

Our Motto: "Sum Cuique."



("To Every Man His Own.")

The Mail and Advocate
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ST. JOHN'S, N.F.L.D., MAY 6th, 1916.

MR. HOUSE'S LETTER

THE letter of Mr. A. J. House, published in another column, is a matter of serious importance to the Country. Mr. House built the schooner "Loranina," when he was agent for H. R. Silver at Greenspond; he is an educated and highly respected man. The facts he relate will compel the Auditor General to thoroughly investigate this matter, and if any underhanded scheming to defraud the Treasury has gone on, Mr. Bergau will no doubt expose it.

The most serious points in the statements of the builder are;

- (a) That the vessel was not surveyed until in the water;
- (b) That she was not built in compliance with the law;
- (c) That her timbers were too far apart;
- (d) That her fastenings were not according to the Act;
- (e) That her planking was 1/4 in. thinner than the Act required;
- (f) That he had warned Mr. Cashin not to use her in the foreign trade;
- (g) That she was built solely for local coasting;
- (h) That her rigging was second hand;
- (i) That most of her sails were second hand.

In view of the certificate given by both Surveyors Black and Bell, the public will promptly demand who is lying in this matter. If the investigation finds Mr. House's statements verified, the guilty party must be punished.

The vessel was lost on her first voyage; she was lost on the Cape Breton shore. If the rigging was second hand, it is quite possible her spars went overboard during a gale and she drifted on a breaker or foundered and sank without giving the crew any chance to escape. Not a vestige of wreckage has been picked up. The disappearance of the vessel and her crew is a mystery that can only be solved in the light of Mr. House's letter.

This matter must be probed to its deepest depths. The Crown should act at once and hand the case over to some lawyer that the Country trusts; Dr. Lloyd should be employed to handle this matter on behalf of the people. If the Crown appoint one of their party supporters to take charge of this matter, the public will not be satisfied.

The Auditor General should have the aid of counsel, and if his report shows any wrong doing on the part of any one concerned, criminal action must be at once instituted.

This vessel was offered to Mr. Coaker last spring; he asked for Mr. Bell's report of her, as Mr. Bell had been sent to survey her after she had passed into Mr. Cashin's hands. Mr. Bell's report was sent to Mr. Coaker by Mr. Cashin, and it showed that the vessel would not be entitled to the bounty, unless refastened, and

even then would only come under the schedule that awarded a \$5.00 per ton bounty.

Mr. House's statements go much further, for he states her timbers were too far apart and her planking too thin to comply with the law that provided the bounty.

The matter is now in the hands of the Auditor General, and the public will expect a prompt investigation into this matter at his hands. There can be no further delay.

THE CONVICTS

THE letter signed "Convict," published by us yesterday, caused a sensation throughout the city last evening. It has stirred the people to a point of indignation that will compel an immediate and searching enquiry into the statements which the letter contained.

The people will not permit the authorities to inhumanly treat even Convicts. Human treatment is afforded every man by our laws. Dogs, horses and other animals are protected by our laws; even a bullock cannot be slaughtered in the sight of another animal. If a boy harness a dog that is under 35 pounds, he is open to punishment.

Why then should Convicts be treated worse than animals; and if "Convicts" statements are but half the truth, there can be no doubt about the inhuman treatment which he complains of.

We await an immediate pronouncement from the Government upon this matter. We feel sure the Premier will not hesitate to have the matter thoroughly investigated.

We want no more "whitewashing" of officials; let the truth be plainly stated, and where wrong doing is discovered, punishment must be administered. There must be no more Godson "whitewashing"; there must be no further pleas of "following the custom."

If "Convicts" story is true, "following the custom" has been strictly adhered to at the Penitentiary. If Mr. House's statements are true, "following the custom" will receive another big shock, which will end in the people "following the custom" and bundling the 21 members of the Government Party in the House of Assembly to their political Hong Kong as soon as the people get the chance to do so.

A DISGRACE

YESTERDAY afternoon, shortly after 4 o'clock, we witnessed a disgraceful scene just outside the Seaman's Institute. An unfortunate drunk got into trouble with some others and the manner in which he was dragged off on a long cart, with two police officers kneeling on him, evoked from those who witnessed the incident, the loudest denunciations.

We feel safe in saying, if this was a well-to-do citizen who made any disturbance on the streets of this city, a "victoria" would have been sought to convey him to the Police Station; but, being a poor laboring man, no such consideration was entertained by the police. The quicker the Government remedies this condition of things the better will it be for the name of this city.

What a spectacle for citizens to gaze on in this twentieth century. There is no excuse for the services of a long cart being availed of, for a phone message from either the Seaman's Institute or the Anglo-Telegraph branch office nearby would have fetched a cab in quick time.

We can find thousands of dollars to squander among party heeled and "experts," but we cannot find a few hundred dollars to purchase a patrol wagon for the city.

The schr. Artizan arrived here yesterday, coal laden to Jas. Baird Ltd. from Louisburg, after a run of three days.

ANOTHER ENQUIRY IS DEMANDED

THE SCHOONER "LORANINA" BOUNTY MATTER

Mr. A. J. House, the Builder, Claims the Schr. Was Not Entitled to the Bounty--Mr. Coaker Asks the Auditor General to Investigate the Matter.

F. C. BERTEAU, ESQ., Auditor General.

DEAR SIR:—I enclose copy of letter re payment of \$824 to Hon. M. P. Cashin as Bounty on the schooner Loranina during the past year. It is claimed that the vessel was not built for the bounty—was not surveyed according to the Act. Was not seen by the surveyor until launched. Was fitted with some second hand sails and blocks and the rigging was not new. I therefore request that you investigate this matter in your capacity as Auditor General.

Yours truly,
 W. F. COAKER.

St. John's, Nfld., May 5th, 1916.

W. F. COAKER, ESQ., St. John's.

DEAR SIR:—I simply feel compelled to raise my voice in resentment to this act of the Government in paying M. P. Cashin the sum of \$300.00 bounty on the schooner Loranina, that was built at Greenspond for H. R. Silver.

In your remarks at the House of late (when referring to the Government's financial policy) you said the surveyor gave his certificate that this vessel in question should get the \$8.00 per ton bounty; right here, sir, as builder of this vessel, I wish to come right in and denounce such a certificate, for according to the Ship Building Act of 1908, it is certainly ILLEGAL and an OUTRAGE.

At the start I might say it was plainly understood by us, when building this vessel, we were not going to get any bounty, because the vessel was to be fitted with the gear of another vessel, that had been in use a number of years, and according to the bounty laws, to do this was barred us from getting the bounty; consequently we paid no attention to these regulations, but constructed the vessel according to our own ideas. The following are the particulars re the building of the hull: The timbers were twelve inches apart, whereas the regulations call for not more than five inches apart; her ceiling was dressed 2 1/2 inches, the law says 2 1/2 inches for vessels over ninety tons; the plank was fastened with all galvanized nails, the law calls for two treenails or two bolts in each timber when the plank is over seven inches wide, each plank—hull to be fastened with two bolts and one rivet bolt (bolt and washer).

The fittings were second hand. M. P. Cashin sent us a chain from St. John's, this was second hand as well. Her rigging came off the vessel referred to above; the mainsail had been used three or four years; the foresail was about one-third new; the stay sail was about the same; all her large halliard blocks were in use before.

The original idea was to use the vessel on the coast for freighting, and 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.

As to whether these things were renewed we will leave it to the surveyor to inform us, and if not, to tell us how he could reconcile the foregoing facts with the bounty laws in certifying the vessel was qualified for the bounty. We are pretty confident this old gear was not replaced with new, and it is self evident the construction of the hull COULD NOT be altered, and in view of this we cannot but conclude this is just one more instance where the public moneys have been spent wantonly to say the least.

The hull of this vessel was completed, excepting a few minor jobs, before M. P. Cashin purchased her; and I wish further to say she WAS NOT surveyed until she became a prospective purchase for M. P. Cashin, after she had been launched.

In my opinion it is high time this wholesale squandering of the blood money and sine money of the taxpayers of this Country should be ended; and I wish right here, sir, to assure you that it doesn't require very keen hearing to detect the wholesale resentment of the public to such actions as these of the present Government.

Yours very truly,
 (Sgd.) A. J. HOUSE.

Certificate Given by Messrs. Black and Bell, Surveyors of Shipping
 Department of Marine and Fisheries,
 St. John's, Newfoundland,
 April 28, 1916.

THIS is to Certify that the Schooner "Loranina," upon which Bounty was paid to Hon. M. P. Cashin, was surveyed twice during construction and again upon completion by Mr. S. K. Bell, and found to be in accordance with the "Act for the Encouragement of Ship-building" and therefore entitled to the Bounty of Eight Dollars per ton.

JAMES BLACK, Surveyor of Shipping,
 S. K. BELL, Deputy Surveyor of Shipping.

THE BANK FISHERY

THE shortage of the winter catch will not, it is hoped, discourage our Banking men. Though some of the fleet on the Western Shore report short catches, the aggregate will presumably be sufficient to meet expenses. The men will not fare so badly as most of the crews have a monthly wage. We understand that men will not engage for the Bank fishery this season except under a guarantee of a fixed sum. This is a matter which should be attended to, both in the interests of the owners and the men. We have an idea that a regular system of co-operation should be adopted for mutual protection. The details of a system were not easy to work out; but if owners and crews could have a mutual understanding, we fancy there would be fewer grievances.

We notice that the number of vessels to go out on the first trip from Lunenburg this year will be smaller than formerly, and the reason alleged is that "several of the Banking fleet have been sold, mostly to Newfoundlanders, who have been offering marvellous prices for freighters. A cool \$11,000 was paid for the schooner "Viola May."

The Lunenburg correspondent of The Canadian Fisherman, discussing the Banking voyage, says: "The fisherman beats the exporter in this game. One of the chief reasons for the (low price) is that a large portion of the fish shipped were not up to the market's standard. The demand was so great that buyers took delivery of improperly cured fish, and now they are paying the penalty, and this product must be got rid of before the warm weather sets in. The markets, owing to the increased cost of transportation, show no immediate sign of improvement."

SHAKESPEARE'S TRICENTENARY

JUST three hundred years ago on April 23rd, William Shakespeare passed away. Though this date is definitely known, the date of his birth is not. It is amazing how little we know of the "Bard of Avon." Even the spelling of his name is uncertain. His father's name is spelled sixteen different ways in the Council Book of Stratford-on-Avon. Of Shakespeare's ancestry almost nothing is known; of his life almost as little. There is no record of his boyhood or early youth; and even his marriage with Anne Hathaway of Shottery, is a matter of doubt. Not a letter, nor a manuscript in his handwriting exists; and the only evidences of his signature are found in his Will, and upon two deeds. Not a book that he owned has ever been found; the three purporting to be his are in doubt. Not a single portrait of him has ever been proved authentic. Not an authoritative personal belonging has ever been found. It is truly remarkable that we know so little about Shakespeare's personality.

No other poet has left such an impress on our literature; none is so universally quoted; though possibly Longfellow rivals Shakespeare in a claim to popularity. The former is the poet of the reader; the latter the poet of the scholar. As our Gallic friends put it, Shakespeare deals in the grand subjects while Longfellow sings the songs of the foyer. We presume that our educational establishments have had, or will have after the holidays, some fitting commemoration of the Master of English poetry; but we fear that the skimming process now in vogue in our schools precludes an actual study of Shakespeare's master-

GLEANINGS OF GONE BY DAYS

MAY 6
 CHAMBER of Commerce petitioned House of Assembly for naval squadron to protect fishermen in Fortune Bay from outrages by French and American fishermen, 1834.
 Bishop Mullock first arrived in Newfoundland, 1848.
 John McCollough, soldier, found dead (near where Gower Street Methodist Church now stands) from exposure, while intoxicated, 1862.
 First steamer in Osprey, Capt. Gulliford, 800 seals; 1864.
 Three children of Samuel Pye Goose Bay, Bonavista Bay, fell through the ice and were drowned, 1880.
 John Stuart Mill died, 1872.
 Phoenix Park murders (Cavendish and Burke), 1882.
 Michael Dalton, miner, died, 1897.
 Richard A. McCoubrey, printer, died, 1898.
 Steamer Nevada arrived; injured by collision with steamer Romania; repaired by Daniel Condon and Hugh Gemmel, 1884.
 Mrs. Coen (wife of Capt. Coen) died at Louisville, Ky., aged 65, 1884.

MAY 7

CHIEF JUSTICE FORBES and Captain Nicholas, of H.M.S. Egerton left Newfoundland, 1822.
 First election day under Responsible Government in Newfoundland, 1855.
 Bishop Mullock and Bishop Dalton left for Rome to attend canonization of Japanese martyrs, 1862.
 Trees in Soldiers' Meadow (near present railway depot) planted, 1864.
 Frederick E. Musgrave (son of Governor Musgrave) died, aged 9, 1868.
 A young man named Marriott, clerk at McBride's, sued, this day, his employers for wrongful dismissal; he got a verdict for \$292, 1868.
 John Shears, Open Hall, Bonavista Bay, died, 1868.
 Brig. Dora, belonging to Job Bros., lost at Petty Harbor, with load of spring goods; crew saved, 1875.
 John Boland and Maurice Doyle lost at sea from schr. Camelia, 1884.
 Joseph I. Little appointed Judge, 1884.
 Cochrane Street Methodist Church opened, 1882.

pieces. In the yester-years, though we did not wade into oceans of literary subjects, we learned something of the Bard of Avon; and we deposited many treasures on the silent shores of memory which have never been removed.

"AND GOD BE WITH US ALL"

H.M.S. "Hazel,"
 Care G.P.O., London,
 Feb. 10th, 1916.
 Dear Cousin.—Just a few lines in answer to your letter I received from you a few days ago and was glad to hear that you were well, hoping this will reach you and find you and all the friends at home in good health as it leaves me at present.
 Well I have nothing to tell you that would interest you; it is much about the same as ever. I guess you heard that our troops have been withdrawn from the Peninsula, so you see there is nothing doing out here in the Dardanelles now on the land. I do wish this war was over, I might tell you I am just about fed up on this now, but we have to take it all in good part, knowing we are doing our duty for our dear old Empire. I often think what a glorious day it will be when we get peace again.
 I wish I was able to come in tonight to see you, we would be able to have a good chat together. I hope before long we shall meet again. I hope when you get this you won't forget to write me a good long letter. Tell me all the news about everything.
 I must draw my letter to a close as I am short of news at present. I hope to have more news to tell you next time. Remember me to all the friends. So I must say good night and God bless you all, I am your ever loving cousin,
 MOSES MATHEWS.

What happier greetings can there be.
 Whatever may befall;
 Clasp hands with me across the sea,
 And God be with us all. —M.M.

John Boyd, lumber merchant, died, 1891.
 Miss Perez (daughter of Don Joseph M. Perez) died, 1897.

IN STOCK:
 25 Boxes WINE SAP APPLES,
 15 Brels. WINE SAP APPLES,
 5 Boxes Best GRAPE FRUIT,
 10 Boxes California ORANGES,
 All Choice Quality.
J. J. ROSSITER,

"From Sill to Saddle"
 All kinds of
Building Material
 as well as
Lumber
 sent to all parts of the Country.
HORWOOD LUMBER CO., LTD.

RETURNS OF THE 1916 SEAL FISHERY.

| Date | Arrival Steamer | Master | Tot. l Seals | Young Old | Young Old | Bedlins | Gross Weight | Net Weight | Net No. | Share | Suppliers | |
|---------|-----------------|-------------|--------------|-----------|-----------|---------------------|----------------------|------------------|-------------|--------|-------------------|-------------------------|
| | | | | Hrps | Hrps | Hrps | Tons cwt qrs lbs | Tons cwt qrs lbs | Value Men | | | |
| Mar. 30 | Sable I. | Jacob Kean | 23,876 | 23,707 | 104 | | 5 577 13 3 12 | 561 4 3 22 | \$64,017.83 | 182 | \$116.60 | A. Harvey & Co., Ltd. |
| | Bagle | Ed. Bishop | 33,400 | 33,126 | 272 | | 6 47 12 0 16 | 623 18 3 27 | 74,252.39 | 184 | 133.75 | Bowlings |
| | Broadhead | G. Whitley | 18,593 | 18,388 | 198 | 6 18 78 | 4 98 0 2 4 | 464 16 0 7 | 54,249.49 | 176 | 102.15 | Murray & Crawford, Jobs |
| | Nephtone | G. Barbour | 34,929 | 34,401 | 527 | | 1 6 88 11 1 7 | 663 12 3 8 | 78,773.82 | 194 | 134.27 | Bowlings |
| Apr. 2 | Florizel | A. Kean | 46,481 | 42,359 | 601 | 2560 776 165 1136 | 12 3 0 1154 13 2 1 | 135,848.65 | 270 | 167.09 | Bowlings | |
| 3 | Terra Nova | S. Winsor | 26,653 | 25,235 | 213 | 246 114 745 676 | 2 1 10 654 11 3 3 | 77,576.67 | 202 | 127.38 | Bowlings | |
| 5 | Emk | Nat. Kean | 18,377 | 18,725 | 63 | 1914 273 302 498 | 5 1 17 447 7 0 11 | 52,647.60 | 135 | 94.52 | James Baird, Ltd. | |
| 11 | S. Blanford | W. Winsor | 20,573 | 18,648 | 298 | 765 190 692 482 | 14 3 12 465 14 3 0 | 54,378.01 | 197 | 91.94 | Jobs | |
| May 2 | Viking | W. Bartlett | 9,427 | 6,483 | 1709 | | 1235 259 19 1 8 | 243 3 0 26 | 25,658.24 | 151 | 56.26 | Bowlings |
| | Diana | Dan Martin | 6,178 | 4,941 | 743 | | 5 4 89 151 16 2 15 | 143 3 3 2 | 15,918.03 | 146 | 36.09 | James Baird, Ltd. |
| | Ranger | W. Bartlett | 2,746 | 2,721 | 15 | | 9 54 11 2 6 | 32 13 0 3 | 6,238.75 | 141 | 14.63 | Bowlings |
| Totals | | | 241,292 | 227,234 | 4399 | 4581 1373 3721 5639 | 10 2 23 5494 19 3 26 | 869,657.52 | | | | |

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.