

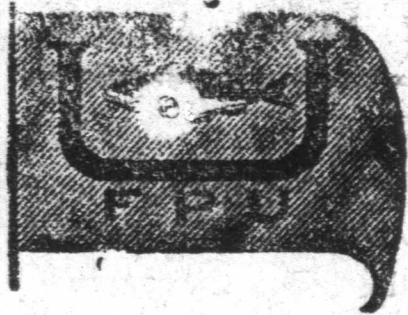
**IN STOCK:**

**Carbonvoid**

the great saver on Gasoline.

**J. J. Rossiter**

Our Motto: "Suum Cuique."



("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., OCT. 5th., 1916.

**The Fishery**

CONDITIONS respecting the fisheries are changing very rapidly and to-day matters appear very different from what existed five years ago when the F.P.U. began to make its power felt. Probably half the usual quantity of fish owned by planters that arrived here to be disposed of, five years ago, will this year go direct to market from outports. Vessels are loading for the markets at many outports.

St. John's during the past fifty years never beheld such small stocks of fish at this season of the year. We don't think twenty schooners can be found in port to-day discharging fish. That a miracle has been achieved in this respect no one who knows conditions will deny. The F.P.U. has achieved a great work in five years and in spite of short catches and the greatest war in history the fishermen are as prosperous as they were ever known to be.

The fishermen have improved intellectually as well as financially and they have become business-like and do their own thinking. They are extremely independent and transact their business regardless of anyone. Instead of being disgruntled and disheartened over war conditions, they are the very reverse. None of them dreamt that conditions could so change in their favour during so short a time, when they first listened to the new gospel preached by the mysterious leader of the F.P.U.

Most of the fishermen decided to become Union men, just to see if anything would come out of it. Very few were convinced that Coaker could accomplish the fifth part of what he advocated. Without any aid but that of the co-operation of the poorest fishermen, bitterly opposed by business and administrative influences, Coaker arose step by step, and his work succeeded as though by magic. The result is everywhere apparent to-day and 90 per cent. of the whole electorate are convinced of the righteousness of his cause and the success of his mission to uplift and improve the fishery of Newfoundland fishermen.

To-day in the outports the price of fishery produce is what Coaker fixes. At St. John's the price is governed by this one man, and many exporters have purchased fish, not knowing how they were to get back the value given. Cod to-day is the price Coaker pays. The fishermen are now accustomed to the fast becoming common phase, "What Coaker says, I can pay."

If there is one man in the country who should feel proud of his labours and achievements, that man is President Coaker. He grows stronger in the estimation of the fishermen week by week. His influence in commercial affairs as well as public is greater than that exercised by any other man in the country's experience. Yet he is the same Coaker that he was eight years ago when he started the F.P.U. Those who observe him closest see no change in him;

he is as poor as he was eight years ago. He manages the huge business of the Trading Co. with its 35 Branch Stores, and is drawing for his services the sum of \$600 per year.

Is it any wonder the Trading Co. pays a dividend of 10 per cent. and is erecting a \$50,000 premises at Catalina? Is it any wonder that no less than five distinct Companies have emerged from the F.P.U.? Is it any wonder that the Companies are owned by 3000 shareholders? Is it any wonder that planters and even some business men are putting thousands of dollars in the concerns directed by the Leader of the F.P.U.?

By the close of 1918, \$250,000 will have been invested in the Catalina plant of the Union, while half a million dollars capital will be available to operate the business. Is it any wonder that the electorate are now agreed that Coaker must be given political power the first opportunity offering in order to give him a chance to achieve something for Terra Nova in the way of development? In constructive ability he exceeds all public men the country has had. If his health holds good he will astonish the country even more in the future by his achievements.

**Overcrowding The "Sagona"**

FROM passengers arriving here by the last trip of the Sagona we hear that the steamer was so overcrowded that life on board during the passage up was such that those who were compelled to suffer, as they did, do not want a repetition of such conditions.

The steerage was literally packed. Both sexes were packed like sardines in a box and compelled to sleep how they could and where they could. One can imagine just what conditions prevailed under such circumstances. The passage up took eight days from the Spotted Islands.

This overcrowding of coastal steamers has been an annual affair, and whilst no marine disaster has as yet occurred we can never tell the day when the public will read of some "local General Slocum" or "Eastland" tragedy and then it will be too late to alter matters.

This very same trouble is experienced in the Spring of the year when the first of the crews and planters leave for the Labrador. We had an example of this in the Spring. The whole service is unsatisfactory and needs quick remedy.

The Sagona is all right for the service during the summer months, after the fishermen get down the coast and prior to their return; but when close up time comes she is unable to accommodate the number who apply for passages and as a result overcrowding and unsatisfactory conditions are the outcome.

The steamer's officials, we suppose in their haste to oblige everyone, seem to overlook the fact that they are assuming big risks in filling the ship with a human freight at this time of the year.

Had the Sagona met the gale of Sunday, Sept. 24th, we fear many of those who were huddled in the steerage would have had a most unpleasant time of it. As it was many of the women passengers suffered greatly.

We are not finding-fault with the Reid Company or the Sagona's officers. They are both we presume doing their best under the conditions, but; this will be poor consolation if, this year or next, some hundreds of men and women are sent into Eternity through some marine accident. Had such occurred on this trip, we ask, was the Sagona provided with sufficient life boats to accommodate all on board?

This is a very serious matter and one which should cause the Government deep concern.

Conditions are far from satisfactory and it is a matter that should be immediately attended to by the Government in view of providing a remedy for next season's work.

**F.P.U. Notes**

Schr. Heckman will finish loading at Joe Batt's Arm to-day, taking 2500 qtls.

The Union coaster Paragon is loading fish at Herring Neck for the Trading Co.

Schr. Willie K. Capt. Barry, is discharging 100,000 M. matched lumber at the Union Premises at Catalina.

Schr. Lucinda arrived this morning with a load of shore fish for the Union Trading Co. from Brownsdale and is discharging at Baird's.

**REVELLE BY CALCAR**

HOW much better it would be if because of activity arising from the so-called agricultural policy of the Morris Government we were to find on the farms of this country some bits of special knowledge rather than bits of abandoned new fangled machinery that had been imported by the Experts and condemned by the people as unworkable. How much of this unsuitable farm machinery is lying about in idleness in different sections of the country we are at a loss to know, but we know of ponderous and unworkable potato-digging machines that are rotting on the farms of the West Coast.

These machines were imported by the Government and it is quite plain, imported without giving due attention to the requirements of the farms, the utility or adaptability of the machinery to local conditions. Had the Commissioners been at all conversant with local requirements, local conditions, either in horse power or peculiarities of tillage they never would have introduced such cumbersome and unsuitable machinery. But they took no pains to make themselves acquainted or to find out what was needed and what suitable, but leaping before they looked they landed up to the neck in costly blunder.

In this respect they displayed the same amount of ability as they exercised in every other department of their peculiar and very stupid policy. It seems they never give a serious thought to anything but just bungle ahead, the result has been shameless waste both of time and money.

As another instance of blind management and foolish expenditure let us refer to a piece of machinery lately landed at Little River. This piece of machinery so resembles in ponderousness the digging machine just spoken of that they parallel and balance each other in point of being useless to the requirements of the district. This cumbersome thing is a road making machine. As it has not been tried out yet we withhold further comment for the present, other than to say that when the people do make up their minds to give it a spin "there'll be something doing," but it won't be in the way of road fixing.

We think the Commissioner who bought the thing should go at once to Little River and be the first to try it out. The sending of this machine is an acknowledgment on the part of the Government that roads in the Codroy Valley are not what they ought to be, but more of this later on.

Just now we propose to continue our discourse on the necessity of education for the farmer. By education we mean of course not that training and discipline

Schr. Belle Franklin landed 130 casks cod oil yesterday from Seldom Union Store.

Schr. Janet, Capt. Fillier, is loading shore fish at Port de Grave for the Union Trading Co.

Schr. St. Bernard, Capt. Domy, is loading shore fish at Greenspond for the Union Trading Co.

Schr. Watersprite, Capt. Davis, is taking supplies for the Greenspond Union Store.

Schr. Dove, Capt. Hicks, arrived last night with 900 qtls. shore fish from King's Cove Union Store. She will discharge at Smith Co's.

Schr. Lizzie, Capt. Hoff of Change Islands, is taking a load of shore fish at La Scie, shipped by the Union Store.

Schr. Belle Franklin, Capt. Ed. Hynes, with 1500 qtls. shore fish from Seldom Union Store, is discharging at Baird's.

Schr. J. S. Munn, Capt. Edwin Kean, is en route for Nipper's Hr. where he will take 1200 qtls. shore fish at the Union Store.

McGrath's schooner from Tiltling is discharging 600 qtls. of shore fish at the Union premises at Joe Batt's Arm which will be shipped on board the coaster Heckman.

Schr. Ellen L. Maxmer, Capt. Pomeroy, is ready to sail for Catalina and Doting Cove with supplies for the F.P.U. She has on board machinery to equip the Union Bakery at Catalina. She will return with a load of fish—2500 qtls.—taken at Doting Cove.

**THE HARVEST OF THE WAR**

These Articles Published Under the Above Heading Are Republished From the Round Table Review of Politics of the British Empire

**VIII.—The Harvest of Sacrifice**

ONLY now are we beginning to realise the full import of the war. The Allies entered it to fight for liberty. They find now that the harvest of their sacrifices may be not freedom only but unity and peace for all mankind. The attainment of this goal will not be easy. Only the most resolute pursuit of it will overcome the selfish and separatist tendencies of the national spirit within ourselves. If we are to reach it all the great nations must labour together. On the western democracies, who understand better the spirit of unity and freedom, a special responsibility rests. Fortunately there are good omens. Italy has before it the ringing message of Mazzini. France in the recent words of M. Briand has declared herself "the champion of the world." "Aroused, and sword in hand, she fights for civilization

**GLEANINGS OF GONE BY DAYS**

OCTOBER 5

Dublin first lighted with gas, 1825.

John Doyle and son driven off the Narrows in their boat; they were picked up by a vessel and carried to Bristol, 1859.

The Great Eastern launched. A big storm predicted; all goods in city removed far above high water mark, 1869.

First snow for the year fell to-day, 1881.

Corner stone new British Hall laid by Governor O'Brien, 1893.

First incandescent light lit on Water Street (after fire), in sheds of Wm. Frew, W. S. Clouston and Jas. Gleeson, 1892.

While driving a horse down Theatre Hill, Patrick Carroll fell from the vehicle—still holding the reins. He was dragged a considerable distance by the horse which had become frightened, and before he could be extricated he received injuries from which he died in a few hours, 1862.

which we give by means of the birch and other pedagogical means but a training that would equip the farmer with a sound knowledge of his calling, a training that would make itself visible in an improvement in his methods of culture and in the quality and quantity of his live stock. We will go so far as to say that perhaps the Morris Agricultural Policy aimed at all this, but we must add that never was attempt more stupidly aimed at. There seems to be not a vestige of intelligence in the effort from inception to abortive end.

Bye-and-by we intend to show up the falsity of the Government's position in respect to this Agricultural Policy, and we intend to do this by means of the Report of the Agricultural Board.

We want to ask those responsible for this mockery called an agricultural policy if it has ever occurred to them that the farmers of this country particularly those whose main crop is potatoes are skirting the thin edge of disaster because they are not sufficiently alive to the necessity of spraying. Some day when "blight" or rot shall have destroyed the crops our meaning may be clear to those interested. Anybody gifted with the faculty of observation must see in almost every field of potatoes vines affected. Some time this affection may become general unless people are properly instructed in the principles of disease control. It will be too late when the disaster smites. Prevention is better than cure.

It is not pessimism or a desire to find fault or spread alarm that causes us to speak of this danger, but a desire to awaken the slumbering senses of the men responsible for the welfare of the country. Such things as "blight" have occurred before and may happen again, but if it does we must have but ourselves to blame. Before now people did not know anything of the nature of "blight," and its coming was regarded as a visitation from God, and something beyond the power of man to control. We know to-day what it is, and we know how to prevent it. Let us put this knowledge to good account.

and the independence of peoples. When she lowers the sword it will be because she will have obtained all the guarantees of a durable and solid peace, and by this peace, given to the world by France and her Allies, all 'arriere pensee' of tyrannical domination will give way to the idea of the progress of civilization through freedom of the peoples enjoying full autonomy." On America, too, as we have seen, there will fall a fateful decision.

The war in showing us that the ancient cause of liberty, for which we had fought in the past, had still to be won, has given us a unity we have not known for many a day. In entering it we redeemed, perhaps, the greatest responsibility of all. For it is easier for the British Commonwealth than for any of the other great Powers to rise above the national idea. Its very size and geographical distribution give it a perspective which already embraces the whole earth. As it contains a quarter of the human race and people of every race and colour and of every degree of civilization, it can bring to the peace conference practical experience of others as well as ourselves, and how to deal with all the most difficult questions which will confront it. The problems of racial animosity between civilized peoples have been solved on the basis of equal rights in South Africa and Canada. The ideas of trusteeship and the open door have been the governing principle of the government of its dependencies for more than a century. It has been found possible to reconcile

the growth of nations as distinct and individual as those of Europe, with loyal membership of a larger commonwealth. The very existence of the British Commonwealth itself is a constant demonstration that not force or fear, but the reign of law and the principle that the welfare of the world must prevail over the selfish interests of any part, are the true guardians of unity and peace.

Our task, however, is not to speak of the duty of other nations, but to see that we perform our own. And on our shoulders there rests, perhaps, the greatest responsibility of all. For it is easier for the British Commonwealth than for any of the other great Powers to rise above the national idea. Its very size and geographical distribution give it a perspective which already embraces the whole earth. As it contains a quarter of the human race and people of every race and colour and of every degree of civilization, it can bring to the peace conference practical experience of others as well as ourselves, and how to deal with all the most difficult questions which will confront it. The problems of racial animosity between civilized peoples have been solved on the basis of equal rights in South Africa and Canada. The ideas of trusteeship and the open door have been the governing principle of the government of its dependencies for more than a century. It has been found possible to reconcile

our brothers' sake, is not a right only, but a duty—a duty that we may not without sin neglect—a duty that lasts as long as life." If we live up to this standard ourselves we shall succeed, though the way will be long, and the discouragements many. What is more, in thus working for the world we shall heal our own wounds. The barren strife between parties will merge into a healthy controversy as to how the common good is to be secured. The struggle between capital and labour will be less bitter when both sides think first of how they can help one another to an ampler and more human life, and now their joint activity can benefit the community as a whole. The Imperial problem too will be simple when it comes to be a matter of rights, and becomes a question of how best the five nations of one Commonwealth can combine in leading to self-government those great dependencies which are their primary charge, and how they can best associate to help the nations of the earth to unity and peace. The gospel promise "Seek ye first the kingdom of God and all these things shall be added unto you," is not less true of politics than of religion. In working for those measures which will make impossible for ever the merciless fratricide and the untold griefs and sufferings of nationalist wars, we shall gain also that internal harmony and peace, for which, if we think only of attaining them for ourselves, we shall strive in vain.

**Reid-Newfoundland Co.**

The Royal Mail Steam Packet Company's steamers—  
 "CLARAQUET" "CHEGNECTO"  
 "CHALEUR" "CHAUDIERE"  
 leave Halifax every fortnight for Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and Demerara.  
 Round trip occupies six weeks. Fares including meals and berth, \$125.00 to \$135.00.  
 Further information on application to—  
 GENERAL PASSENGER AGENT.

**Reid-Newfoundland Co.**

**LADIES' COATS**

For FALL and WINTER

Now showing at

**BLAIR'S.**

Our Values are absolutely the best obtainable.

This year's style in Coats is distinctive. The Coat with the Flare (or Wide Skirt) is the Fashion. Coats this year are either without belts or come with a belt effect. This is quite different from last season's Military Coat which had a belt all round and was much tighter in the Skirt. Despite increasing cost of Coats, through rising prices of materials, and the Fashions demanding more cloth in each, we are able to offer you the newest goods at the lowest prices. This we are enabled to do by our early contracts, and consequent good buying as also by the moderate margin of profit we put on these goods, which has built us up such a successful coat business, as it is well known our values are the best procurable. Our Prices for the Newest Styles (we don't talk old styles) or jobs) are—

**\$4.90, \$5.90, \$6.90, \$7.90 and upwards.**

We are also opening a Full Selection of

**Misses', Children's and Infants' Coats,** which you can depend on will be the best values obtainable.

N.B.—Customers by mail for Ladies' or Misses' Coat, please specify height, bust measurement and length of sleeve from under arm, and enclose extra money for postage.

**HENRY BLAIR.**