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The Mail and Advocate

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A GIGANTIC WASTE

IN his report on Hudson Bay Railway work during last year, the engineer in charge of the construction of terminals at Port Nelson makes reference to some of the difficulties encountered. These are not ordinary engineering difficulties which can be overcome by a lavish expenditure of money, but difficulties man is powerless to cope with, difficulties which stamp as wastefully extravagant the expenditure of a single cent on this Hudson Bay scheme. The engineer's report, embodied in the annual report of the Department of Railways and Canals, just published, notes, according to an Ottawa correspondent:

The first boat in from Halifax with supplies could not make the port until Aug. 13. The summer months were wet and disagreeable, with thirty-six days of rain or snow during July, August and September. The loss of time was therefore serious. It was very windy during the whole year, the wind gauges frequently recording gales of 50 miles per hour. The average January temperature was 24 below zero, and the average August temperature 53 above. Outside of the River bed the only construction material without 50 miles of Port Nelson is a mixture of sand and clay, and it was found to be so softened by the rising and falling tides that the cribs slid in all directions, wrecking trestles and taking slopes of 20 to 1. The report further states that frost penetrates in the swampy country around Port Nelson to an unbelievable depth, at no point less than 25 feet. No ground water supply was found other than salt water.

This practical condemnation of the Hudson Bay project by a responsible agent of the Railway department, following closely its condemnation by an agent of the Marine and Fisheries department, should influence both parliamentary and public opinion against the enormous expenditure involved in the construction of the Hudson Bay road, with necessary terminals at Port Nelson and the aids to navigation which must be established and maintained to make safe the waterway to the inland port, which may not be reached before August and will be ice-bound again by October. With

MOSDELL'S BOOMERANGS!

NOTHING more clearly indicated the true character of W. F. COAKER than invitation to Sir Robert Bond to lead the Union Forces during the recent campaign. A less cautious man or one more self-conceited would, in COAKER'S position, have essayed the task himself. But, sinking personal ambition and keeping an eye single to the interests of the F.P.U., the President (COAKER) secured a practical politician for the position. AND SO THE COUNTRY LEARNED THAT COAKER IS A MAN WHOSE HEAD IS NOT TURNED BY SUCCESS AND ALSO THAT HIS

PRESENT POSITION DOES INDEED REQUIRE MUCH SELF-SACRIFICE AND NO LITTLE DIPLOMACY. It is a foregone conclusion that under his (COAKER'S) Leadership the Fishermen's Protective Union will eventually become THE GOVERNING POWER OF THE LAND and thus in elevating the Toilers to this dignified position, which is theirs by every right of manhood, W. F. COAKER HAS WRIT HIS NAME LARGELY ON THE PAGE OF NEWFOUNDLAND HISTORY.—MOSDELL, in The Fishermen's Advocate, December 20th, 1913.

CAN HE DENY IT?

"AND because the Fishermen have found Coaker faithful above all things to the trust reposed in him he is bound to raise in the esteem of the Fishermen and to bind them to him with the bonds of affection."—Mosdell, in The Fishermen's Advocate, Dec. 20th, 1913.

The above is just one other quotation taken from an article written by Mosdell some short while ago. Then Mosdell saw and outlined the great future in store for the Fishermen of this Country so long sought for by the Toilers; but aye so long sought for in vain. The day has at last come, and come to stay. No tide can stop it. It has swept through the land with the force of a mighty tornado carrying all before it. It has not stayed in any one particular place but has spread to every harbour and village throughout the Island. It has been to many a Fisherman a message of deliverance and to hundreds of others a ray of hope for the future.

Now had Mosdell stayed with the Union and Coaker he might have felt some pride later on in the fact that he outlined the aims and objects of this organization and when the hour of final victory now so near at hand, at last came, he could take his place with Coaker and share in the glory of work well and faithfully performed. But no; being unable to usurp Coaker from the position of trust and responsibility reposed in him by the Fishermen of this Country and being unable to stand even for the time being the envy aroused within him over Coaker's unequalled success he looked around for newer ideals and newer masters to serve at his own price.

Men of Mosdell's type will always find buyers in the market ready to purchase men who will for a consideration refute to-day that which they wrote yesterday; who will not scruple to abuse the confidence of another as long as their own ends are served. Such a man is Mosdell.

Now the poet tells us that—

"New occasions teach new duties,
Time makes ancient good uncouth;
They must upward still and onward
Who would keep abreast of truth."

And so Coaker instead of following the beaten path of the would be reformer who generally goes by some one's else methods boldly blazed a path for himself

ports open the year round needing equipment in the way of dredging, wharves, elevators, breakwaters, etc., to carry the trade of Canada, the expenditure on the Hudson's Bay project of from thirty to fifty millions of dollars, perhaps more, appears a gigantic waste.—The St. John Globe.

GLEANINGS OF GONE BY DAYS

FEBRUARY 17

Benevolent Irish Society's annual election day.—founded in 1806. The following is a list of its Presidents and years they presided:—Capt. Winckworth Tongue, 1806-7; Lieut. Col. John Murray, 1808-9; Capt. James McBraire, 1810 to 1822; Patrick Morris, Esq., 1823 to 1829; Stephen Lawlor, Esq., 1830-1; Patrick Morris, Esq., 1832; Timothy Hogen, Esq., 1833; Patrick Morris, Esq., 1834 to 1837; Lawrence O'Brien, Esq., 1838-9; Patrick Morris, Esq., 1840; Lawrence O'Brien, Esq., 1841; Hon. James Tobin, 1842-3; Hon. Patrick Morris, 1844-5; Hon. John Kent, 1846; Hon. Lawrence O'Brien, 1847-8; John V. Nugent, Esq., 1849-50; Hon. Lawrence O'Brien, 1851-6; Hon. Philip F. Little, 1857-8; Hon. Edward Morris, 1859 to 1873; M. Fencelon, Esq., M.H.A., 1874-9; Joseph I. Little, Esq., Q.C., M.H.A., 1880-3; Robert J. Kent, Esq., Q.C., M.H.A., 1884 to 1891; John T. O'Mara, Esq., 1892-3; Michael H. Carty, Esq., M.H.A., 1894; Hon. James D. Ryan, 1895 to 1916.

Thomas Macey's wife, wife's father, and four children burnt to death in John Bond's cottage, Portugal Cove Road, 1862.

The brig William Donnelly launched at Harbor Grace, 1865. D. Morison married, 1882.

One hundred and forty Fenians arrested in Dublin, 1867.

During illness of Governor DesVoeux, Hon. E. D. Shea read Governor's speech at opening of Legislature, 1887.

Miss Frances E. Willard died, 1898.

Thomas Lawlor, Governor's coachman, died, 1891. John Purcell, architect, died, 1892.

Barque Meteor, Capt. Smith, abandoned at sea on her way from Cadiz to St. John's, 1890.

THE REASON WHY

LONDON, Feb. 15.—The Times naval correspondent expresses the belief that the recent increased activity of the German fleet is due to the appointment of a new Commander-in-Chief, whose name has not been divulged, and the passing into service of certain new vessels and probably faster and heavier torpedo craft.

RESIGNS HIS POST

PETROGRAD, Feb. 16.—George T. Marrye, American Ambassador, has resigned, giving ill-health as his reason. He has not been advised of the acceptance of his resignation by the State Department.

YESTERDAY'S LONDON REVIEW

LONDON, Feb. 16.—Switching their offensive from the Artois and Champagne regions, in France, to the Belgian sector around Ypres, held by the British, the Germans have smashed their way by artillery bombardment and infantry into the British front line trench over a distance between 600 and 800 yards. Berlin says that a majority of the defenders of the trench were killed, but that one officer and several dozen soldiers were made prisoners.

In the Artois region, between Lens and Bethune, a crater of a mine blown up by the Germans was occupied by them, while French guns have been busy shelling German organizations in the neighbourhood of the road to Lille. The French also bombarded German positions north of Vic Sur Aisne and to the northeast of Soissons, and in Argonne exploded a mine and occupied a crater. In Champagne, Berlin asserts, French infantry attempts to regain lost positions north of Tahrue were repulsed, as likewise was a similar attack in the Vosges near Obersopt.

There has been a considerable renewal of activity on the Russian front around Dvinsk, to the south of the Pripiet river and along the upper middle Stripa river, but no important changes have occurred.

Italians are still using their guns and infantry in attempts to retake from the Austro-Hungarians the positions recently captured. All attempts have been repulsed with heavy losses, according to Vienna. Both sides of the Siza, occupied by the Austrians, and positions in the Leebach Valley, and on the Austrian front between the Fella Valley and Viesch mountain, also have been heavily bombarded by the Italians.

The Russians are still on the offensive against the Turks in the Caucasus. Constantinople reports attacks being repulsed by counter-attacks in Mesopotamia. Around Kut-el-Amara and Felahia, where the British are operating against the Turks, the situation is unchanged.

HAS PROMISE OF BEING A LIVELY SITTING

LONDON, Feb. 16.—No fewer than 35 amendments to the address in reply to the King's speech were down for discussion when the debate was resumed in the Commons to-day. The majority of the amendments are unimportant, but others raise serious issues which promise a lively discussion. A list of 165 questions addressed to Ministers is also to be disposed of.

The amendments include one by William Johnstone Hicks, on defence measures against Zeppelin raids. It was expected the Government's reply would be made by Harold J. Tennant, Parliamentary Under Secretary for War.

The requisitioning of shipping was brought forward in an amendment proposed by Robert Houston, Unionist Member.

Charles P. Trevelyan, Liberal, has given notice of motion calling on the Government to announce the general terms on which it would be willing to enter into negotiations with a view to bringing about a just and lasting peace. Another peace amendment was sponsored by Arthur Ponsonby, Liberal, who suggested the establishment of an international tribunal, to which diplomatic disputes should be referred in future.

Emperor Nicholas and Pres. Poincare Exchange Greetings

PARIS, Feb. 16.—Emperor Nicholas sent the following telegram yesterday from the General Headquarters of the Russian staff to President Poincare: "I have just received news that the Serbian Army finds itself removed from all danger, thanks to the efforts of the French Government. I wish to address to Mr. President my warmest, and most hearty congratulations for the aid France has generously given to our valiant allies so cruelly tried in the course of their heroic struggle against the common enemy.—Signed, Nicholas."

The President replied as follows: "His Majesty Emperor of Russia: Our military mission and our navy, which, in accord with the British and Italian naval authorities, in spite of great difficulties, have accomplished the complete rescue of the Serbian army, will be very much touched by your majesty's felicitations. France is proud to have contributed to the preservation intact of the valiant troops who have been obliged to yield mo-

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MENTARILY TO SUPERIOR NUMBERS, AND WHO WILL CO-OPERATE WITH THE ALLIES IN THE LIBERATION OF THEIR COUNTRY.—Signed, Poincare."

GOVERNMENT TO COMMANDEER ALL DISTILLERIES

LONDON, Feb. 16.—The Central News says it is able to confirm the report that the Government is about to commandeer all distilleries in the United Kingdom with a little delay as possible. This step is rendered necessary, it is said, owing to the constantly growing demand for alcohol in the manufacturing of light explosives.

BARON MURRAY RESIGNS

LONDON, Feb. 15.—Baron Murray of Ellbank, who was appointed last November to act in a temporary honorary capacity as director general of recruiting for munition work, has resigned his post owing to ill health. Sir George Croydon Marks, M.P. for north-east Cornwall, will probably succeed him.

BUTTER CARDS NOW SEEN IN BERLIN

BERLIN, Feb. 16.—The magistrates in Greater Berlin held a conference to-day over the uniform distribution of the butter supply, and decided to introduce butter cards similar in their application to bread cards.

SAYS NO GERMAN BATTLESHIP WAS SUNK

BERLIN, Feb. 15.—A denial was made to-day by the Overseas News Agency of the recently published report that a German warship had been sunk in the Categat.

A Copenhagen despatch of Feb. 7th said it was reported that a large German warship had been sunk in the Categat, presumably by a mine. It was said at the time that wireless calls for help had been heard.

Const. Bishop arrived here by last night's train from Port de Grave with a woman named Dawe, a widow, for the Lunatic Asylum. She has been mentally afflicted for sometime past.

The railway section men and others working on the line have been experiencing pretty hard times of late. The intense frost and storms made their work difficult and surrounded it with much hardship so that many of them had ears and hands nipped with the frost.

The Reid Nhd. Co. believe the Kyle arrived at Louisburg early to-day and is now on her way back to Port aux Basques.

Mrs. Ebsary had a telegram a couple of days ago from Regimental Sgt. Major Saml. Ebsary, her son, saying that he had received all his letters and parcels and that he was then feeling well.

GERMANY IDENTIFIES LIEUT. HANS BERG

Commander of Prize Crew of the Appam is a Naval Reservist

Berlin, Feb. 7.—Lieut. Hans Berg, commander of the prize crew which recently took the British steamer Appam into Hampton Roads, has been identified as Hans Berg, of Apenrade, a naval reservist and master in peace time of the tramp steamer Gamma, belonging to the Ahrenkiel and Clausen Line.

Berg served as a one-year volunteer in the navy, and was called to the colors at the outbreak of the war, and promoted to be lieutenant six months ago.

While on furlough last year Berg told his wife in Apenrade not to be disturbed if she heard nothing from him in a long time. As a matter of fact, his wife has had no letter from him, and has been unable to write him for many months, as his address was unknown.

The German steamer Gamma is a vessel of 2,234 tons. She was last reported in port at Rotterdam.

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