

JUST IN:**50 Tierces
SPARE RIBS**Nice Red Sweet Stock.
Guaranteed in every way.**J. J. Rossiter**

Our Motto: "Suum Cuique."



("To Every Man His Own.")

The Mail and Advocate

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JOHN J. ST. JOHN.

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The Catalina Project**SHIPBUILDING**

TIME was when we built stout foreign-going vessels in this country equal to any which ever crossed the herring pond. We had famous builders—the Kearneys, Newhooks, Manuels, and others who turned out splendid vessels. We had several shipyards; but they have been inactive for years; some of them can hardly be located now.

"Local shipbuilding" says "Colonial Commerce," "is fast becoming a lost art." Our best vessels have gone—some to "Davy Jones' locker"; others have been "beached" and their remains are being used as firewood. Before the Bank Crash there were nearly 1400 vessels engaged in the Labrador trade; nearly fifty per cent. of these have disappeared. Our Mediterranean and Brazil trade is now being conducted to a great extent in foreign bottoms; and at the present time we are badly handicapped for shipping facilities.

Realizing this need, Mr. Coaker, from his place in the Assembly, discussed the advisability of giving a substantial bonus to promote shipbuilding, and the Government, chiefly through his advocacy, passed the Shipbuilding Act which, in addition to an attractive bounty, guarantees to Shipbuilding Companies a seven per cent. dividend on the capital invested.

"Colonial Commerce" discussing the shipping shortage says: "Mr. Coaker, President of the F. P. U., with commendable foresight and energy, has launched a scheme for the building of vessels at Catalina, where he intends to have an up-to-date shipyard. This, we believe, is the best project undertaken for the uplift of the Colony for many years, and all who are interested in its welfare will, no doubt, wish the project abundant success. It certainly is a deplorable thing that so much money—from \$80,000 to \$100,000—is sent out to Nova Scotia and the United States every season to purchase vessels, when it might be kept at home amongst our own people, and employment secured for hundreds in the winter time."

It was this phase of the industry which doubtless appealed to Mr. Coaker and motivated his agitation for the encouragement of shipbuilding. It has been stated that "we cannot build vessels as cheaply or as good as are built elsewhere." This possibly is true in some cases, as regards "cheapness," for we lacked system and organization in the matter of labor. But it will be true no longer; for with the plant and the organization which will be the special features of the Catalina shipyards we can turn out vessels as cheaply as elsewhere. As regards strength and durability, we say that amongst our mariners it is recognized that no vessels can

bear such hard usage as the Newfoundland built schooners. Of course all vessels built at the Catalina yards will be built according to Lloyd's regulations. None will be built that can be "surveyed" after completion; and we shall have no more "Lornina" examples.

The last models will be secured and at the head of the industry there will be a master-builder who has had extensive experience in turning out vessels of the highest class.

Some pessimists tell us also that we have not the requisite timber. They evidently know little of the timber resources of this country. There is enough timber on the northern part of the Peninsula of Avalon alone to supply a half dozen shipyards for a generation. Witchhazel, birch, spruce and fir are abundant—more abundant even than in Nova Scotia—and with the railway and other facilities on the Bonaville Peninsula, these items can be assembled far more cheaply than elsewhere.

The yards at Catalina will give employment to at least a hundred workmen; and it is known to every builder in this country that the finest axemen to be found are in our northern bays. In addition to shipwrights, there will be a small army of sail-makers, blacksmiths, riggers, block-makers and others. But this is not all; the securing of timbers, knees, plank and other requisites will afford employment to hundreds during the winter months. They will be paid remunerative wages; and we shall not again witness conditions which formerly obtained, when good workmen were paid Fifty Cents a day for a winter's work!

This statement may seem extravagant; but we have in our possession at the moment an "account" of the building of the schooner S— in Trinity Bay some years ago, and the amount actually paid to skilled shipbuilders worked out at 37½ cents per day, and the day was "from daylight to dark." This vessel was built to the order of a well-known firm in St. John's for a planter who, after thirty years' dealings with the firm, was cut adrift not long ago after a poor season's fishery, without even a bag of bread! The balance due to the firm after all these years was less than \$800! This story can be multiplied almost ad infinitum.

That the shipbuilding industry is a subject of interest to observing people in the Colony is now very much in evidence; and we notice that Mr. I. G. Morris (a very worthy citizen and a very patriotic one) has an interesting article in the current issue of "Colonial Commerce." His views are similar to ours. The concluding paragraph of the article says:

"With this question before us, it is indeed gratifying to find that Mr. Coaker is about to establish a large shipbuilding plant at Catalina, and that he has already taken steps towards its completion. All men of intelligent thought will wish the venture success, and all who have the welfare of their common country at heart will indulge the hope that at an early date others will follow in the same steps, and thus show by their enterprise that they have faith in Newfoundland and confidence in the ability of her sons. We must have faith in ourselves and in our resources; and, as faith, in the religious world, is dead without works, so is it dead in commerce, unless we put into practice the theories which we advance. We say that we believe in Newfoundland, and in her industrial wealth; let us then show our sincerity by encouraging every branch of our local craftsmen, and especially by encouraging the development of shipbuilding."

Next: "The Marine Railway and Fishing Supplies."

TO ARRIVE

in about two weeks:

**1000 Sacks
P. E. I. BLUE
POTATOES.**

Would advise customers looking up early for this lot as Blues are going to be very scarce and high.

H. Brownrigg.**REVEILLE
BY CALCAR**

"BE slow to promise, but quick to perform" is an axiom unknown to the average politician, or if known it is entirely ignored and reversed. He is quick on a promise that he has no intention of carrying out if thereby there is any chance of catching the wavering vote. While this is true of individual politicians as is generally recognized and taken by intelligent men for what it is worth, it is seldom that we witness the country saw previous to the two last general elections. If promises could bless a country then this land of ours should be the most blessed on earth for we have had copious showers of such beautifications.

It should prove a bountiful field for the enquiry of the student were he to undertake to discover what motive actuated the Morris party in making the glowing and abundant promises which they scattered among the voters during the last and previous election campaign. Was there any honesty of motive whatever to give color to the vast and dreary waste of promises unfilled which now lies before us.

When promises are honestly made and it is the intention of him who makes them to stick to them till performance, the good intentions spring up like blossoming flowers to soften the ruins when they fail so that they do not hurt the eye of the beholder. Like that charity which covers a multitude of sins soft mantles of verdure falling round promises that withered and crumbled as the promiser weeps over his failure, but serve to make even the ruins attractive, just as the ivy makes attractive the ruined tower or the crumbling wall.

When one gazes on a ruin half concealed in clinging verdure even the very bats which flicker in the twilight about the ruin have an attractiveness because they seem to belong to the place and the soft swish of their leathery wings seems like the sigh of a spirit.

But what about the bats which flit about the deadness of the Morris promises. Don't they seem repulsive and you loathe the shapes that seem so much like demons. They seem to have sprung from the mold of decaying toad stools, the only plants which thrive on the dreary waste.

Who will explore the region, who will try to find a flower that would indicate good faith in a single promise whose ugly shape displays not a single line that invites one to explore.

As far as we are capable of examining the Morris promises we cannot discern a single thing to indicate that they were made in good faith. Of course some things on the menu were served up like for instance the railway construction item. Nobody could for a moment think that they would fail in this respect, for to the grafter all undertakings involving big expenditure of money is very inviting. The bigger the expenditure the more inviting. We are not including such items as these in our category. We have in mind those promises to the resources of the country and to promote development.

The only thing done in this line was the writing and publication of certain nonsensical books that served only the two-fold purpose of making us ridiculous and inviting a horde of timber sharks to raid our forest areas. Not a thought was given to the idea of starting an enquiry into nature and possibilities of our timber resources. Oh, no, nothing of that kind of action, such a thought is too much in keeping with what might be expected of honest and intelligent men, men who think enough of native land to give her affairs room in the mind superior to the thought of graft and grab.

A little while ago Morris pretended that he saw the necessity of husbanding our remaining timber by having recourse to the policy of peat burning. If the people could be taught to utilize our peat beds for fuel our woods might be kept standing a few years longer.

What was done in this matter of developing the peat industry? Was it anything worthy of the aim in view, i.e. the saving of our rapidly disappearing forests? Was it anything of a comprehensive nature whatever? Not a bit of it. It began by an extravagant series of talks and foolish writings on the value of our peat bog, and culminated in the importation of two men from Ireland to teach

**THE HARVEST
OF THE SEA**

INTERESTING AND USEFUL TO THE FISHERMEN OF THE COLONY

By Our Own Correspondent

THE NORWEGIAN FISHERY

THE Norwegian fishery is now over; and it has been a short season. The catch is almost 16,000,000 less than in 1915. We are informed that the entire catch of the Norwegians has been purchased by the British Government which will distribute it amongst the Allies. This is not very palatable information to us, as we were banking on the possibility of making good sales to British dealers this season. Still there are some who imagine that this will not have any serious effect upon our exports, as we understand there are English buyers here at present seeking to buy codfish. Possibly, we shall be able to dispose of a quantity of Labrador or salt bulk in the British markets. We notice that within the past week a shipment was made from Burgeo destined for the English market. Should France take any large part of the Norwegian catch, we hope for an opening in the English market.

It seems odd that our Premier who is so close to President Poincaré and M. Briand these days, cannot effect some arrangement whereby our codfish can be admitted into the French Republic for, at least the duration of the

people's gentle art of digging and drying peat.

Could any aggregation calling itself a government have acted so unintelligently. Like all the vagaries of the Morris party it had not a single intelligent thought behind it.

The question arises were they honest in the promises? Did they really desire development in this direction or was the effort just a sort of side attraction to distract the attention of the people while the main act of robbing the country was going on.

If it was really meant, to develop our peat areas then a more stupid course could not possibly have been taken. What good could even come of trying to engraft upon this western country in the twentieth century a groveling industry of burnt out eastern lands is hard to understand. That the attempt failed is not surprising. The only surprising thing about it is that men could be so silly as to think it workable.

war. This were indeed a very valuable service, and it would mean an increased price for our fish in other directions. France needs large supplies of fish. Her Iceland fishery has dwindled fifty per cent. during the war; and the fishery at St. Pierre is just as short as it was last year. Surely, our stute Premier has influence enough to bring about a *modus vivendi* through the agency of the British authorities for the duration of the war. This should occupy E.P.'s attention these days. We are going to have a short fishery; our transportation facilities are going to hamper our sales; and our fishermen will consequently suffer.

WHAT IS GOING TO HAPPEN?

WE learn that some 350 people are engaged in the manufacture of cod-liver oil, and there is a considerable quantity of good, bad, and indifferent held by the producers. What are they going to do with it? No sales are being made these days; and supplying merchants are handling only the product of their dealers, presumably to cover the outlay on supplies.

The President of the F.P.U. says that much of the manufactured oil will not pass as A1; much of it will force be sold as common oil owing to discoloration and rancidity. This will be a serious loss to many small dealers; but they have nobody to blame but themselves. A warning was issued before the fishery began, and everybody was aware of the Act passed by the Legislature as to the inspection of oil. Then, there were certain regulations issued for their benefit; but,

**GLEANINGS OF
GONE BY DAYS**

AUGUST 12

SKIFF, belonging to Hernman & Howard, upset, 4 men drowned, 1824.

Catholic Cemetery, Placentia, consecrated, 1859.

Big fire on Monkstown Road; commenced at George Gear's; several houses burnt, 1859.

Geoffrey Power ("Oatcake") died, 1863.

Frank H. Balfour born, 1860.

Regatta on Quidi Vidi Lake; fishermen in Hawk made quickest

as usual, they failed to take them seriously.

It is rather unfortunate that our fishermen in certain localities do not try to realize that anything that is steamed is not cod-liver oil. Certain processes are insistently required to bring it up to the required standard. It is with oil as with our herring pack—anything is good enough so it sells! This has been our bane in the past; we have acquired an evil reputation in the foreign markets, and are consequently being outstripped by competitors. It is time that we should learn a lesson from past failures.

We do not doubt for a moment but a good quality of cod-liver oil will be in demand very soon. Oils fluctuate as does nothing else in the line of fish products. We do not seem to be aware that in the United States the menhaden fishery yields a large quantity of oil which is used for purposes similar to our crude cod oil.

time, 10.11, 1879.

Esquimo Ephraim condemned to hang by Judge Carter for murder of another Esquimo; named Philip. It was afterwards discovered that this court had no jurisdiction, 1881.

The dory Centennial arrived in England from New York; two persons comprised her crew. She was sixteen feet keel, 1876.

Regatta on Quidi Vidi Lake; quickest time made in Myrtle, 9.42, 1891.

Goose Brook coal vein discovered by James P. Howley, 1895.

Patrick Leary, farmer, died, aged 86, 1898.

Councillor St. John died, 1893.

AUGUST 13

Robert Job' (of Job Bros.) died at Liverpool, 1849.

Merlin Rock, in St. John's Narrows, removed by engineers Haged and Krocht to 27 feet depth of water, which was necessary to allow large steamers to enter, 1855.

Regatta at Quidi Vidi Lake; Hawk (new boat) made quickest time in all-comers' race—0.55.

Contest won Prince of Wales' prize in fishermen's race—0.58, 1877.

Regatta at Quidi Vidi Lake; Lily (Academia boat) won club cup; time—10.17, 1891.

Manila surrendered to the Americans, 1898.

William Parker, sr., merchant, died, 1853.

John Nelson murdered at Mud-dy Hole Pond, Burgeo. Subsequent revelations endeavored to prove suicide. Reward of \$400 was offered, but alleged culprit never found, 1876.

Regatta at Quidi Vidi Lake; Mascot (fishermen) made quickest time—9.52½, 1889.

Reid-Newfoundland Co.

We have just opened, at our Water Street Stores, another large shipment of the world-renowned

DOMINION NOBBY TREAD AUTOMOBILE TIRES.
DOMINION PLAIN TREAD AUTOMOBILE TIRES.
DOMINION BEST GREY INNER TUBES for AUTOMOBILES.
DOMINION STUDDUED TREAD MOTOR CYCLE TIRES.
DOMINION PLAIN TREAD MOTOR CYCLE TIRES.
DOMINION BEST GREY INNER TUBES for MOTOR CYCLE.

Call in and be convinced of the superior quality of our goods, and get our prices before making your next purchase.

Reid-Newfoundland Co.**GEORGE KNOWLING****Men's and Boys' Clothing Dept.**

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Raincoats Macintoshes

Shirts Caps Ties Footwear

Largest and Best Selected Stock - Lowest Prices.

Hardware Department.

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