

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., SEPT. 20th., 1916

Union Shipbuilding Company, Limited

A COMPANY known as the Union Shipbuilding Co., Ltd. was incorporated under the Joint Stock Co. laws last July, the Provisional Directors being President Coaker, M.H.A., W. W. Halfyard, M.H.A., and Mr. C. Bryant. A Prospectus has been prepared and shares will be placed on the market at once to the value of \$20,000. The F.P.U., the Union Trading Co. and the Union Export Co. have taken \$20,000 worth of stock. The capital of the Company is \$50,000. It is proposed to erect a first class shipbuilding plant at Catalina, and combine with its mill a department for making doors, sashes, mouldings, etc. A first class Canadian builder will be employed as foreman for two years. The latest machinery for preparing timber for shipbuilding will be installed which will be operated by electric power. A meeting of the shareholders of the Shipbuilding Co., Ltd. will be held at the Union Trading Co.'s offices here on the 28th to elect officers and directors. As soon as this is done arrangements will be made for securing a large quantity of timber and the erection of the plant.

Labor War Coming In United States

IT is likely that the opening of the next session of the United States congress will witness the beginning of the biggest legislative war between labor and capital that has ever taken place in that country. A general show-down is coming soon. The president has practically promised the railroads increased freight-rates, so far as he can control matters. But there will be a nation-wide fight against that. The manufacturers and shippers do not take kindly to the prospect of another boost in freight-rates; the merchants are up in arms against it already, and even that poor chump the "ultimate consumer" may show some spirit and register his protest against soaring prices. It is possible that federal ownership of the railroads will be the eventual outcome, but of course this will only be by a gradual process of evolution, if at all. Few statesmen favor federal ownership, except as a choice of evils. They nearly all admit that it would increase the cost of service to the public and give poorer results. As Senator Newlands, of Nev., Dem., says, if the income of the railroads is cut down so that the public is impaired and dividends are cut down, the result will be that capital will refuse to invest in railroad extensions, and the country will suffer. He is an expert on the subject; he says he isn't afraid of government ownership and realizes that "the world is drifting toward it," but he doesn't favor the idea. He adds that such a general

strike as the unions planned "would be civil war, and there would be nothing left for the public but to use force, in the shape of the military to offset violence and keep the roads in operation." President Wilson in a recent address hinted plainly at the same thing, and said that the railroads would have to be kept open at all costs, as the arteries of national life. If a general strike had been called, there would have been a civil war, for such strikes are always attended with violence, and it was up to the president to keep the railroads going. He could not have done less than his Democratic predecessor Cleveland did, nor less than the Socialist Premier Briand did in France. However, compulsory arbitration, or something more drastic is coming. Society is not going to stand by and see civilization crumble without protecting itself. It may take a big general strike to force the lesson on the people and make them take action. But the first strike of that sort will be the last.

However, compulsory arbitration, or something more drastic is coming. Society is not going to stand by and see civilization crumble without protecting itself. It may take a big general strike to force the lesson on the people and make them take action. But the first strike of that sort will be the last.

REVEILLE BY CALCAR

AMONG the items under expenditure which the Game and Inland Fisheries Board published in their report for last year one notices "River Improvement, \$28,93." Can this be possible? Was all that sum spent in one river or was it scattered over many rivers? Who is the genius who spent all that money, and what was his mighty scheme? Who is the Lesseps or Goethalls? Why should his work be hidden from public knowledge and public admiration? We should make a national hero of such a man, and the land should ring from one end to the other with his praises. That this wonderful man is not an expert we know for two reasons, experts are imported, are not indigenous to this country, and experts generally get a fanfare from the natives. It is well known that our atmosphere breeds genius, but there is one peculiarity of it not so well understood though often opacity to the song of praise unless the song be pitched to an exogenous pitch in praise of an expert and only a snob can thrill upon such a work. This remarkable property of Newfoundland atmosphere it would be well to have investigated for maybe much of our country's backwardness is directly attributable to the coldness and silence with which a native work of merit is received. Praise is a great stimulant and a wonderful incentive to deeds of renown, and without it genius flags, withers and dies, and a land that has not a meed of praise for its men of talent is doomed to languish in mediocrity among the nations. That there is some truth in this Newfoundland and exiled Newfoundlanders are a living proof. Go where you will you are sure to find natives of this country occupying important positions. It is never too late to mend, so it is said, then let us apply this to the present instance and get the genius who spent \$28,000 in River Improvements out of his obscurity. If we cannot account of the peculiar acoustic properties of our atmosphere sing a song in his praise, let us give him a medal or induce some institution abroad to give him a degree. But what degree could we give him? To style him "Doctor" would never do, he might repudiate that as "doctors" are all too common now, besides being a worker about rivers he might have some scruples about adopting a title worn by certain finny inhabitants of our rivers, ("Doctor" is colloquial for pin-fish or "prickly") and the little "prickly" of Prescott Street might raise serious objections also. We leave the matter open for the present, contenting ourselves merely with the suggestion of an early enquiry by some highly qualified gentlemen into the peculiar acoustic properties of our air to which we have referred, also that some form of recognition be at once made of the country's appreciation of her unknown De Lessops.

A study of this matter of acoustics will perhaps solve the problem of Newfoundland's peculiar backward state, and a remedy may be found. If this could be discovered to be the cause of our country's tardiness in the procession and we could remove it, even we, the grey beards, might live to see Newfoundland absorb Canada, instead of the other way about as the gentlemen seem to be lick-

PROSPECTUS OF THE UNION SHIPBUILDING COMPANY, LTD.

(Incorporated under the Companies' Act, 1899.)
Capital \$50,000.00.
Divided into 5000 Shares of \$10.00 each \$50,000.00.
Issue of 2000 Shares of \$10.00 each \$20,000.00.
To be paid up \$10.00 on allotment.

PROVISIONAL DIRECTORS:
W. F. Coaker.....President of the Companies.
W. W. Halfyard.....Secretary of F.P.U., U.T. Co., Etc.
C. Bryant.....Clerk.

SOLICITOR:
W. F. Lloyd, LL.B., D.C.L.,
Board of Trade Building, St. John's.

BANKERS:
Bank of Nova Scotia.

AUDITOR:
W. H. Christian,
Wajer Street, St. John's.

OFFICES:
F.P.U. Premises, Catalina.

This Company, which was registered on July 31, 1916, in accordance with the Companies' Act, 1899, has been formed to acquire and own a shipbuilding premises, to construct plant, saw-mills, wood-working factories, with the object of building vessels up to five hundred tons, and to carry on other business which can be conveniently carried on in connection therewith.

The premises will be situated at Catalina, and adjoin the large and commodious premises of the Union Trading Company, Limited, now in course of construction, and the Marine Dock which that Company intends to construct, and with whom arrangements can be made for its use. The premises will also be near that of the Union Electric Light and Power Company, with whom arrangements can be made for the supply of electric power for the operation of the plant. Catalina is also favourably situated for obtaining transport of timber by means of the Bonavista Branch Railway and by means of schooners which will resort to the premises of the Union Trading Company, Limited. Large quantities of timber are also available on the peninsula between Trinity Bay and Bonavista Bay and in other parts of the Northern Bays.

The shipbuilding plant and subsidiary factories will be equipped with up-to-date machinery, and a foreman will be employed who is experienced in the working of a modern shipbuilding plant. It is the intention also to use the wood-working factories for the manufacture of doors, sashes and moulding.

Efforts will be made to make arrangements with the Government by which the premises of this Company and associated Companies may be connected with the Bonavista Branch Line by a siding.

It is the intention also to apply to the Governor-in-Council for a certificate under the Act for the Encourage-

ment of Shipbuilding passed on May 4, 1916. The advantages to be derived from this Act will be seen by perusal of the following sections:

- Whenever it shall be proved to the satisfaction of the Governor-in-Council that a Company has been registered with limited liability under the "Companies' Act, 1899," for the purpose of the construction and operation in any place in this Colony of a Shipbuilding Yard and in the opinion of the Governor-in-Council there is a reasonable ground for believing that the operations of such Company may be carried on successfully, a certificate may be issued to such Company under the hand of the Colonial Secretary entitling such Company to the benefits of this Act.
- The Minister of Finance and Customs is hereby authorized out of the funds of the Colony and subject to the provisions hereinafter mentioned, to pay to any Company which has received the certificate mentioned in the preceding section, for and during a term of fifteen years, any sum by which the net annual profits of the Company shall be less than seven per cent. upon so much of the capital of the Company as shall be actually paid in cash: Provided that the total amount of capital in any one such Company, upon which the said sum shall be payable, shall be the amount actually paid in cash, and shall not exceed thirty thousand dollars, and that the total amount payable hereunder in respect of any one such Company shall, in no case, exceed two thousand one hundred dollars in any one year. The term of fifteen years shall commence on and from the date when the yard shall be completed and ready for actual operation, and any sum provided under this section shall be payable yearly: Provided that any sum payable hereunder shall only be payable on the continuous operation of the yard.
- No payment shall be made under the preceding section except upon the certificate of the Auditor General of Newfoundland. In order to obtain such certificate, the Company shall furnish to the Minister of Finance and Customs, half-yearly, a full and correct statement of the receipts and expenditure of the Company, and shall accord all proper facilities to the Auditor General to make a complete examination of the books, accounts, and vouchers of the Company, in conjunction with an Auditor to be appointed by the Company. In the event of any dispute arising between the two Auditors, in relation to the said statement, the same shall be referred to the determination of a Public Chartered Accountant, as Umpire, to be appointed by the two Auditors, or if such Auditors are unable to agree-upon the selection of such Accountant, by a Judge of the Supreme Court on the application of the Company. The award of such Umpire shall be final and conclusive.

- All plant, machinery, implements, apparatus and material, necessary for the original construction and installation of the said yard shall be admitted into the Colony free of duty.
- The bounties payable in respect of vessels built in accordance with Schedules A, B, C, and D, respectively, to the Act 8, Ed. VII., Cap. 3, entitled "An Act for the encouragement of Ship-Building," shall be increased from ten dollars, eight dollars, five dollars, four dollars per ton on builder's measurement, respectively, to twenty dollars, sixteen dollars, ten dollars and eight dollars per ton on builder's measurement, respectively.
- All wooden pumps and blocks used in the equipment of vessels in respect of which bounty is claimed under the said Act or any Act in amendment thereof shall be manufactured within the Colony.
- All materials required for the building and equipment of any vessel in respect of which bounty shall be claimed under the said Act or any Act in amendment thereof, including hardwood timber, spars in the raw state, wire rigging, machinery for windlass, patent wheel gear, iron pumps, sail cloth or canvas for making sails, chains, anchors, iron, copper for fastening, and metal sheathing for bottoms of such vessels, motor engines for hoisting and galvanized straps for blocks, when imported by blockmakers for use in their trade within this Colony, but not wooden pumps or blocks, shall be admitted free of duty.
- Schedule D. to the said Act is hereby amended by striking out therefrom the words "each vessel over thirty tons shall be supplied with two pumps," and substituting therefore the words "every vessel under thirty tons shall be supplied with at least one pump and every vessel over thirty tons with at least two pumps."

The connection of the Company with the F.P.U. and other companies associated with the latter places it in a favourable position to obtain orders from its members and others for the building of ships, and the sale of other products of the factory.

Two thousand shares are being offered to the public. Large blocks of shares are reserved for the Fishermen's Protective Union, and allied Companies.

The first meeting of the Subscribers will be held in the Union Trading Company's offices, Water Street, St. John's, on Thursday, the 28th of September, 1916, at 8.30 P.M., when directors and other officers will be appointed, and other business transacted.

A copy of the Memorandum and Articles of Association is appended.

Sept. 29, 1916.

Provisional Directors.

ing their lips in anticipation of. We have thus been sarcastic over the Board's expenditure of \$28,000, because we believe the country is about sick of this penny improvement policy. Now if the Board was in a position to lay before the country some comprehensive plan of river improvement and had done so we could excuse their childish talk of a \$28,000 river improvement on the grounds that they would do better if they had the means, but the Board is not in a position to recommend any plans for they have developed none, and have not tried to develop any. Next year they will go ahead with the same stupid policy of letting things shape themselves and another \$28,000 will be spent in river improvements.

TRAIN REPORT.

Monday's No. 1. Arrived Port aux Basques 9 a.m.
Yesterday's No. 1. Left Glenwood 8.25 a.m.
Yesterday's No. 2. Left Bishop's Falls 9.05 a.m.

ONE BY ONE
ONE by one the sands are flowing.
One, by one the moments fall;
Some are coming, some are going;
Do not strive to grasp them all.
One by one the duties wait thee,
Let thy whole strength go to each,
Let no future dreams elate thee,
Learn thou first what these can teach.
One by one (bright gifts from Heaven)
Joys are sent thee here below;
Take them readily when given,
Ready too to let them go.
One by one thy griefs shall meet thee,
Do not fear an armed band;
One will fade as others greet thee;

Shadows passing through the land.
Do not look at life's long sorrow;
See how small each moment's pain,
God will help thee for to-morrow,
So each day begin again.
Every hour that fleets so slowly
Has its task to do or bear;
Luminous the crown, and holy,
When each gem is set with care.
Do not linger with regretting,
Or for passing hours despond;
Nor, the daily toil forgetting,
Look too eagerly beyond.
Hours are golden links, God's token,
Reaching heaven; but one by one
Take them, lest the chain be broken
Ere the pilgrimage be done.
—Adelaide A. Procter.

READ THE MAIL & ADVOCATE

Reid-Newfoundland Co.
SOUTH COAST SERVICE.
S. S. GLENCOE
will sail from Placentia on Thursday, September 21st, for the usual ports of call between Placentia and Port-aux-Basques.
Passengers leaving on Thursday morning's train from St. John's will connect.
Reid-Newfoundland Co.

THE CANADIAN BANK OF COMMERCE
HEAD OFFICE: TORONTO
MAKE YOUR DOLLARS INCREASE
\$100 left with The Canadian Bank of Commerce at the present rate of interest will amount to
\$103.01 in one year
\$106.14 in two years
\$109.34 in three years
\$116.05 in five years
Other amounts will accumulate in the same proportion. Accounts may be opened with \$1 and upwards. Interest will be added half-yearly.
Deposits may be made and withdrawn by mail. Out-of-town accounts receive every attention.
THE BANK HAS BRANCHES THROUGHOUT CANADA AND IN LONDON, ENG., NEW YORK, MEXICO CITY AND OTHER IMPORTANT FOREIGN CITIES
Thousands of people use this Bank as the custodian of their money, and their combined deposits now amount to over \$190,000,000
OPEN AN ACCOUNT, KEEP ADDING TO IT, AND ENSURE YOUR INDEPENDENCE
ST. JOHN'S BRANCH - WATER STREET

They and Office But Situation
LONDON, Canadian we Dipping a bri the Canadian known Canada manner that time on the dered into t that careless a few secon themselves it were in Eng sightseeing t the great driv is holding ite ing part of it of the grimly France, was tourist season the Canadian of women as. Lately the paying attent Unfortunately gone into the vagance che colored journe ed the facts, er—but perha more facts h change. Stories of Stories hav Canadian wot of a well-kno "The most h don today is arrived in Et a small chil baggage, and money. Her the Canadian came over he away a year. time' she fol vague idea th from France, with her, or there and che the women a quarters exp husband exp many months might be wo Canada, wher follow him. and a few od not faced beto and she and t "She expre her own foolis the general dr At England, an to apply to th Fund for help loanance shou her case is women from brought their household goo and be nearer appointment, e then the and frantic ed As the offi missioner of women and a