

Was Wm. LeDrew of Kelligrews.

(Editor Mail and Advocate)

Dear Sir.—I notice in the casualty list of Newfoundlanders serving in the Canadian Overseas Forces, the name of William Ladre is mentioned. This may be the result of a typographical error, or the name may be misspelled, but the person alluded to is William LeDrew, son of Elizabeth LeDrew of Kelligrews (widow of the late Abram LeDrew).

William went from here to Montreal about two years ago where he worked for some time, and about a year ago enlisted in the Canadian Mounted Rifles, later proceeding with his reg-

iment to the front. The C. M. R. have lately been serving in the trenches and it was in one of these recent fierce encounters which the Canadians have had with the Huns that this brave lad fell, severely wounded in the chest. However, as the official message to his brother states that it occurred on the 3rd of June it is to be hoped that the wound was not a dangerous one and that we will soon hear of his recovery.

William was physically a splendid type of manhood, with a strong constitution, which will no doubt help him through. He's step-brother, Alfred LeDrew, have also joined a Canadian regiment from Montreal.

Mrs. LeDrew who is in a delicate state of health have the sympathy of everybody in those days of suspense. Kelligrews. R. H.

Mr. Wellon Answers Mr. Canning's Letter Relating to Conditions in Lumber Camps.

(Editor Mail and Advocate)

Dear Sir.—I take this opportunity once again to take Mr. Canning to task re his letters, re conditions in lumber camps.

I note Mr. Canning that you very eloquently term me the Liar. I thank the Ananias for teaching me that word, for there are others: Thou art a liar also. I hold my other letter re "stolen mattress coverings." You may not have been responsible for taking away any of these, but your actions otherwise places you in the same class of those who do such things.

You still assert, as in your former letter "you slept on boughs." Walter Whiteaway who occupied same berth with you, says you slept on a mattress, and I happen to know his story is true.

You say "What's the use for Mr. Wellon to write such high language for fishermen to read." I smile at the compliment. I think any child of ten years of age could understand every word in my former article. You're rather hard on the fishermen, are you not? They must be dense in your opinion. I suppose you measure them by your own knowledge, which evidently is very meagre, but allow me to tell you there's a more learned, and sensible class of fishermen than you, good intelligent men whose contempt turns toward you rather than the part you play.

My assertions re Logging Bill were sincere. The "Council of the wrong men" I spoke of were chiefly a bunch of ne'er-do-wells, like you. Mr. Coaker and the Supreme Council of the F. P. U. were alright, but both the logging companies, and conditions in general were misrepresented to them. I admire Mr. Coaker and commend his unceasing and untiring efforts in trying to secure for every man his own and to make life more pleasant for the fisherman and labourer, and not least of these are his efforts to make improvements in the lumber camps.

It is ridiculous that a portion of the men for whom he is working are his greatest enemy or obstacle in accomplishing his purpose. If these few roughs would learn to be decent, civil, honest and square, conditions in the camps would very soon improve. Were we to fit our lumber camps equal to any first class hotel, before half a logging season would have passed, it would have deteriorated to

present conditions. I have had fourteen winters' experience in the bush and know whereof I speak. As a further example of these disparagements, Mr. Editor, I would refer you to the Reid Nfld. Co.'s bay boats. When these were first put on the bays they were all equipped with mattress, blankets and pillows in every berth. Why is the steerage so desolate now? Because the same or a similar bunch of roughs to that which we in the bush have to deal with, destroyed everything they could lay hands on, and the Reid Nfld. Company would have to put a new equipment in these boats at least twice a year to keep them in order, which of course they will not do.

I would not have you think, Mr. Editor, that the above is a description of our Newfoundland lumbermen in general. No sir! About seven-eighth of them are as good workers, and as fine a class of men as are to be found in any part of the world, but these are inconvenienced through the rowdiness of the few (of which your correspondent Canning is a sample). Let these fellows improve themselves, act civil and decent and get away from this mean, narrow-mindedness, and camp conditions will improve inasmuch that there'll be no reason for complaint.

In conclusion, Mr. Canning, I would advise you to act civil and decent in future and begin to be a man. You cannot stand up against this argument, for you know you have lied, and have nothing to stand upon. If you choose to bury the hatchet I'll meet you halfway, but if you are still aggressive and choose to get on the warpath, I assure you I'll continue to get after you.

I may say, Mr. Editor, in the list of supplies for camp in my first article "6 cases kerosene" should have read "6 cases kerosene," and that "John Winsor" should have read "Jno. Brinson," which errors of course were inadvertently accidental.

Am sorry that this article is somewhat lengthy, but remembering your reputation for seeing fair play, I trust you will give me as prominent a place in your valuable paper as you give Mr. Canning.

Thanking you in anticipation, and wishing you and the Mail and Advocate every success.

Yours truly,
W. WELLON.
Ladle Cove, June 10, 1916.

THE ENCOURAGEMENT OF SHIPBUILDING IN CANADA

H. H. Blanchet arrived in town recently and when questioned upon the future of this much needed industry produced an extensive list of assuring documents and letters.

Propheying a more prosperous Canada, if the matter was taken promptly in hand Mr. Blanchet entered into the difficulties of educating the western farmer and one or two of Canada's bigger railway corporations to the advantages of an extensive shipping from these stores.

A number of letters dealing exclusively with facts are reproduced below:—
Office of the Minister of Marine and Fisheries Ottawa, 17 May, 1916.

Dear Sir:—
I am in receipt of yours of the 11th instant and in reply thereto may say that the Dominion Government has not yet come to any conclusion with reference to the encouragement of shipbuilding in Canada. It, however, purposes to give thorough consideration to the matter during the Parliamentary recess.

The financial situation is the great deterrent to any present action, as the war is making tremendous demands upon the country's resources and thereby restricting expenditure in other and less pressing directions.

Yours very truly,
J. D. Hazen.

What the British ship yards says:—
Halifax, N.S., June 2, 1916

H. H. Blanchet, Esq.,
Amherst Hotel, Amherst, N.S.

Dear Sir:—
With reference to your letter of May 29th, I have had some correspondence with England, but have not, as yet, located any firm there willing to branch out at the present time. A number of the steel ship building firms are now busy at munition making, and it is claimed that the rolling mills in Great Britain are unable to turn the ships' plates for the amount of work that is now in the ship yards in that country.

Only yesterday, I received a letter from one of the largest ship building firms there, in which they stated that it is the opinion that everyone connected with the ship building industry in Great Britain is so fully occupied at the present time as to preclude him from entering into any projects outside the local sphere of action, but when matters become normal and the manufacturers of steel plates, and consequently material, in this country, are in a position to supply promptly and cheaply, the requirements of a local ship building industry, undoubtedly some will be quick to realize the possibilities and establish new works.

This firm was kind enough to say that, in their opinion, Halifax Harbor is undoubtedly the best for such an industry.

If there is any additional information you may require, I will be pleased to correspond with you at any time.

Yours very truly,
E. A. Saunders,
Secretary.

"THE ONLY WAY."

1st. Must have the approval of the Agriculture vote.

2nd. Arranged to get the mutual support of the big railway interests.

3rd. Bring the Fleet under Federal Government, supervision, rules and workings for the common good and convenience of the whole country.

4th. Everything about the Fleet to be made in Canada and Canadian crews.

5th. The awakening of Canada that this is quite possible to accomplish within a few years if the right men would only interest themselves in this important matter.

A Singer's Flat

No Petticoat.

Her mother sent four-year-old Edna to the store to get a new mantle for the Weisbach. But Edna forgot the name of the article and she wanted "a little white petticoat for the gas."

READ THE MAIL & ADVOCATE

Law Makers Make Good Law Breakers

(Editor Mail and Advocate)

Dear Sir.—One hears much talk nowadays about rules and regulations concerning traps, salmon nets, etc. My opinion of the matter is this, that fishery rules are a cloak to cover up sins. I wish to make this clear. For instance, supposing I held a trap-berth for the past 10 years, when I take my gear out of water in the summer, is it not free for anybody, whoever may choose to take it. Why should I quarrel with my neighbour for putting his trap in what was free for anybody.

Again, supposing Jim Jones spent the greater part of his time this spring mending his trap, and the day he was going to tar and cork it he takes his moorings and carries it out and puts it in a berth. He does not do this in the winter, but after the 20th of May, trapping time has come. After he has his gear out along comes his best neighbour and puts his trap within 50 fathoms of Jim Jones' moorings. This plea was "I followed the custom." He had no twine in the water. The berth was as free to me as him. I admit this sir; but does not the Good Book say "Thou shalt not do anything that thou knowest to be for thy brother's injury. That I will not wrong or injure, or know to be wronged or injured, any person whether he be friend or foe."

We hear'tots nowadays about law, courts, judges and juries; but if they would only refer to the one Great Book of Rules and ask themselves the question "What would Jesus do," there would not be as much envy and strife among the people as there is. There are some who admit they are ignorant of any law, but those who profess to be law-makers are the worst law-breakers. The same as was said of the Israelites of old can be said to-day: "They were led astray by false governors, who seemed to govern the people."

"Do unto others as you would they should do unto you."

Soping, sir, this will find a space in your columns and oblige

A HUMBLE FISHERMAN.
Bonaventure, T.B., June 7, 1916.

Mexican Revolt Was Niped in Bud

El Paso, Tex., June 23.—Additional reports from Quinaga, Chi, and Presidio, Texas, sent to Carranza Consul Andres Garcia, indicate that the mutiny in the Carranza garrison at Quinaga was more serious than at first reported. The mutiny was planned for Monday night, and was to have been led by Lieut.-Col. Jose De La Luz Sanchez, of the Carranza garrison, aided by two captains whose names are not known. One of the plotters revealed the plan to the garrison commander, Colonel Rojas, and the ringleaders were arrested, and Lieut.-Colonel Sanchez and the two captains executed early Tuesday morning, after admitting their guilt.

Their plan, as discovered by the Carranza officers, was to have the entire garrison mutiny, cross the Rio Grande to Presidio, Texas, and capture the town after killing all the American residents.

Conceal Truth from German People

LONDON, June 26.—According to the reports received in London, the German and Austrian Governments are making desperate efforts to conceal the truth about the Russian drive from their people. The belief prevails here that weeks must elapse before the Austrians are able to withdraw forces from the Italian front for the defence of Lemberg, and that it may then be too late.

According to special despatches from Petrograd, the Russians are with-holding their strength on the centre and are driving hard westward on both flanks. It is believed in Petrograd, according to these despatches, that the further development of General Brusiloff's victory will depend largely on the progress of Russia's western allies' general strategic plans. The entente allies are now all in touch by wireless, and their co-ordination in strategy has reached a point never before achieved in the course of the war.

Leaving Him Something.

Old Gotrox—You wish to marry my only daughter. Would you take from me all I have to solace me in my old age?

Cheeky Suitor—Oh, no, sir; we want you to keep at least \$50,000.

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NOTICE OF REMOVAL AND PARTNERSHIP!

Hon. R. A. Squires, K.C., LL.B. ANNOUNCES the removal of his LAW OFFICES to the New BANK OF NOVA SCOTIA Building at the corner of Beck's Cove and Water Street, and the formation of a PARTNERSHIP for general practice as Barristers, Solicitors and Notaries, with MR. J. A. WINTER, eldest son of the late Sir James S. Winter, K.C., under the firm name of Squires & Winter.
Address: Bank of Nova Scotia Building, January 3rd, 1916. St. John's.

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