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### The Mail and Advocate

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ST. JOHN'S, N.F.L.D., JULY 8, 1914

### OUR POINT OF VIEW.

#### ANOTHER PIONEER

IT IS expected that Lieutenant Porte, his companion and his aeroplane, will arrive in this city towards the end of this month to make the attempt to fly across the Atlantic.

This epoch-making attempt is attracting the attention of the whole world and in hazzarding it the intrepid aviator is taking his life in his hand in the cause of the advancement of science which, being interpreted, means the cause of human progress.

Since announcing his intention of making the attempt to cross the Atlantic in the air, Lieut. Porte has been the subject of a certain amount of adverse criticism and there have not been wanting those who have called him over-venturesome, indeed, foolhardy.

Of course, pioneers in almost every movement towards human progress have been subjected to criticisms of this kind. Columbus was called a fool for advancing the belief that there was a new world away to the westward and the rankest kind of an idiot for proposing to put his theory to the test by sailing into the unknown in search of the continent beyond the great Western Ocean.

But Columbus had the courage of his convictions, he took his life in his hands and added immense territories to then then known world.

Columbus was a pioneer and because he had faith in himself and in his powers of observation and reasoning, he was prepared to run counter to all the ideas of his time.

We can multiply examples of this whole-hearted, self-sacrificing devotion to an ideal and relate instances after instance where pioneers have bestowed benefits upon the world in spite of its own carping criticism and of opposition to the men and their undertakings.

And it is even so with Porte. He believes that the science of aviation has now developed into an art which can be exploited to the advantage of all mankind. So he is prepared to be the pioneer of flights across the Atlantic, even by so doing he takes

his life in his hands or, indeed, sacrifices it in the great cause he champions.

Porte does not, however, lack encouragement in embarking on his great undertaking. And here he has a great advantage over those who have preceded him in his own and in other fields of endeavor.

Professor Graham Bell, himself a man of considerable experience in the field of aviation, thinks that the conquest of the ocean by the aviator is much more than a possibility—that the success of Porte's attempt is extremely probable.

Then, too, there have recently been made some cross-country flights equal in extent to that which Porte will have to make across the Atlantic. After all, the great thing to be put to the proof is the possibility of remaining in the air for a considerable period of time in a flying machine and here the pioneer trans-oceanic aviator is met with much encouragement.

Given a fair wind, Porte expects to fly from Newfoundland to Great Britain in sixteen hours; with head winds, he expects to make the trip in twenty hours.

A few days ago a German aviator flying near Berlin remained in the air for over eighteen hours, beating the record of the Frenchman, Pollett, who, on April 26, made a continuous flight of sixteen and a half hours.

And, even if Porte has to make the attempt under adverse weather conditions, he will have for encouragement the record of Herr Landmann, another German aviator, who, on June 29, concluded a non-stop flight of twenty-one hours and forty-nine minutes.

So that Porte's attempt to conquer the Atlantic by the air route does not appear so fool-hardy, after all.

#### UNFAIR REPORTS

(Editor Mail and Advocate)

"SIR,—I have noticed in your columns from time to time "remarks concerning the way in which the speeches made in the House by the F.P.U. members were reported."

"I, too, have felt mortified over the manner in which some of the most important things said were left out altogether and other things changed so as to give them a different meaning, or no meaning at all.

"But the report of the few remarks I made when presenting the Temperance Petitions tops the record.

"I would rather not report at all than the one given and can hardly believe that The Mail and Advocate reprint was correct.

"Certainly the biggest part of what I said at that time was left out altogether and I feel this the worst, as belonging to a temperance district and holding very strong personal views on the subject, my constituents might indeed think that I was very timid in approaching the matter."

"Now, the question arises, why is this done? Is it to show the F.P.U. members in as poor a light as possible?

"I hate to think that the reporters or supervisors were so evilly inclined, yet I'm puzzled how to arrive at any other conclusion, but certainly the last word has not been said on the subject as time will probably show.

"W. B. JENNINGS."

We endorse all that Mr. Jennings states above.

Again we protest against the outrageous and dishonest manner in which the speeches of F.P.U. members were published. We infer that these were received from the so-called supervisor as they appear in print.

The speeches of Government members and Liberal members are reported satisfactorily; why have the reporters failed so signally to report Union speeches properly?

The reason is apparently that pointed out by Mr. Jennings, and the whole thing must be a plot to make Union speeches appear ridiculous to the public.

Mr. Coaker's speeches as published are a disgrace to every reporter concerned, and it would not surprise us if Mr. Coaker took action against the supervisor for allowing statements utterly misleading and never uttered by Mr. Coaker, to appear as part of his speeches in the House.

Mr. Dunfield has failed to produce Union speeches delivered in the House, as they were delivered, and his ungentlemanly conduct in not sending the "hash-ups" to the various speakers to be revised seems to indicate that he is not willing to give a fair play.

He was well paid for what he did and he is a servant of the House and not a political boss connected with it. Under no circumstances will Union members submit to having speeches reported next session under his supervision, and two of the reporters who mangled their copy so disgracefully will have to be replaced as well.

We ask the public to place no reliance upon the reports of Union speeches as published in the Govern-



OCTAVIA HANDWORTH

AT THE NICKEL TO-DAY

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### SHALL IT BE THE PEOPLES RULE OR RULE OF A MUMMY MINISTER

Government Break Agreement With Members Of The Union Party

HAVE INTERFERED IN BONAVISTA DIST.

One Of Sydney's Heelers Gets An Appointment To A Lighthouse

BELOW we publish a letter received by President Coaker from Mr. John Abbott, M.H.A. for Bonavista, in which the action of the Government in appointing a party heeler at Bonavista who is unpopular and greatly disliked, to the position of lighthouse keeper there. The correspondence explains the matter and we ask our readers to carefully peruse the same.

The only course open now to Bonavista town is to sign a monster petition demanding the removal of John Abbott and the dismissal of Sydney Blandford from the position robbed from the people, and such a document we feel sure seven-eighths of the electors of Bonavista will sign.

#### Mr. Abbott's Letter

Writing President Coaker from Bonavista under date of July 2nd, 1914, Mr. Abbott says:

"The people here are indignant over the action of the Government in appointing John Abbott of Phillip to the position of lightkeeper, Swayre Head, Bonavista.

"The said John Abbott is one of the healthiest, strongest and most well to do men of the place, and his family is very small—himself, wife and one child.

"Report say that he never made application for this position. Nevertheless he has it, simply because he was an opponent—bitter opponent—of ours last fall.

"He is one of Capt. Winsor's best friends, and Master of Watch with him to the icefields several springs, and did all he could to get him elected last fall, and now he is getting paid for his trouble.

"The late lightkeeper, Thomas Abbott, was liked by nearly everybody here. He died last spring. After his interment his son, James Abbott, made application for his late father's position; but his letter wasn't answered.

"Several other poor men made application for the job, but to no effect.

"Nearly everybody here would like to see James or his brother Mark, who is a poor man with a family of eight children, get their late father's position.

"Jim was running the job since his father's death, and thought he had it, but lo and behold a few days ago he got a letter from Mr. White, the Inspector of Lighthouses, to hand over the keys of the station to John Abbott of Phillip.

"Now the first thing the Government has to do is to pay a teacher to teach John.

"The Government this past one hundred years have made similar positions hereditary.

"The father would have it and the son would catch it, and it was transmitted to posterity right down to the third and fourth generation.

"For instance take the case of Cape Bonavista. But in this case you see simply because Jim and Mark are ex-terra good Union men, and John a bitter enemy, John, who confesses that he made no application is recognized, and Jim, Mark and all the other applicants ignored.

"This action of the Government has aroused an indignant feeling here. Judging from the sentiment I am safe in saying that fully seven-eighths are anxious to sign petition

to have John's appointment cancelled.

"What is your opinion?"

Wrote the Premier

On July 4th President Coaker wrote Sir Edward Morris enclosing a copy of Mr. Abbott's letter and stating:

"I approve strongly of all Mr. Abbott says. The appointment is an outrage, and although I am the representative of Bonavista and we were promised the control of our District matters by you in the House of Assembly, yet I knew nothing about the matter until to-day when I read Mr. Abbott's letter. . . .

"I ask that the appointment be at once rescinded and that the position be given to the late Keeper's son, who has been doing the work since his father's death.

"Will you kindly let me have the Government's decision promptly as I am leaving here on Monday or Tuesday and wish to know what is to be done before I leave."

#### The Premier's Reply

Yesterday, the 7th, Mr. Coaker received a reply from Sir Edward Morris acknowledging the receipt of his communication of July 4th, with enclosed copy of letter received from J. Abbott, Esq., M.H.A., of Bonavista, which was left at this office at 3 o'clock p.m., on that date, but the two holidays intervening accounted for its not having been replied to before.

"I note," says Sir Edward, "what you say in relation to the appointment of John Abbott to the vacant position of lighthouse keeper at Bonavista. You point out that as a representative of the District of Bonavista, you regard this in some way as a breach of some undertaking given by me in the House last year in relation to consulting representatives of the various districts regarding district matters.

"If you will look at the words I then stated you will find that this appointment, by no possible construction, can be regarded, even remotely, as a violation of the undertaking I then gave, and which undertaking has been and is being carried out under instructions from me."

#### Mr. Coaker's Reply

President Coaker replied to this letter of the Premier yesterday and in this communication the Leader of the Union Party said:

"I am more than surprised at the contents of your letter of to-day's date re the appointment of John Abbott to the vacant position of lighthouse keeper at Bonavista and consider your reply unworthy of you as you are well aware that we were openly promised the control of our districts' affairs. This promise has been violated just when it has suited the Government's convenience to do so.

"The appointment of Abbott will have to be rescinded as a huge petition will be signed asking for his dismissal and also calling upon the Governor to dismiss Sydney Blandford from office, as he has no earthly right to interfere in any public matter or to place his heelers in public positions in the District of Bonavista.

"How a man of your intelligence could have fallen as low as to place a man so badly defeated at the polls as Blandford was, and make him a Minister of the Crown and member of the Executive after his having to resign that position because of the verdict of the electorate, surprises your friends as well as your opponents.

"If Blandford was called upon to resign in January because of the verdict of the people, how could you hold that an appointment to the Dumping Chamber restored what the people took from him? You should have compelled him to

ernment papers. They have been copied into this paper from The News, which publishes the official reports, but fully three-fourths of these speeches have not been reported, and what is reported is a "hash-up" put together by the reporters; whether from orders received from higher powers or on their own initiative will have to be revealed whenever the House again opens.

We are surprised to find the Speaker of the House has not so far taken action to bring the supervisor to book for his reprehensible negligence and dishonest reports.

#### BUSH FIRES

ENGINES are the cat of fires, and sometimes the cat is to blame," says The Daily News of this morning, when commenting on a letter which it publishes on the subject of bush fires.

Well, we are glad to see that The News is willing to admit that the engines do sometimes cause fires. Last week it would not admit even that much.

That trouters are sometimes a bit careless and cause bush fires, is true, and what we said last week about those fires along the Trepassey Branch is equally true, i.e., that they were caused by the engines.

We saw the starting of one where no trouters ever thought of stopping, and know from years of observation that the trains are the cause of ninety per cent. of the fires which have devastated the interior of this country. We stand subject to correction in regard to the percentage; it may be but eighty-eight.

Of course we understand the position of The News in relation to the Reids. Even the slight admission that the engines are sometimes the cause of fires, is going a long way, and that we said last week about walking on hot coals for that display of conviction.

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#### POEMS OLD AND NEW.

##### THE FISHER.

By J. S. CARBERY.

On summer morn, from out the shell-ringing nook,  
Wherein at eve the fisher refuge took,  
I saw his bark sail forth upon the wave.

And met each 'send' with buoyant prow and brave;  
Her straining sails lit by a bright sun-beam

That flashed from East, a vagrant, glancing gleam.

A thing of life, she seemed, to spurn the swell,  
Her keel half showed, as poising, ere she fell

In the deep trough of rushing yeasty sea,  
Like sea gull wild that from the crest surveys,

With joyous eye, the mystic waterways

The fisher held the "tiler" in his hand,  
His eagle eye would scout the shadowed land

For "landmarks," he had ta'en at dewy eve,  
And then, would scan-trained eyes can not deceive—

Athwart the blue, to flag-buoy of his trawl,  
I heard him to the sea soft chanties call.

Until, where crested white the billows surge,  
He furled the sail for on the Western verge,

Leaned o'er to catch the buoy, and mooring line,  
And treasure took from out the teaming brine.

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face a District and go down with this face to the foe, which would have done honour to you as well as himself. You may look for the strongest opposition from me on any matter in which the public affairs of Bonavista are interfered with by this mummy minister.

"I had hoped that you had some decent excuse to offer us for the Government's outrageous conduct in so brazenly breaking its promises to us and I bitterly resent your attempt to rub it in as the words of your letter reveal."

#### CALLS FOR INVESTIGATION

(Bay Roberts Guardian)

FRED PARDO, master of the schr. Linda Pardo, which arrived at Brigus from Sydney recently with a load of coal, reports that one of his crew, Robert Hatcher, aged 32, married, of Grand Bank, was drowned on the 18th inst. through being washed from jibboom.

It is generally understood among sailors that it is due to carelessness on the part of the captain or wheelman when a man is washed overboard from a jibboom. When it is necessary to send a man out on the jibboom the vessel should be kept away. If this is not attended to and the vessel comes to the wind the danger is great because of the dipping of the jibboom.

We are not saying that there was any carelessness in this case, neither do we know if an investigation was

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