commerce with me, fear my frown.

Thou, too, when thou against my crimes moudest cry, Let thy forbidden homage check thy tongue."

The World speaks well; yet might her foe reply— "Are wills so weak? then let not mine wait long.

Hast thou so rare a poison? let me be Keener to slay thee, lest thou poison me."

—Matthew Arnold.

#### WANTED—An Office Boy

about 15 or 16 years. Apply by letter to "X.Y.Z." this office.

#### WANTED—By May 1st,

a House, East End preferred. Reply to R. D., Daily Mail Office.—ap34t

#### WANTED—A General

servant. Apply to Mrs. Mark Pike, 184 Pleasant Street.—ap27,31

#### Housekeeper Wanted—

for family of two. Woman of about 40 preferred. Must be qualified to look after Dry Goods and Grocery Store. Apply to R. TILLEY, King's Point S. W. Arm, N.D. Bay.—apr23,31

**Trulite  
Lanterns**

**The Best on the Market!**

**CAN'T BLOW OUT.**

Wholesale Only by

**The Direct Agencies, Ltd.**

**Advertise in the Daily Mail**