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Capt. John Munn, then the commodore of Harbour Grace, brought down the Scotia to Harbour Grace from Shelbourne. He also saw to the superintending of the ship's rigging. It took seven days for the Scotia to reach Harbour Grace. Capt. Terence Hallern was a famous sealing captain of St. John's, known still to many of the older inhabitants. He purchased the Magnolia, a beautiful yacht owned by Sir H. W. Blacker. Captain Hallern was the owner of vessels in his day, as well as a successful sealing captain.

The Gauntlet, said to be one of the prettiest vessels that ever came to the narrows, was built for Baine Johnston Esq., of the firm of Baine, Johnston & Co., by Kearney, at his dockyard at the South side of St. John's. There was much rejoicing over the launching of the Gauntlet, and if I mistake not I have read of her having made a voyage to Australia.

The Electra, Capt. Dooley, was lost on a voyage from Presque, Placentia Bay in 1861.

In yesterday's Mail and Advocate I made mention of some heroic incidents and of some deeds of daring and hardships undergone by the fishermen and sailors of the days gone by. One of the most thrilling was that of the crew of the Electra. Shortly after leaving Presque she sprung a leak and sank a few minutes afterwards, two of her crew, Michael Doyle and Patrick Morrissey went down with the vessel. Capt. Dooley cut away the ship's boat with a pen knife, she began to leak after being placed in the water, he had to stop the leak with his cap and cravat. He stuck up two oars as a substitute for a sail, he steered the boat with one hand and bailed the water out of her with the other, then he ran her for Holyrood. After being 18 hours on the ocean he was washed ashore on the beach.

Among the merchants of the past none were more respected and thought of than Walter Grieve, Esq., known by the name of "Watty". A newspaper speaking of Mr. Grieve said: "We take the range of the whole trade and see no one whom we can so ill afford to spare than Walter Grieve, head of the wealthy house of Baine, Johnston & Co. The honest man struggling with difficulties, whether merchant, or trader, or fisherman, who appeal to Walter Grieve, was sure of the helping hand, or the most indulgent consideration."

Michael Power, of St. John's, known as the "Poet of Pokeham Path" (see second line of page 15) at one time through the columns of the press some verses on Mr. Grieve, a few of which are as follows:
Unto the good Bishop Fleming
You all time stand his friend,
Aye, and unto his successor
last fall your aid did lend.

When you freely gave your steamer
The ruins to carry o'er
To convey them in safety
Unto the Southern Shore.

Were I inspired by Burn's muse
Down by the tuneful Dee,
Your praises then, sir, I would sound
With more sublimity.
(To be continued)

**NEW YORKS EXPORTS
\$10,796,000 A DAY**

(New York Times.)
New York is now by far the largest exporting port of the world, according to a statement made yesterday by the Foreign Trade Department of the National City Bank in making public its analysis of this port's outward foreign trade for September.

The bank's analysis of the September movement shows that a new export record was made here in September.

"This does not necessarily mean," said the bank's statement, "that the total exports of the port in September exceeded those of August, for September had but 25 business days, while August had 27 business days. But, if the revised figures of the port's business coincide with the daily reports during September, the daily average per business day in September will be greater than in August or in any earlier month in the history of the port. The total of exports of August was \$271,243,000, or \$10,046,000 per business day; that of September, as shown by an agreement of the daily reports, was \$269,981,000, or \$10,796,000 per business day."

The analysis made by the bank's foreign trade expert showed that practically one-half of this very large total for the month of exports was for the battlefield.

At The Summer Resort.
"Auntie were you ever engaged?"
"Yes, my dear, once. For two weeks."
"For two weeks only? Did you quarrel?"
"No. His vacation ended and I never heard from him after that."

ANOTHER PROOF THAT MORRIS AGRICULTURAL POLICY IS A FARCE

Mr. John Gear, of this place, received a message from the authorities of Ottawa, to-day, informing him that his son James of the 25th Battalion (Canadian) has been missing since 15th Sept. James had only rejoined his regiment a few days previously, and having been in hospital in France suffering from injuries received on June 12th. Our sympathy go out to the parents, whose only hope now is that their boy has been made a prisoner of war.

It is said that there is a man, from Blackhead, drawing a fixed salary as Inspector of Roads and Bridges, for this end of the District. If that is so I wonder does he ever pass through place, and has he ever noticed the condition of the bridges here? One of the main bridges, is being kept from falling down, by a piece of lumber propped up under the span. The other has no support and to pass over it with any weight, one has to be quite an athlete to keep one's feet, there is such a swing in it. We have to cross those bridges going to and from the Railway Station. To show how convenient such bridges are, people have to take part of the loads

off their horses and drays when they come to cross them. If a puncheon of molasses comes for any one, some of it must be drawn off into another cask, as the bridges cannot possibly bear the weight. Your correspondent has written both the Inspector and Government, but of course, being on the wrong side, my complaint found its resting place in the waste paper basket.

Of course we expect nothing done until some one has fallen through, or some such accident occurred. We are sorry that our butcher, Mr. Wareham, has had to give up his business owing to the scarcity of cattle around here, and this in spite of a seven years agricultural policy.

A few years ago the Agricultural Society sent a bull here, a poor, miserable, dejected looking animal (which in honour of the Premier was named Morris.) Poor Morris, however, failed either to improve the quality or to increase the quantity of the cattle here and after a couple of years was sent back.

CORRESPONDENT.
Salmon Cove, Bay de Verde,
October 12th., 1916.

Found Wealth in Sulphur Mine

NEW YORK, Oct. 12.—How a poor student of chemistry who came here from Germany in 1868, attracted the attention of John D. Rockefeller, became the chief chemist of the Standard Oil Co., and amassed a fortune of \$10,485,828, is disclosed by an appraisal of the estate of the late Herman Frasch, of this city.
After attaining success as a chemist, Mr. Frasch undertook to develop a sulphur mine in Louisiana which had passed through the hands of four companies that were unable to make it pay. The sulphur lay 800 feet below the surface. Mr. Frasch devised a method of conveying super-heated water into the mine melting the sulphur and then pumping it out through a pipe. The appraisers estimated the value of the stock of the company owning the mine at \$12,003 a share. Mr. Frasch owned 505 shares.

ADVERTISE IN
THE MAIL AND ADVOCATE

YOUNG JEWS START A RIOT IN MONTREAL

MONTREAL, Oct. 14.—A crowd of young Jews of the orthodox faith precipitated a riot this evening at the Anglican Mission to the Jews, 42 Prince Arthur street, where Bishop Fawthling and other clergymen were engaged in a service of intercession. This service, being coincident with Yom Kippur, the Jewish religious festival, was not appreciated by the orthodox Jews, and a rain of stones and other missiles testified to this sentiment, practically every window in the mission house being broken. Several people at the service were slightly cut.

Police reserves and a company of soldiers were called in to quell the disturbance, and the Lord Bishop and his colleagues were kept prisoners in the building until rescued by the authorities. A soldier of the Jewish reinforcements company was hurt in a struggle with the police; and his wounds were dressed at a hospital. No arrests were made.



Published by Authority

UNDER the provisions of "The War Measures Act, 1914," His Excellency the Governor in Council has been pleased to order that the following Regulations shall come into effect on the 12th day of October instant:

1.—The Port and Harbour of St. John's is closed entirely to the entry of shipping at night, from nightfall on the 12th October, until further orders.

2.—Lights will remain extinguished, until further notice, at Cape St. Francis, Cape Spear, Bull Head, Ferryland and Fermanuse, also the light at Fort Amherst and the leading lights of St. John's.

3.—No lights are to be shown in exposed places in the Town of St. John's or its vicinity. Motor cars are forbidden to show head lights on roads visible out at sea.

JOHN R. BENNETT,
Colonial Secretary.

Dept. of the Colonial Secretary,
10th October, 1916.
oct11.14.17.31



OUR QUESTION IS,

What will you do if you have a fire and haven't any insurance? Can you stand this loss?

IT'S FOOLISH TO TAKE YOUR OWN FIRE RISK

when our premiums are so low. Don't take chances, but.....

HAVE US INSURE YOU

in one of our companies. Why not do it to-day?

PERCIE JOHNSON
Insurance Agent.

Old Time Shipbuilding in Newfoundland

Names of Some Well Known Vessels,
Where Built, and Builders Names.

BY JAMES MURPHY.
(Continued)

It may be of interest to know the names of the shipwrights at St. John's sixty years ago. Those whose names among the men of that calling who repaired the sailing vessels. Some of their offspring are now in our midst. The President of the Shipwrights' Association was Edward Knights, Samuel Walsh and Thomas Doyle were Vice Presidents. The other members conspicuous in the Society were Adam Martin, Thomas Bates, John Dooley, John Lambert, John Knight, George Knight, George Knight, Joseph Rathes, John Tucker, Jeremiah Hickey, James Dooley and George Pippy.

A vessel that was said to have been in those old days, one of the smartest of the port of St. John's, was the Glenret, Capt. Chas. Power, who was President of the Fishermen's Society, in the sixties. He purchased the Glenret from the firm of Chit Wood & Co., for £1200, but for having met with a mishap on a voyage to the old country she would have made one of the quickest passages on record. There were some passengers on board of the Glenret, some of them were well known to the people of St. John's, one was a sister of Brennan, the bone-setter, and another was a conspicuous person because of his religious temperament and was called "Paddy the Saint." My friend, Mr. William Dugan, of the Museum, made a voyage on the Glenret and he speaks well of her sailing qualities. The Glenret was in command of Capt. Michael Power, a son of the owner. Up to the year, 1856 seven large vessels had been constructed at the dockyard of John Woods, Hoykestown, all of them being well built and of a size, at that time, considered large enough for the general trade of the Colony. It is refreshing to know that shipbuilding is once more to be carried on, extensively we hope, as it will inoculate our people with a love of the art. Like Glaucus, the fisherman of Bactria, when he observed the fishes he had caught lying on the grass becoming invigorated and leaping into the sea he tasted the grass and suddenly felt a desire to live in the sea, so it will be without hardy fishermen, a desire to become builders of ships will seize them and naturally so when President Coaker begins operations in his shipbuilding dockyard at Catalina and I hope that Coplan had. Mr. March often kept the House near. If we want to progress our Island Home, new industries must be

opened up, by which means labor may be given and the money which otherwise would go to other countries, may be kept at home.

Let me say that there is another feat which the celebrated builder Michael Kearney performed, which I had omitted, but which I now will make known. The following letter sent to the Press explains the good work and energy of Kearney. Here is a copy of the letter:

Barque 'Abby Craig',
St. John's, Nfld.

Sir,—I beg you will insert those few lines in your paper. On my voyage from Liverpool to St. John, N.B., we unfortunately struck a berg of ice on the night of the 7th. of May, it being dark and a thick fog and a heavy sea. We found the false stem was carried off and the ship making much water, which kept both pumps continually going. We then bore up for this place (St. John's) and arrived on the night of the 31st. of May. Finding there was no means of repairing our vessel here, Michael Kearney offered to stop the leak and put the ship in a fit state to proceed on her voyage by constructing a tank under the bows four feet under the stem and thereby to repair the stem, but we soon found that it was the keel that was damaged, but even this Mr. Kearney conquered with his perseverance, working 15 feet under water, the ship drawing 11 feet and the tank where the workmen stood being four feet below the keel, and I am happy to say my vessel is now able and ready to proceed on her voyage. I can therefore recommend Mr. Kearney to any man who may be in the circumstances as I was. Your inserting this will oblige.

Yours,
W. SHANK.

Kearney built a dredge in the sixties which cost £700, according to Stephen March who was then a member for Trinity District. Mr. March said the dredge wasn't worth seven hundred cents. Kearney showed that she had cost nearly three hundred pounds less, and he said that in other countries dredge boats cost from three to five thousand pounds, and that St. John's should have a dredge suitable to the post, which should cost a goodly sum, and not a paltry four or five hundred pound dredge as they then had. Mr. March often kept the House of Assembly in roars of laughter when a hot debate was on. A well known member on one occasion asked what

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