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J. J. ROSSITER,

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("To Every Man His Own.")

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Company Limited, Proprietors.

Editor and Business Manager: JOHN J. ST. JOHN.

ST. JOHN'S, N.F.L.D., MAY 11, 1916.

'LORNINA'S' BOUNTY

"Following the custom?" so often resorted to by people who find themselves caught, both the editor of The Herald, the official Government organ, and Mr. Cashin, the Minister of Finance and Customs, by a series of letters in last night's Herald, draw the red herring across the trail and show that their nerves are anything but normal since we exposed this schooner "Lornina" bounty scandal.

Patsy is wrong when he says: "The thing that is incomprehensible to most people is why Messrs. House, Coaker, etc., if they considered that the matter was of the grave public interest they now represent it to be, did not publish the facts long ago, when the vessel was in St. John's, and thereby not alone prove their good faith, but prevent her going to sea."

What is really most incomprehensible to most people is why Cashin sent this vessel on a foreign voyage after Mr. House, the builder, writing him, said that "when I understood from M. P. Cashin he intended sending her to Halifax, I wrote him a lengthy letter, advising him of the condition of these things, and tried to impress upon him the risk there would be involved in sending the vessel off the coast fitted as she was."

Mr. House's letter published by us on Saturday last is a plain statement made by him, (House) the builder of the vessel. McGrath's attempt to draw the red herring across the trail will only succeed in making people see that there is something he and Cashin wish to cover up in connection with this matter.

The general public well know Patsy's game in the past in connection with matters in which his friends were involved and in which they wished to cover their tracks as speedily as possible. This game is worn out now and the public have sized Patsy up and know what value to put on his game of bluff.

He has worked this stunt of drawing the red herring every time he has been forced to the wall and few if any are caught by it nowadays.

One of the writers in last evening's Herald, signing himself "Another Shipmaster," among the many side issues he brings into the matter, wants to know if Coaker is going to employ Mr. House in the shipbuilding yard at Catalina. What the devil has that got to do with the bounty paid on the schooner "Lornina" anyway? What has the profits or losses of the S.S. "Can't Lose" got to do with the matter? This scribbler would be far better employed in earning the fat salary paid him by the taxpayers of this country by attending to his work, than rushing to Cashin's rescue in this schooner bounty controversy.

This scribe also wants to know if Mr. Coaker wanted to purchase the "Lornina" and that he refused to buy her because he couldn't install a motor engine in her. Our answer is that Mr. Coaker was given by Mr. Cashin Mr. Bell's report, which said this vessel was not built for the \$8,000 bounty, and he (Coaker) there and then decided to let the matter drop and purchased two schooners in Gloucester for the requirements of the Trading and Export Company, both of which will later on be fitted with Bolinder Engines. As Mr. Coaker intends to use these vessels in the Foreign Trade, he certainly showed common sense in not buying the "Lornina."

Another deliberate lie is stated by this scribe, when he says "Mr. Coaker waited till the late hours of the session to bring this matter before the House." The House closed on May 4th and we find that on March 29th last the Minister of Finance and Customs tabled a statement showing the amounts of bounty paid on vessels in reply to a question asked by Mr. Coaker shortly after the House opened.

It was a day or so previous to the House closing that Mr. Cashin kicked over the traces and did "the Bull in the China Shop" stunt in jumping through his collar by reading some extracts taken from back files of The Mail and Advocate, prepared for him by the expert with the scissors and paste brush. This will prove conclusively that Mr. Coaker did not wait till the House was about to close to ask for this information. No action could be taken until the information was tabled by the Department, as to act on mere rumors would not be the correct procedure.

Now; we think it is the fact that Mr. Cashin, knowing this matter was coming up when the House would be in Committee on Supply, that made him read that grand "oration" prepared by his wet nurse, an oration which will live long in the minds of his hearers, not for what it contained, but rather for the vindictive manner and unparliamentary tactics used in delivering it. Mr. Cashin wished to appear as a "hero" in the drama and thought that by producing extracts which HE pleased to term bunk and trash, he would present himself in the eyes of the public as a patriot of the first water. By getting this "oration" off his chest, Mr. Coaker he thought, would not be able to gain public confidence over this "Lornina" bounty business.

But, here Mr. Cashin has made a big mistake, and he now sees that his spectacular display of rowdiness had not the desired effect, and as a last resort he summons the "faithful" to his rescue with contributions to the unsavory Herald, the writers of which contributions, instead of keeping to the point, drag in all the side issues they can, as was seen in The Herald last evening, such as the price of flour, the S.S. Can't Lose, and as many more which have as much application to the matter under discussion as the utterances of a Negro delegate would have on a presidential national convention.

Another one of the "faithful" signing himself "Justice" is also out with his war paint on in last night's Herald, rushing to the rescue of the mighty "Mike." We will deal with him to-morrow. Verily, Mr. Cashin may exclaim: "save me from my friends!"

THE POSTAL TRAIN SERVICE

ON page 10 of the Postmaster General's Report for the year ending June 30, 1915, we find several recommendations made by Mr. Woods relative to the appointment of a Superintendent to supervise the work of the mail clerks on the Branch and Main line of railway. Here is what Mr. Woods says in his report:—

"With the mail clerks on all the Branches that are in operation, and two on each of the cross country express trains we have in all, including those on the Coastal and Bay Steamers, 38 Travelling Post Office Clerks. As the train Mail Clerks have to work between Stations, doing their writing chiefly during the stoppages, the work is trying and requires men of strong constitution.

"The time has come for the appointment of a Superintendent to travel over the whole system to supervise and adjust matters in connection with their work. In Canada there is a Mail Clerk Superintendent in every Province and no person can be appointed to that position who has not been previously employed at least 12 years as Mail Clerk.

"In can easily be seen what an important factor in the efficiency

of the service such an official would be, and I would strongly recommend his appointment to the favorable consideration of the Government. He should, however, be a trained Railway Mail Clerk, and one of those longest in the service. The appointment of a stranger to the work would be nothing short of a calamity."

The above recommendations of the Postmaster General are very important and should have careful consideration from the hands of the Government. We have long thought such an appointment was necessary as it is apparent of late years with the coming in of new train clerks, that the mail service was not up to the standard and that something was amiss in the management of the postal system. Too long have the public tolerated the present condition in our postal system and the hour is now come for drastic changes in the whole system.

The public will note that Mr. Woods says, "It can easily be seen that an important factor in the efficiency of the service such an official would be; and I would strongly recommend his appointment to the favorable consideration of the Government." If the Government act on the Postmaster General's recommendations they should appoint an official who has a thorough knowledge of this business and not appoint an outsider who may by his political activities have earned for himself the grateful recognition of some Government member. Our whole civil service has been used in the past for awarding political party followers and the Colony has suffered as a result.

This appointment of Superintendent of Mail Clerks should be given to some of the older employees of the Post Office who have spent years of faithful service there and who are entitled to such positions in preference to those whose only qualifications are that they "talk loud and long" when a political campaign is on, the indiscriminate dumping of party heaters to positions in the civil service has made matters so bad that public confidence is lacking in all departments. Our mail service should be speedily adjusted and all necessary improvements made with the view of giving the general public the most value for their money.

To review the desired changes in the Post Office at one time would be impossible; but we trust the recommendations made by the Postmaster General relative to the Mail Clerks on the trains will have the careful attention of the Government.

GERMAN BUNCOMBE

A BERLIN newspaper has just published an editorial which is the limit in the way of buncombe. It "straffes" the British as per usual, and winds up with the following remarks about the "prowess" of the German navy which is still carefully bottled up in the Kiel Canal. It says:

"True to English custom, with which we have become acquainted to satiety in the course of this war, they seek to belittle the glorious deeds of our navy. To them, of course, the victory of the small German units over British cruisers off the Dogger Bank is most painful news. (It certainly is news to us). So what do these murderous Britishers do? Again, in accordance with English morals and custom, they suddenly transform their cruiser's into poor, defenceless mine-sweepers. To-day the world is confronted with this astounding truth. (Presumably the German way is meant). Our glorious fleet fights on (paper, of course) and chases the foe on the seas; it is omnipresent. Proudly,

Was Cashin "Following the Custom?"

Cashin's Attempt to Introduce Personal Attacks Have Succeeded in Only Weakening His Case --Want to Know How He Got the Bounty For a Vessel Not Built in Accordance With the Shipbuilding Act--Bluff and Bluster Don't Count--No More Whitewashing Wanted--The Auditor General Must Probe This Whole Business.

(Editor Mail and Advocate)

Dear Sir,—I have read a letter published in your columns Monday from M. P. Cashin relative to the schooner "Lornina," on which he received a bounty of \$824.00. Mr. Cashin, to my mind, endeavours to talk around the real issue. Let us analyze what his letter contains.

In the first place he states that his firm was acting as agents for H. R. Silver Ltd in winding up their business. This might be, but how did that fact justify an open violation of the Shipping Building Act of the Colony? It certainly did not alter the construction of the "Lornina." It did not change her framing from 12 inches apart to five inches as required under the act. Nor did it substitute bolts and washers for ordinary galvanized nails in her fastenings. It did not alter the fact that the Minister of Finance and Customs was a party to this transaction and went into it with his eyes open.

Mr. Cashin has not so far stated that he himself personally was not a beneficiary to the amount of the bonus. While admitting that he received a letter from Mr. House, warning him against putting this vessel, which did not conform in anyway with the requirements, in the foreign trade, he tries to squirm out of the matter by insinuating that Mr. House wanted the vessel for his brother. This is indeed a lame excuse and one that will not tend to lessen Mr. Cashin's responsibility. The authorities to-day should be only concerned as to whether Mr. House's letter contained a true statement of the construction of this vessel. Mr. Cashin has not denied that the "Lornina" construction was identical with Mr. House's statement. No, he has not attempted to. He has not denied the fact that the ship was supplied with second gear.

Did the mere fact of transacting and

iron-kneeing this vessel make up for all her other deficiencies and did it qualify her for an eight-dollar-per-ton bonus in accordance with the act; and was M. P. Cashin, M.F. & C., who boasts of a life-time experience of such vessels, ignorant of the requirements of the act? Did he think that a framing 12 inches apart, and plank a 1/4 of an inch too thin, were qualifying features to obtain an eight dollar per ton bonus?

Well, ignorance of the law excuses no man in this country (unless indeed he is following the custom of the Morris Party, which no doubt the Minister was doing.)

Mr. Cashin only shows the weakness of his case when he draws the proverbial red herring across this controversy by stating that Mr. House wanted the vessel for his brother. But what if he did. Was not House justified in warning Cashin that this vessel was not fit for the foreign trade and was Cashin justified in sending her in that trade so that House's brother would not go master of her in the local coasting trade?

The authorities and the public have no right to accept Mr. Cashin's conjecturing as to what Mr. House would "probably" have considered if such and such were to have happened. The main point is this, there is obviously a gross breach of the law committed for the sole object of personal gain on the part of some one. Whether that desire at the expense of a breach of the laws resulted in the loss of the crew of the Lornina can only be imagined. The public will, however, demand a strict investigation by the Auditor General and if the truth of Mr. House's statement is proven then Mr. Cashin must only accept the penalty of the law regardless of whether he was "following the custom" or not.

JUSTICE. St. John's, May 10, 1916.

SOUNDING GERMANY'S DOOM

THE Economic Congress of the Allies held in Paris marks an epoch in history, says the London correspondent of The Montreal Star. He says that the forces which will finally suppress Prussian militarism are economic forces against which all the efforts of "frightfulness" will be as unimportant as the air invisible. All the blows of the hammer of Thor will be overshadowed by the gigantic weapon of the international boycott of German trade. The Germans are beginning to lose their last illusions; and their uneasiness is deepening into dismay.

The Allies will take steps to "straffe" the Huns unless Germany consents to a total change of policy and practice. Otherwise the international boycott will kill German trade. No sane businessman in Germany or Austria thinks that the central empires can thrive on the resources of their own pretty area any more than a camel can exist indefinitely by absorbing its own hump.

To understand what such a boycott means, we must examine existing and prospective conditions.

The flags of the Allies cover more than half the globe and three-fifths of its population. They will shortly control 28,000,000 square miles of the earth's land surface and rule over a population of some 900,000,000. The German colonies are practically non-existent; and soon in Asia, the Kaiser's dream of Asiatic dominion will fade like a mirage, for, failing miracles, German ambitions will be cut off on the land routes to the East as completely as at sea. The Allies can do without Germany or German trade; they even can more rapidly promote their own mutual development by excluding her. They have every single element required for modern production, and by a system of trading among themselves could make themselves more prosperous than before the War. Unless the Allies allow it, Germany can never recover anything like her former place on the sea; and unless she gives guarantees for her good behavior, her shipping will be excluded from the Allies' ports throughout the world.

The whole situation is the Kaiser's Nemesis, and one of the strangest examples of retribution in the world's history. The more the Germans make themselves hated in the war, the heavier will be their punishment afterwards. If direct indemnities are refused for the monstrous performances of the Hun agencies, indirect demerits must be paid at compound interest.

Before the war, Germany enjoyed advantages infinitely more valuable than any that she has since gained,—viz., free trade with the United Kingdom and the freedom of the seas. These helped her enormously in building up her commerce and shipping. Throughout the British Empire German vessels entered and cleared ports on the same terms as British ships, except that the profits made by German shippers, as by German manufacturers, were far more lightly taxed.

Those golden days will never return unless Germany gives substantial guarantees that the industrial and technical forces nourished by commercial intercourse will never again be used to threaten her neighbors' lives.

History has an uncanny method of repeating itself. Napoleon dreamed of a world conquest, as does (or did, to be accurate) the German Kaiser; but Napoleon fell through overlooking a breach in his armor. This is just where the wily Wilhelm has failed. He did not envisage a long war; nor did he consider the puissant economic factors which enter into national life. He did not anticipate such prolonged war-weariness which bites deeply into the heart of the German people who eat no meal that has not its seasoning of an enemy's sea supremacy.

Wilhelm still keeps up the murderous farce in the region of Verdun; and the German populace are daily befooled by the Berlin posters which record "sanguinary enemy losses"; but the game is merely a self-defeating process. The French are inflicting fearful losses on the army of the Crown Prince; and General Petain said when addressing his soldiers some days ago: "The war of 1870 was decided at Paris. The present war must end at Verdun."

Fancy Dress.

"Are you going to the fancy dress ball?" "Oh, yes." "In what garb?" "I shall wear one of the quaint old costumes of 1905."

Is Cashin's Amanuensis Suffering Nervous Attack?

(Editor Mail and Advocate)

DEAR SIR:—It looks as if "Uncle Mick" and His Amanuensis the Honorable "Doctor" are suffering from "nerves" as the result of the bounty grab of \$824.00 on the "Lornina." All that is needed is the "nasal twang" of Honorable Mike if he were heard in oral declamation to give one the key to the identity of the writer of the letter signed "Justice" in yesterday's Herald.

Mike's overpleading of this case shows that he realizes the gravity of the position his actions have placed him in. When he refers to Coaker's "ship-men" he might have given the "cullage" clause if he intended to designate fishermen; but Coaker's master hands as well as "shipped men" have proved and are proving too many guns for the "bellowing bully" of the Government Benches. It will take more than "Doc" McGrath, his hireling scribes or M.P.'s own elegant literary efforts to get the latter out of the ugly mess in which his cupidity and grabbing propensities have placed him.

Go on Mr. Coaker, your efforts to expose wrong doing, your excellent denunciations of abuses in high places, your fearless defence of the people's rights are not lost on them and both yourself and your fearless journal as a result of recent exposures have placed you and it on the highest pinnacle of popular favor and will do much to inaugurate here a sentiment which must lead to a pressing desideratum, clean, honest Government and the elimination of corrupt officials and ministers of the Cashin brand.

Yours,

MORE JUSTICE. St. John's, May 10, 1916.

WORLD'S PRESS

CARDINAL MERCIER

Philadelphia Ledger—Governor General von Bissing, of Belgium, who is again after Cardinal Mercier's scalp, does not seem to understand that he is playing a losing game, even if he should succeed in silencing the brave and untrifled prelate. The cardinal, silenced and "incommunicado" with the outside world and his own flock, will be more eloquent than anything he has written in his two famous Lenten pastorals and in the German Catholicism. Bdt of course the worthy governor-general is determined that in the Prussianizing of Belgium no indignity shall be overlooked to heroic priest, prelate or suffering people.

THE MOST HOPEFUL AUGURY

The Round Table—If at times depression besets us, it is well to remember that for all their faults the people of this Commonwealth have not been false to its principles and its traditions. Not only have four million men from the British Isles given themselves voluntarily to the service of the cause of liberty and public right, but the dominions have made provision for contributing more than 900,000 men to the common cause, and India itself, touched by the same high fire, has sent men and money with a generous hand. This is the most hopeful augury of the times. For it means that these young communities, at the beginning of a career which must, before many years are past, make them collectively far more important than Great Britain, have dedicated themselves to that same cause of freedom and justice in human affairs which Britain itself has always upheld. In essence the war is a renewal of that ancient struggle for liberty which has devastated all the centuries of history. The longer the war lasts, the more certainly will liberty prevail. For the free Commonwealth is founded not upon fear, but upon the devotion of its citizens to the right, and every day that passes strengthens their conviction in the justice of their cause, and their determination to see it through. Victory is not yet. Heavy sacrifices and heavy burdens have yet to be borne. But who can doubt that right will prevail, if we endure to the end?

"Marriage is a lottery," remarked the cynic.

"Yes," replied Miss Cayenne, "only in a lottery you can tear the ticket up and forget all about it."

Reid-Newfoundland Co. Humbermouth-Battle Hr. Service. S. S. SAGONA will sail from Humbermouth on Wednesday, May 10th, weather and ice permitting, for the usual ports of call as far North as ice conditions will permit. Reid Newfoundland Co.