

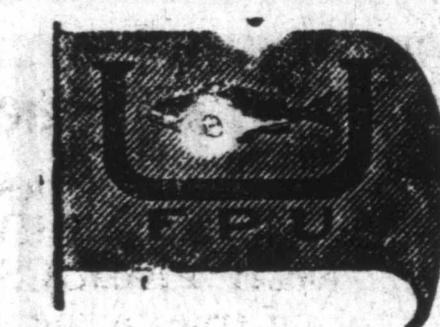
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J. J. Rossiter

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. 29, 1916.

Yesterday's Show

The city was surprised on Wednesday to learn that the Importers' Association had met and decided to close the stores on the following afternoon, Thursday, in order to allow citizens to attend a show given at St. George's Field. Yesterday this show came off, when large numbers attended, amongst them being the Governor. This pleasing exhibition, which chiefly consisted of games usual at ordinary children's picnics, ended with a fire work display. Sensible citizens must have been amazed over the impudence of those concerned in applying for a half holiday for such a purpose, and even more amazed by the decision of the merchants to comply with the request of the few city ladies.

Nothing but disgust can be felt for the whole affair and the outport fishermen who have to find the wherewithal to keep this madness in operation will learn with the greatest disgust that this whole show was presided over by the Governor. Hundreds of homes are in mourning for loved ones whose bones lay on foreign soil; hundreds of some mothers' sons are laying in pain and misery at some hospital in England or France; thousands of our best and noblest sons are hourly risking their lives in order to keep us from harm and danger; hundreds must live the life of a brute animal in trenches day by day, and all cast longing eyes towards the lone island in the Atlantic off the coast of America; yet our ladies and some of their gentlemen friends must have a half day's sport in St. George's Field, surrounded by the Governor and others who love the glare of sport and pleasure, and end it up, as though peace was declared and the German monster obliterated from off the face of the earth. It was a spectacle over which some men and women might weep. It will be highly appreciated by outport citizens and the loved ones of the 500 boys whose bodies were buried in distant France and Gallipoli.

Can it be that common sense has departed from the leading men and women of St. John's? Can it be that Water Street merchants being so much bloated with their war gains and grabbings have become, dead to all sense of responsibility and demeanour, and forget the blow that struck St. John's as the result of the work of July 1st?

Another prominent man present was the Acting Premier. It would have been better for him to have been attending to pressing matters of state and not mixed up in the whims and madness of some ladies of St. John's whereby they hoped to raise money (sic) for relieving the wants of our soldiers. He might be better employed in investigating where the thousands of shirts, socks and other apparel went that was gathered in this Colony for our soldier lads at the front. Does he know that some of those recently returned belonging to A Company

says they received but two pairs of socks during their two years absence, and had to pay four shillings and sixpence for every cotton shirt they used while at the front? Does he know that some of the boys who returned from the front have not enough money to buy a pair of tobacco?

The News has been giving Mr. Bennett credit for attending to the removal of the grievances of our returned soldiers; but let us inform our readers that Mr. Bennett did what has been done only after Dr. Lloyd had placed indisputable facts relating to the unpardonable treatment of those in authority, before the various Committees and got them to pull their eyes open to behold what was transpiring. Dr. Lloyd, was the man the disgusted soldier lads appealed to, and as all now know, that appeal was not in vain.

We presume the sports of yesterday was intended to celebrate the adjustment of the grievances of our returned heroes, whose treatment since coming out of hospital up to a week ago, would make every fair man's blood boil if generally known.

The Price of Fish

SOFT Labrador fish is selling at the highest figure ever paid for it—\$6.50 per qtl. The most of the soft Labrador sold here has been purchased at this figure. Soft Labrador is selling to-day at some outports at \$6.50; \$6.20 is paid at a few places. There should be no hesitation at selling at these figures for there is not much hope of higher prices. Dry shore fish is selling here at \$7.50 per qtl. Damp and West India culled out. The fishermen have secured large prices for fishery produce this year, as the high price was paid before much fish had changed hands. The merchants have very little cheap fish this season, hence all are opposing any higher advances. Stocks here are very small, probably less than 20,000 qtls.

Union Shipbuilding Company, Limited

A MEETING of shareholders of the Union Shipbuilding Co., Ltd., was held last evening at the Union Trading Co.'s office for the purpose of electing officers and shareholders for the ensuing year. W. F. Coaker, M.H.A., E. Collishaw, A. E. Hickman, M.H.A., C. Bryant of St. John's, and Dugald White of Catalina, were elected directors. W. F. Coaker, M.H.A., was elected President; E. Collishaw, Vice-President; and W. W. Halfyard, M.H.A., Secretary. The Company is now in full operation according to law and a certificate under the Shipbuilding Act passed last May will be applied for. Stock in this Company is offered to the public at \$10 per share, which may be had on application to the President or Secretary.

A group of French soldiers discovered a box containing bonds valued at 1,000,000 francs while working in a trench in France recently. Among the papers in the box was a will bequeathing \$20,000 to whoever found the property.

Now is the Hour

THE case of the schooner "Hy. Lewis" which drove out of Cupids on Sunday last affords another example of the need for a sea-going tug for rescuing vessels in distress.

From now on vessels will be leaving northern and southern ports for St. John's and we may at any time be face to face with one or more marine fatalities through lack of such a tug to rescue vessels which have been driven off the coast and are unable to reach the land.

Last fall we had the case of the schooner "Blanche M. Rose" which drove off in the big gale of November 16th, the crew of which were picked up by the schooner "May Duff" of Carbonear and landed at Sydney. We also had the case of the schooner "Swallow."

The necessity of such a tug was admitted by the Government when Mr. Coaker brought the matter up in the House of Assembly last session. It had the hearty support of Minister Piccott who on more than one occasion has shown himself a friend of the fishermen.

The Premier last session promised that as soon as the war ended, or as soon as "financial circumstances would permit" such a vessel would be provided. This means that while the Morris Government is in power no such vessel will be constructed. Money can be found for other things not near so imperative. Protecting the lives of our fisherfolk is a matter which never enters the deliberations of the Morris Executive. They have more personal pressing needs to attend to.

Under the head of "Fostering the Fisheries" in his manifesto to the country dated October 6th, 1913, we find this solemn promise of Sir Edward Morris: "CARRYING OUT A VIGOROUS POLICY FOR AIDING EVERY MAN OR VESSEL IN DISTRESS OR DANGER AROUND OUR COAST." These are the exact words as they appear in that manifesto and the country knows that they have been "carried" into effect as were most of the promises in that elaborate document issued for no other purpose than to cod and fool the people of this country.

Had the Morris Government at the session of 1915 acted on the resolution proposed by the Opposition that a tax be placed on the war profits of the sale of the fleet of steel ships to the Russian Government something might have been accomplished towards providing a fund for the building of a tug for rescuing life at sea.

Nothing was done, however, for the simple reason that the men who made those enormous profits from the sale of those ships were friends of the Government, and to tax them in anyway would not be conducive to the future welfare of the party funds.

So, instead of doing as they did in Canada, Australia and England—tax war profits—the Morris Government with that generosity known only to themselves taxed instead, motor engines and motor oil and added a turtax of ten per cent. to the tariff. No wonder they are known throughout the length and breadth of the Colony as the Sur-Tax Pirates.

Morris cannot point to one single act of his eight years in power that was helpful to the fishermen of this Colony except what he has done at the suggestion of the Union Party in the House during the past three years. Not alone the fishermen but we ask what has been done for the labouring man? We repeat as in the former query nothing, absolutely NOTHING. His whole administration has been one black chapter of graft, grab and boodle, and so thoroughly disgusted are the people that they are anxiously waiting for the day when they can fire them lock, stock and barrel.

As regards the necessity of a tug for rescuing vessels in distress around the coast, we trust that Minister Piccott will be watchful of the needs of the hour and make some provision whereby a steamer will be immediately available in case of necessity. We don't want a repetition of last fall's bungling when the offer of the "Erik" from Messrs. Baird, Ltd., was refused for no other reason than to await the arrival of Crosbie's whaler "Cabot" in order that John C. could figure once more in the public accounts. Had the Erik been sent last fall the hardships endured by the crew and passengers of the schooner "Blanche M. Rose," which included women and children who were returning from the Grois Islands, need not have been endured. The "Cabot" did not leave port until forty eight hours after the vessel was reported missing. She was within reach of Cape Spear for half a day but could not make the land owing to her canvas being blown away.

Prompt action in such cases is necessary, not days after, when twenty or more lives are helpless and drifting around the ocean at the mercy of wind and sea. We should have learned our lesson in this respect from the history of past years and a hard lesson it has been too. While political plunder has a tightened grip on a Government human life will be a secondary consideration. Already the "Ingraham" has been sent searching for driven off vessels and at over 1000 dollars cost. Surely it would be cheaper to purchase a suitable tug at once for the Colony's use on such occasions.

F.P.U. Notes

The schr. Janet left this morning with a load of supplies for Port de Grave.

The schr. Jim and Max also left this morning with supplies for F.P.U. construction at Catalina.

The schr. Emily Bell, Captain Matchim, is loading supplies for Keels.

The schr. Paragon is at Exploits and will collect a load of Union fish for here.

The schr. Heckman is loading fish at Joe Batt's Arm for here.

AMERICAN SKIPPER JAILED BY GERMANS

His Grain-Laden Ship Taken and, When Unloaded, Used for Own Trade.

NEW YORK, Sept. 21.—David Nathan, of the crew of the American grain leader, Prinz Valdemar, captured by the Germans on July 20, and taken into Swinemuende, arrived from Copenhagen, on the Scandinavian American liner Oscar II.

"On July 20," Nathan said, "the barque was off the coast near the mouth of the Elbe, when a German destroyer came alongside and ordered the captain to back his mainyard and heave to. German officers then boarded us and took charge of the vessel. They told Captain Williams that Germany was in need of grain, and ordered him to proceed to Swinemuende.

"When we arrived in Swinemuende the cargo was seized by the Germans in spite of the protests of the captain, and they then loaded the Prinz Valdemar with coal and ordered him to take her to Lettan. The captain made such a noise about seizure of the barque that they put him in jail for four days, and I accompanied him. Finally, he took the Prinz Valdemar and made my way to Copenhagen. I heard later that the Prinz Valdemar was released on September 4."

Nathan added that women and boys were employed unloading and loading vessels in German ports.

There are about 22,800 autos in New York state, considerably more than in any other one state in the Union, according to statistics recently compiled. Illinois stands second with 182,300; California third, with 168,800; Pennsylvania fourth, with 150,720; and Iowa fifth, with 139,800. Michigan, the home of the auto, ranks sixth, with 114,840 cars. In proportion to its population Nebraska is said to stand first, averaging one car to every 21 inhabitants.

AMERICAN PRESS COMMENTS

Providence Journal.—The Sick Man of Europe looks even sicker than usual.

New York Evening Post.—Before the war is over the Russian peasant will be the most widely traveled person of modern times.

Germany murdered the Captain of the Russian. Britain made a hero of the Captain of the Emden. That is the difference between Kultur and—Cricket.

Chicago Herald.—Just to clinch the little argument as to the allies' solidarity, Russia and Italy have sent contingents to co-operate in the Balkan campaign.

Dallas News.—Having taken Mecca from the Turks, probably the grand sheriff will go ahead now and appoint some deputy sheriffs.

San Francisco Chronicle.—If the Napoleonic wars took two inches off the height of France, what will the present conflict do to the general height of Europe?

New York Evening Sun.—It will be an awful moment for the German millions who believe in the kaiser when the kaiser ceases to believe in himself.

New York Sun.—Secret advices from the eastern front hint that Hindenburg fell back merely to prevent his troops from being contaminated by the Russians' notorious lack of discipline.

Washington Times.—The pathetic end of the prize-fighter over-trained is familiar enough. Germany begins to look like an over-trained fighter, unable to adapt his "style" to that of his opponent.

Oysters are Nutritious

The following facts about oysters are given by a member of a family that has been connected with the oyster trade for 300 years.

The oyster is a most suitable food for consumption, is between 3 and 4 years of age. They are undoubtedly the cleanest, as well as the most nutritious, of fish, for it is a fact that if anything in the way of dirt gets into the shell of an oyster it immediately dies.

The embryo oyster, when it is about 12 months old, is planted in the most suitable waters. The young oysters are taken out in flat-bottomed boats, shovelled overboard in likely spots, and allowed to remain there till they are sizable and ready for catching. This is done by means of dredgers, which go over the oyster beds with flat-bottomed boats, shovelled overboard in likely spots, and allowed to remain there till they are sizable and ready for catching. This is done by means of dredgers, which go over the oyster beds with flat-bottomed boats, shovelled overboard in likely spots, and allowed to remain there till they are sizable and ready for catching. This is done by means of dredgers, which go over the oyster beds with flat-bottomed boats, shovelled overboard in likely spots, and allowed to remain there till they are sizable and ready for catching.

The breeding powers of oysters are simply amazing, and it has been computed that 1000 full-grown oysters produce 400,000 embryos in the course of a year. But of these it is estimated that only 421 individuals reach maturity, for the mortality is enormous, millions being washed away and devoured by hungry fishes.

Street Journal.—A Berlin professor is quoted as saying Germany loves the other nations, and is punishing them for their own good. We suppose it hurts her as much as it does them.

Florida Times-Union.—Bernhardt teaches us that it is by endurance that nations are strengthened. On this theory it is expected that Germany will be pretty strong about Christmas.

GLEANINGS OF GONE BY DAYS

SEPTEMBER 29

MICHAELAS DAY.

First Custom House established in St. John's, 1784.

Dorcas Society instituted here, 1824.

Corner-stone Church of England Cathedral laid, 1817.

Prince Napoleon, in yacht Rome, arrived here, 1861.

John Munn, merchant, Harbor Grace, died in England, 1861.

Revs. Messrs. Sadrington, Rafter, Pitman and Andrews, ordained in C.E. Cathedral, 1887.

Bell Island Catholic Church dedicated, 1880.

Bernard Walsh died, 1882.

Bishop McDonald landed in Hr. Grace, 1881.

Rev. E. Weary (C.E.) ordained at Heart's Content, 1885.

Robert J. Kent, B.L., Q.C., died, 1893.

Capt. Edward Murphy buried, 1898.

Byrnes' Variety Troupe arrived, 1898.

The U.S. department of labor feels some concern over industrial conditions in the Hawaiian islands. The growing tendency of the Japanese race to predominate in affairs there is becoming a serious problem, officials say. Already more than 30 per cent of the laborers in Hawaii are Japanese, whose love for their adopted country lies only on the surface.

Five years ago Patrick Calhoun, grandson of the famous South Carolina statesman, was worth about \$14,000,000. Recently at receivership proceedings against him he confessed that \$5 represented his entire capital stock. Financial reverses following the San Francisco earthquake and fire were responsible for his losses, he says.

UNION ELECTRIC CO., Limited.

Authorized Capital \$200,000.

Shares \$10.00 each.

President.....W. F. Coaker, M.H.A.

Vice-President.....Dugald White

Secretary.....J. G. Stone, M.H.A.

DIRECTORS:

C. Bryant.....St. John's.

P. Coleridge.....Catalina.

Jos. Perry.....Catalina.

John Guppy.....Port Rexton.

An allotment of \$20,000 worth of shares in this Company will be sold to the Public at par. For information and prospectus apply to W. F. Coaker or J. G. Stone.

New Arrivals

OF

SEASONABLE MERCHANDISE

LADIES' COATS, LADIES' WATERPROOFS, LADIES' VELVET HATS, MISSES PLUSH HATS.

-----AND-----

Special Value in LADIES' SUITS.

FISHERMEN'S UNION TRADING CO.

Reid-Newfoundland Co.

SUNDAY EXCURSIONS.

Tor's Cove.
Train leaves St. John's Station at 2.00 p.m.

Kelligrews.
Train leaves St. John's Station at 2.30 p.m.

Bowring Park.
Train cancelled for remainder of season.

Reid-Newfoundland Co.