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"(To Every Man His Own.)"

**The Mail and Advocate**  
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**The Catalina Project**

In recent issues we discussed the Shipbuilding, Marine Slip and the Fishing Supplies phases of the F.P.U. activities at Catalina; we will now enter into certain details of the great project, so that the reading public may be able to fully grasp the magnitude of it.

Right here we would remark, that in the absence of any other argument against its success, certain local financial tightwads tell us that "it is too large an enterprise to be successful." Yes, it would be so, if its success were dependent on such narrow-visioned men as most of the fish dealers in this country are. These have never got beyond the "fish flake, 70 cents a-day stage." They have accumulated vast fortunes out of the sweat and toil of two generations of fishermen; and they have never been known to invest a dollar in any industry which has been of direct benefit to the toilers of the sea. They gathered up the harvest; but they invariably forgot the reaper. They paid "the current price" (settled by a few merchants) and they charged the most exorbitant prices for every commodity.

We have been through this business in the outports and we have seen its operations from within. The shoddiest of shoddy stuff was bought in huge quantities for the fishermen and their families; and we know that in some instances in an outport not 100 miles from St. John's where goods were "marked" to suit the times. If the dealers and their "servants" had had a prosperous season, everything in the haberdashery line was priced accordingly, though the prices had conscience entered into the transaction should have been "cash."

A "good note" (occasionally the "good dealer" received a modicum of cash) was handed for the balance due the fisherman; this was traded out during the fall and winter whenever household necessities were required.

This nefarious traffic system has been given an eternal quietus since the inauguration of the F.P.U. with its system of cash dealing. Its 35 outport establishments now preclude any possibility of extortion; and fishermen no longer can be bamboozled with the oft-told tale "things are very high this year."

Those who have piled up their ducats like Shylock of old tell us that "there's no money in the fishery now." We grant that there is no money which bears the impress of the canvass jacket and the "winsey" shirt with the usual accompaniment of the moleskin pants; but Mr. Coaker has already demonstrated that there is still money in the fisheries of this country—for the fishermen and for the investor who does not figure out his annual transactions on a fifty per cent. margin of profit. If one wishes to get proof of his, let him go to the outports to-day.

You find prosperous fishermen—men who have good homes, splendid surroundings, modern fishing equipment. Their horizon is no longer the radius of "the room," but they have a larger field of vision; and prosperity radiates in every direction. The investors in the F.P.U. activities are the fishermen themselves, and the institution is based upon the principle of co-operation. We know what this has effected elsewhere in the development of industries. This system makes for economy, efficiency, and staple comfort.

We are sometimes told that numbers of concerns that formerly did a large fish trade have "gone to the wall." A certain town not far distant from the Capital is given to us as an illustration; aye, and even the City itself. This is supposed, to be an "argument" against the prospective success of the Catalina project; but it is not merely a suppositious statement. Some of these firms were forced into liquidation by the very agencies which now enjoy the fruits of their labors. (We do not wish to specify the agencies). Others failed through the negligence or the incompetency of the men who directed them. They could not hold what their industrious forbears had garnered. The older folk were men of grit, men of industry and they were strong believers in the gospel of WORK. They did not yearn for princely surroundings; nor did they arrive at their business places at 11 a.m. They were up with the lark; and the silent stars never witnessed their homecomings in the "wee sma' hours."

It is a very significant fact that former clerks in the employ of the "houses that failed" blossomed out as "substantial merchants" soon after the business of the old firms had gone under the hammer. They were wise in their generation; and they presumably had made preparation for the oncoming deluge. They realized that they were dealing with what to all intents and purposes were apical combinations where the chief desideratum of the chiefs was "to eat, drink and be merry." Herein lies the secret of most of our big failures. Notwithstanding the heavy toll upon the fishermen the earnings were insufficient to keep up the princely mansion and keep "in the swim."

The F.P.U. is conducted along business lines; and at its head is a man who slaves for the organization and its affiliated institutions without ceasing. His annual emoluments are less than the salary of a junior dry goods clerk in a city store. His one pleasure in life seems to be WORK. None can gainsay his industry or his energy; and he has a perfect grasp of the commercial situation. He has inspired his associates with much of the enthusiasm which he himself possesses; so that the success of the activities of the organizations in which he is the leading spirit is assured.

After this little digression we will in our next issue discuss ("Handling of Fish and Fish Products") the other features of the Catalina project as outlined in Mr. Coaker's program.

**The Ubiquitous British Soldier**

SOME years ago T. W. Crossland published a volume entitled "The Ubiquitous Irishman." But we fancy that the same adjectival qualification may now be applied to the "Soldiers of the King," for there is not an outport of civilization where one of them may not be found at the present time.

We have just been reading an interesting article by Rosamod Boultree, under the caption "British in Moscow: Going to Caucasus." Some six or seven weeks ago a company of 400 British soldiers under Colonel Merisse arrived in Moscow; and they were welcomed by a demonstration such as one can hardly imagine possible in Russia. The Russians were eager to do anything for "the dear English"; and if there had been 400,000 instead of 400 the Russians could not have been more pleased.

These British troops left Liverpool on December 1 of last year intending to disembark at Archangel. They got only as far as Lapland and had to spend the winter at Alexandrovsk, where they had been till the early days of June. They have come to Russia with armored motor cars and will be attached to the Russian army in the Caucasus.

Their reception by the citizens of Moscow was very enthusiastic; and when they were leaving the railway station en route to the Caucasus, they were given a great send off. One old woman says Miss Boultree with tears in

**Russia's New Gateway**

THE report current regarding the crushing of some of our famous icebreakers in the White Sea reminds us that Russia has been handicapped in the prosecution of the war such as none other of the Allies. She has had but two seaports available for the transportation of munitions and other war requisites; but she has evidently made the best possible use of them. In fact she has astounded the world in her recent achievements owing to the manner in which she has utilized "the two ports of Archangel (closed for practically six-months) and the eastern outlet through which Japan has furnished her old foe with much of her present equipment."

To expedite traffic from the East Russia has double-tracked the Trans-Siberian railway, some 6677 miles long; and this month she has opened a new terminus—Nikolaievsk—at the mouth of the Amur which flows into the Sea of Okhotsk. The Amur is navigable for nearly 2,500 miles, but navigation is impeded for nearly eight months in the year by ice.

Archangel has borne the greatest weight of Russian traffic; and this city now ranks with the most important ports in the world, rivalling New York in the number and tonnage of ships arriving between May and the close of navigation.

Russia has now nearing completion a line of railway between Petrograd and Ekaterina, or Catherine Bay where a new port—Novo-Alexandrovsk—is located. Before ice closes the White Sea, in October, it is expected that the entire route to this ice-free port will be in operation.

Novo-Alexandrovsk is some 200 miles east of the North Cape and is 400 miles nearer the Atlantic than Archangel; its temperature is more equable, though it is some 600 miles north of Petrograd. This may seem unintelligible to the average reader; but students of Geography know that is comparatively mildness is due to the action of the Gulf Stream whose drift is eastward after rounding the North Cape.

The new railway from Petrograd to Ekaterina Bay is nearly due north; and its entire length will be 650 miles; it will be of standard gauge and double-tracked throughout.

The military value of this new warm-water port cannot be over-estimated, for the opening of the new harbor will remove the final obstacle to the continuous reception and despatch of munitions and supplies, an immense advantage to Russia and her Allies.

Eventually this port will greatly increase Russian export trade in agricultural and dairy products, which has been shut off when winter closed the doors at her other outlets.

The railway is being built by Americans; and most of the rolling stock comes from the United States and Canada.

**"Airy Nothings"**

OUR "Man of the Hour" seems to have an awful dose of *Cacoethes loquendi*. "Reynold's Newspaper" informs us that he is now beating an Imperial drum, metaphorically, of course; and he has been talking airy nothings about Imperial defence and preferential trade. Poetry, pathos, and piffle admirably summarize the grand discourses of the M. of the H. He sets forth the policy (borrowed partly from Sir George E. Foster's admirable speech at a British gathering some time ago) of Imperialism based upon militarism and preferential trade. We understood that Great Britain is endeavoring to kill militarism; but we have been mistaken; our big chieftain says otherwise.

We were under the impression, and still are, that true Imperialism does not depend so much upon the size of the British army, or upon a trade policy, as it does upon Imperial Reconstruction, or Imperial Federation.

Lindsay Crawford, a safer guide than our doughty knight, says regarding this: "There are two schools of thought in regard to Imperial Reconstruction. One is led by aristocratic diehards who fought to the last against the abolition of the veto of the Lords, and who still threaten to have that Act revoked as soon as they return to power. . . . Their idea is that a reconstruction of the Empire should provide a further opportunity for the old feudal classes to continue as the ruling element from which the direct influence of the democracy is rigidly excluded." The defence business and other items mean nothing towards the democratization of the Empire.

The other school of thought (the Chieftain misses this phase) is, that which reflects the democracy of the United Kingdom and the Dominions; and this important body of public opinion views with deep concern any attempt on the part of the old ruling classes to recover their class dominance in a specially created Imperial Parliament. The question of the reconstruction of the Empire is not quite so simple as theorists would have us to believe.

**REVEILLE BY CALCAR**

IF the Morris Government had confined itself to undertaking a thorough geological survey of the results of the enquiry, leaving the interpretation to better informed men, than the ass who wrote the pamphlet "The Mineral Wealth of Newfoundland," a great deal of actual good might have been accomplished, and we might have earned the right to be called an intelligent people.

At least we would have begun a work that it is our duty to do, and a work that must some day be done.

If ever we are to have development in this country we must be excluded. The defence business and other items mean nothing towards the democratization of the Empire.

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The Manchester Guardian, discussing the Imperial Federation plan says: After the war "what used to be called Imperial Federation will definitely enter into actual politics. And it is certain that the representatives of the Dominions, fresh from a war which has cost them sacrifices equally as great, as our own, will emphasize the point that if they are to make sacrifices they ought to have a share in the making of the policy that leads to them. Whether that would lead to what is called the 'democratization' of our foreign policy and the break up of the present oligarchy, which controls it, would depend mainly on the form which the proposed schemes of union took."

These, however, are vast questions into which it is impossible to see very far. We indicate them without discussing them, merely as illustrations of the tremendous ferment which the war has set working in political ideas.

Our knight, however, does not seem to regard such questions as lying within the orbit of vastness; he offers a panacea for all manner of Imperial ills by talking loud of a big navy and Imperial defence.

gin in earnest the process of what might in truth, be called national stock taking.

This senseless talking about our great natural assets is the height of folly, when as a matter of fact we have but the most fragmentary notion of how they exist and of what value.

We do not have to go far afield to find an example of shallow-pated writing about what lies in the very shadows of mere speculation, for the prolific pen of the Morris expert scribbler has given us examples galore. We have an instance right to hand in the chapter on Peat which we have already spoken to some extent.

"Measures for the development of the peat areas of the Island by sun-drying, to begin with, and ultimately by such mechanical process as seen most desirable, are now being actively enterprised."

Let us ask what measures are being "actively enterprised?" Is the only answer available to the question to the index to our intelligence, if so, we might as well relinquish all pretensions to being intelligent beings at once. Fancy the low level of those measures so "actively enterprised" and say whether you think the authors of those measures are fit to be outside the kindergarten. Certainly they are not fit to represent the government of this country.

The measures consisted in an attempted persuasion of the people to take up peat cutting and drying for fuel, and the employment of two men from Ireland to give instructions in the art.

Again no survey of the areas, no enquiry into their extent or adaptability. We suppose the Morris intellectuals regard such

preliminaries as altogether unnecessary. Preliminaries are things to be avoided by Morris and Company when it comes to a question of starting an enterprise. They are superfluous and unnecessary, like procrastinations they are thieves of time according to the Morris lexicon and Morris methods.

But can the fact be ignored that undue haste and precipitation have ruined many a project. "Be sure you are right and then go ahead" would be a splendid maxim for governments as for individuals. We cannot admit in the face of the obviously foolish adventure in the peat project, that even this plea can save him from the just condemnation which his failure deserves.

If he went into it without giving the matter that consideration which it deserves he acted very foolishly and as one who has not the least sense of his responsibility. If he gave the subject his deepest thought and if he fully weighed the question before hand, it does not save him. No matter which explanation he adopts to account for the collapse of the scheme he writes himself down a paltry trifler and an idle meddler in affairs that should be entrusted to men of capacity. To have entered upon the scheme, without due consideration was a folly and to have developed such a poor idea from due consideration shows a paucity of ability that is deplorable.

Did anyone advise him? Did the ass who wrote the book "The Mineral Wealth of Newfoundland" project the silly notion that our peat beds could be developed along those lines proposed by the

**GLEANINGS OF GONE BY DAYS**

AUGUST 15

**FEAST OF THE ASSUMPTION.**  
Jesuit order founded, 1534. Peter Cooper, Cyrus Field, Professor Morse, and Bayard Taylor arrived here in steamer Adger to connect Newfoundland and Cape Breton by cable; this attempt was not successful, 1855.  
St. Kyran's Catholic Church dedicated, 1859.  
Blackhead Catholic Church dedicated, 1861.  
James Hearn (of Hearn & Co.) died, 1878.  
Flag first hoisted on St. Patrick's Hall, 1879.  
St. Patrick's Hall formally opened; Chief Justice Little presided, 1880.  
Thomas Crelton Robinson (son of Commander Robinson) drowned at Curold's Cove, 1882.  
O'Connell monument unveiled in Dublin by Lord Mayor, 1882.  
James D. Ryan married, 1882.  
Rev. S. O'Flynn's remains conveyed to Harbor Grace for burial, 1899.  
Rev. L. G. McNeil resigned pastorate of St. Andrew's Church, 1886.

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**Reid-Newfoundland Co.**  
**South Coast Service.**  
**S.S. GLENCOE**  
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