

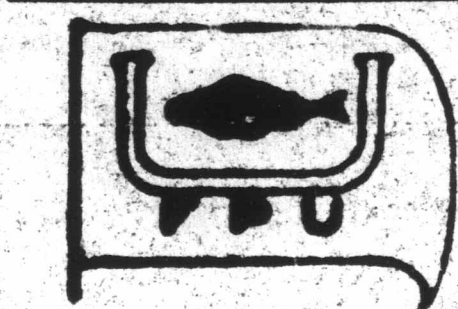
The Evening Advocate

The Evening Advocate The Weekly Advocate

Issued by the Union Publishing Company, Limited, Proprietors, from their office Duckworth Street, three doors West of the Savings Bank.

ALEX. W. MEWS - Editor
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Our Motto: "SUUM CUIQUE"



(To Every Man His Own)

Letters and other matter for publication should be addressed to Editor. All business communications should be addressed to the Union Publishing Company, Limited.

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ST. JOHN'S, NEWFOUNDLAND, SATURDAY, MARCH 30, 1918.

IN a reprehensible but vain endeavour to obtain political capital out of the strike The Star criticizes our right to be the only one of the papers which commented editorially upon the strike the day it started.

THE STRIKE

The Star says we did so because the Government at once had endeavoured to affect a settlement. Any one who read the article closely will not need our assurance that we wrote our comment before we knew the Government had acted in the matter. The Star is much chagrined that the Government and evidently The Advocate also, may have a share in having the matters in dispute settled. We wrote as we did because we saw that the first obstacle to overcome was the attitude of the Reid Nf. Co., which had evidently not met the advances of the N.I.W.A. or discussed the disputed points as freely as it might have. The meeting between the Reid Nf. Co. and the N.I.W.A. was a step in this direction, and we hope it will mean the beginning of a frank, open discussion between the disputants which at present is the most urgent need. The Star's attempt to sow further dissension recoils absolutely upon itself, as if we liked, we could easily give expression to the wonderment of some men, who cannot exactly place where The Star stands in the matter of Unions. It is an open fact, and easily discerned by the most casual reader of that paper, that it was established to down Coaker and the F.P.U. It has been engaged in this work, and is still at it, a recent editorial ridiculing Port Union and the work of the Trading Co. there, all of which is a direct result of the banding together of the fishermen in a Union. It cannot be wondered at then, that its sincere advocacy of Unions is decidedly to be questioned, since its reason for existence is to spread dissension in the Fishermen's Union, and attack it in every way, and most of all, preach in season and out, that the F.P.U. should not get any control or a large representation in the Government. We are sorry to have to write thus, but the tenor of The Star's article leaves us no alternative than to defend ourselves.

WE think we have been the only paper which has particularly drawn attention to the tendency of the times for a greater share for the workmen of the value of their products. It is a fight that we ourselves are engaged in on behalf of the fishermen, and there is no doubt about the success of that Union. And though the times are not such when either workmen or employers desire any hold up of production, yet the re-adjustments between Capital and Labour are continually being made, and it is almost inevitable that when the war ends, the industrial war will begin, and under intelligent, reasonable, educated yet aggressive command, the workmen are going to control the parliaments of the world. Nothing can stop this, just as nothing can stop the turning to Coaker and the F.P.U. of all parts of Newfoundland.

THE INEVITABLE

Therefore it is not only wise, but right, that Unions should be recognized. Men, nowadays, want to become more of partners in the concerns in which they work. This is the tendency, but the workers realise that all cannot be accomplished in a day, but they want the employees to realise the situation and meet it in a reasonable way.

The coming age was recognised by Chas. M. Schwab, the great steel magnate, a month or so ago. He said: "It means one thing, and that is that the man who labours with his hands, who does not possess property, is the one who is going to dominate the affairs of this world, not merely Russia, Germany and the United States, but the whole world."

"The translation from the old to the new order of things will be so gradual that we will hardly realize that it has occurred. The pendulum will swing so far that you and I may find it hard for a time, but there will be an adjustment."

"The aristocracy of the future is not going to be the aristocracy of wealth; it is going to be the aristocracy of men who have done something for their country and for the world at large. Such men will be true aristocrats."

"Whatever the Creator has designed will come, and it will be good. Changes in social conditions do not come by men alone, but because God decrees them."

These changes are not going to come without suffering. There can be no Easter Day without its Good Friday.

Merchantman Fought With a Submarine

During a passage from the Old Country to this port recently a large British merchantman, formerly of Dutch register, had an encounter with a German submarine and, so far as is known, came off victorious.

Battling with an underwater craft in mid-ocean is by no means an enviable experience, and while the fight lasted some of those on board the merchantman spent an anxious and exciting time.

One day, and when least expected, the sub was espied giving hot chase, later announcing her approach with

torpedo shell, without effect, as were several others that were fired. Being able to outdistance the merchantman in speed, Mister Sub. was soon within close range, but only to meet his "Waterloo." The merchantman had five shots at the U boat, the last one evidently having got its mark, as immediately after Subby disappeared. There was not a feather out of the Britisher as a result of the row. Nothing unusual happened for the remainder of the voyage.

Go to Goobie's when you want a great money's worth. Men's fancy dressed shirts 95c. W. R. Goobie, 1st opp Post Office.

The Sealers Win Again

The Merchants Back Down and Pay "Coaker's Price" --\$12.00 per Cwt. for Fat

Men Share \$60,000.00 More Because the National Government Takes a Hand in the Price of Seals

On Thursday afternoon the Prime Minister and Hon. Mr. Coaker met the seal oil manufacturers to discuss the price of seals; Hon. Mr. Crosbie, Minister of Shipping, being unable to attend as he was giving evidence at the Flitzel Enquiry. The Prime Minister intimated that the Government would bid \$12 for the men's part of young seals and further, that under the War Measures Act each manufacturer would be obliged to manufacture whatever seals the Government sent them.

The manufacturers persisted in assuring the Government that \$10 was the highest value that could be paid for young seals and \$7.50 for old, at the present value of oil and skins, to which the Government replied that if such was the case they would be running no risk of loss as the men's portion would be held by the Dominion. The position taken by the Government left the owners no option but to proceed to manufacture the seals purchased by the Government.

Yesterday the manufacturers intimated that they were willing to pay for the men's seals the price fixed by the Government. All the ships are discharging to-day and the men will receive \$12 for young seals, or \$2 over and above the highest figure offered by the buyers.

This action of the Government will add about \$60,000 to the earnings of the 2000 sealers and ensures them the full value of their seals according to prices paid abroad for oil and skins to-day. The price of \$10 and \$7.50 was fixed by the manufacturers by agreement and they intended to hang together on this point, but little did they think that Hon. Mr. Coaker knew what he was doing when he fixed \$12 as the lowest figure for the men's seals before the ships left, and had ensured that proper action would be taken in event of a combine amongst the three manufacturers.

Mr. Grieve informed Mr. Coaker before the Sealers' Meeting was held that the Murray firm of Glasgow wanted all the seals procurable and that Mr. Murray had given him a free hand with regard to what price would be paid, and that his firm would be in the market to bid for seals if such seals were bona fide open to sale. Mr. Hepburn apparently became a party to the understanding amongst the other buyers which was engineered by Mr. Job, that the price be \$10 and \$7.50, and no more.

After two days hold up by the Sable Island's crew, who were supported by the crews of the Fogota and Eagle, as they arrived, the men by their pluck in standing by the advice tendered by Hon. Mr. Coaker, will place \$60,000 additional earnings in the pockets of the 2000 sealers who prosecuted the sealing voyage this spring.

We congratulate the President of the F.P.U. upon the manner in which he has again protected the interests of the sealers, and the National Government upon their decision to break up an illegal and highhanded attempt to take by combination the sum of \$60,000 from the Toilers of the Sea. We also congratulate the crews of the Sable Island, Fogota and Eagle upon their courage and determination in refusing the offer made by the buyers of \$10 and \$7.50, especially are the crew of the Sable to be commended, for had they started to land at \$10, the chances of obtaining an increase would have been more difficult.

Once more Hon. Mr. Coaker has come out on top, and the News, Star and Telegram will no doubt be delighted to announce his latest beneficial act for Sealers and Country. The thanks of the Sealers are also due Hon. Mr. Crosbie, Minister of Shipping, who has been extremely active in his official capacity in an endeavour to secure for the sealers the right value of their seals.

We understand that the manufacturers to-day intimated to the Government their desire to take over the men's portion of the seals at \$12 for young and \$9 for old.

There arrived by the shore line train yesterday afternoon two men, Henry Lane of Carbonear, and Reginald Hibbs of Topsail, both suffering from acute appendicitis. They were taken from the railway station in the ambulance to the General Hospital, where they were immediately operated on.

The store of Mr. F. Wadden, New Gower Street, was broken into and looted a couple of nights ago. The police are after the culprits.

The Reid steamers Dundee, Home and Argyle, which were beset by Placencia for nearly a fortnight, got clear on Thursday afternoon and went on regular routes again.

The Trap Berth Question

Now that the spring is opening the question of codtrap berths by fishermen operating in this harbor is becoming a live one once again. The law as it stands to-day is regarded by the fishermen as giving rise to a lot of unnecessary hardships, in as much as a fisherman is required to have a bona fide trap set if he is to hold the berth. While this was meant to be an improvement upon the old law, the keen competition for choice trap berths results in traps being placed in the water in mid-winter and a constant vigil and anxiety must be exercised during the stormy season when hundreds of dollars worth of valuable property are annually destroyed by storm and drift ice, etc. Fishermen, while they continue to compete in this way and run the risk of losing their fishing gear, at the same time consider that some law should be framed to obviate this expensive method of holding trap berths. With this object in view the fishermen at the Battery and others have signed a petition for presentation to the Assembly, outlining their views as to suitable rules which in their opinion should govern the setting of codtraps by men fishing out of St. John's. We feel sure the National Government will readily accede to any reasonable request from the fishermen of St. John's.

The Beginning Of the End

What Bond's paper, The Telegram, edited by Charlie James, late of Channel, says, because the National Government has not enacted a Conscription Law:—

"Think it over you men upon whom the responsibility will lie and take it in your thoughts, that the odium of eternal shame and everlasting disgrace will be yours, if the Royal Newfoundland Regiment loses its identity because the Government of Newfoundland is a government of politicians and profiteers, rather than a Government of statesmen and empire builders. Filthy lucre against the blood of Newfoundlanders poured out that office seekers may hang on to the spoils. The lives of our bravest and best against the greed of parasites and political trimmers. What a heart searching there will be when the lamed and maimed return; when those who come home shattered and broken curse the men who left them in their hour to exert the power which they possessed to send the much needed reinforcements. In England to-day the press demands the immediate convening of Parliament for the purpose of sanctioning the extension of National Service, raising the military age and abolishing all exemptions; including conscientious objectors and departmental indispensables. The crisis is as near to Newfoundland as it is to England, and in the name of the Royal Newfoundland Regiment and of the people of Newfoundland we demand the immediate convening of the House of Assembly to take up matters more vital than the price of seals or the chartering of steamers. The Regiment needs men! Away with subterfuge and political expediency. Action is now demanded and promptly, and if it will do the Government any good to know it, we will tell them now that no matter how they act in the present situation, the vengeance of a flouted and offended electorate is sure to fall upon them and send them into the limbo of political oblivion. Whether they prefer to go down with colors flying remains to be seen."—The Evening Telegram, March 28th, 1918.

Mr. Merchant we know you are always interested in good values. Our buyer is now in New York and will have some good variety lines for our wholesale department, which will be due first of April. W. R. Goobie is just opp. Post Office.

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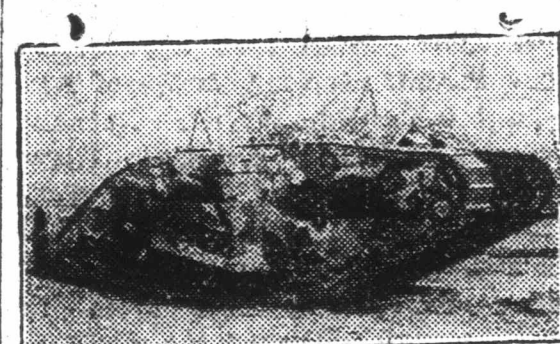
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The Knight in the "Tank" at Cambrai



It is an interesting fact that the Allied armies are depending very largely upon the efficiency and reliability of the well-known Knight engine, on the field of battle. If we trace the history of the European War, a war which has depended very largely on petrol, we find that the Knight engine has been in the thick of it from the very beginning.

When the British went over the top to Cambrai, General Byng practically replaced artillery by the "Tank." And the British tank is "Knight-motored," but only after the most crucial tests for dependability ever placed upon an engine, had been given to it by the British Government.

The more recently supplied motor transports or lorries furnished the British Government all are Knight-motored buses and transports that helped to save Paris. For when the famous "taxicab army" went forth from the French capital, the bulk of them were Panhard-Knights. And everyone knows of the fame of the Daimler-Knight bus at the front.

It was late in 1915 when came the supreme achievement of the Knight motor. Then it was that the British tanks were designed, and for them a Knight motor was unanimously selected by the British staff. The tank is a veritable moving fort weighing many tons, and possessed of tremendous strength and power. Its success and the lives of its crew depend first and last upon the power plant, for should this fail, in even the slightest degree, the tank is doomed.

Needless to say, the British knew this; and when it came to deciding upon the engines for the tanks, the Knight was specified, and two 6-cylinder sleeve valve "motors" were installed in each tank as the source of power.

That without question is the greatest compliment ever paid the sleeve valve motor, and is the crowning achievement of a long list of notable triumphs which include, among others, the breaking of all the world's records, the acknowledgment in European Motoring Circles that the Knight engine is supreme, the establishment of new British and American records, their adoption by the London Omnibus Company and the Fifth Avenue Bus Company of New York, not to mention many others.

Every Willys-Knight Motor Car is Knight-motored. Equally staunch is every other characteristic of this famous car.

We thank Mr. Charles Hamlyn, pressman of The Daily News office, for a very nicely printed satin book-mark, "In commemoration of the Conscription of Bishop White." The cut of His Lordship comes out well, and the work is artistically done, and should prove a valued souvenir of the event.

Royal Newfoundland Regt. Casualty List

RECEIVED MARCH 30TH, 1918

At 56th General Hospital, Etaples, March 20th

3615 Private George Gogalis, 61 George St. G.S.W. right leg, mild.

At Wandsworth

3853 Private John Power, Salmonier.

2210 Private Roy Bailey, 5 Duckworth St.

769 Private John Sullivan, 26 Hutchings St. Trench fever.

3625 Private Joseph Porter, Long Pond, Fox Trap, C.B.

7th General Hospital, Stomer, Mar. 24th

3413 Private Joseph Penny, English Hr., T.B. G.S.W. knee joint, severe.

55th General Hospital, Boulogne, March 21st

2565 Private Robert Snow, Spaniard's Bay. Foreign body in stomach, slight.

3rd Australian Casualty Clearing Station, March 27th

3737 Private William Stephenson, Cavendish, T.B. Dangerous, ill, G. S. W. in head.

2744 Private Philip Strickland, Pass Island. G. S. W. back, perforating.

At Wandsworth

3789 Private Garfield Caines, Bonne Bay.

3335 Private Felix Jordan, Pouch Cove. G.S.W., amputation of right arm.

J. R. BENNETT, Acting Minister of Militia

The Strike

The strike is still on. With a view to a settlement a deputation from the N. I. W. A. met Mr. H. D. Reid, President of the R. N. Co., on Thursday and were courteously received, then emands of the strikers being discussed. At 6 p.m. an adjournment was taken, the conference to be resumed this afternoon. On Thursday night the members of the N. I. W. A. met and received a report from their deputation regarding the interview. Thus far there is not much sign of a settlement and much will depend on this afternoon's meeting with President Reid. In answer to a bulletin, issued by the Reid Company to those employed on trains and steamers, assurances are given in the nature of a large number of signatures that these services will be operated, without interruption, if the strike continues. The street railway and locomotive and machine shop and dock premises are the departments affected by the strike.

READ THE ADVOCATE

LEGAL CARD.

BRIAN DUNFIELD,
B.A.,
(London 1st Class Honors, 1909)

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Solicitor,
Notary.**

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Telephone 286.**