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The Mail and Advocate
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Editor and Business Manager
JOHN J. ST. JOHN

ST. JOHN'S, N.F.L.D., DEC. 11th., 1915.

OUR POINT OF VIEW

P. T. McGrath

P. T. again asserted yesterday that Mr. Coaker has not always sized up this war situation exactly in the first month of the war he was denouncing the Government because a moratorium was not proclaimed. . . . but Sir E. P. Morris had backbone enough to refuse.

We contend that our position was the proper one and the Premier risked a great deal by not calling the House together immediately and passing the measure which was passed a month later.

A moratorium would not have seriously affected the Colony had it been put in operation for a month or two immediately after war broke out, as it would enable all business men to ascertain exactly where they stood. That a smash up was prevented at that time is due not to anything done by the Premier or Government but to action taken amongst business men themselves here and in England who established a moratorium of their own which enabled all to find their feet up to the time the House opened.

It was as a preventative that Mr. Coaker wished a moratorium to be established. Many of us know how near to disaster some of our business houses were the two first months after war opened.

We have forgotten about business as much as the Premier or P. T. ever knew and most decidedly affirm that the Premier showed no proper regard to the serious financial situation which confronted the business of the Colony the first month or two after the war opened. He did not realize the true condition prevailing.

Go to the Bank of Nova Scotia and ask the Manager what was done by that Bank to assist business during the two first months of the war. At least three large fish exporting firms would have gone smash at that time had it not been for aid rendered by the Bank of Nova Scotia and the tacit understanding amongst most business men in establishing a moratorium amongst themselves.

With a full knowledge of the situation then confronting the Colony and the conditions since prevailing, we boldly assert again that the Premier deserve no credit for any action of his taken to aid the crisis that the Colony passed through in August and September

1914. Any school boy would have the Premier for anything beneficial in connection with the management of public affairs since the war opened. He has done nothing but play a waiting game, thrusting the whole responsibility upon the business community and leaving Mr. Coaker single handed to fight reduction in prices of fishery produce and advances in provisions.

Had there been no F.P.U. in August 1914 the Fishermen and Colony would to-day be in a deplorable condition. The high prices paid for fishery produce and the operation of the Trading Co. in controlling prices is what saved the situation; but not one ounce of thanks is due the Premier or Government, for they have endeavoured to soak the people by grabbing every possible cent procurable, and wasting hard earned money in reckless expenditure and givings out that is a disgrace to every member of the Government.

Don't compare the action of the two men again P.T., for the one you attempt to malign is as far above the other as the angels are above man.

Sir Tax's "Backbone"

An inspired article under the heading "The Coal Question" appeared in last evening's Herald. The article in question was a long winded attempt to draw public attention from the real facts at issue in the question of a coal famine now facing St. John's. Instead of meeting our questions in a straight forward manner the writer referred to above brings us over the world, painting a picture of how shipping has been reduced and tells us the startling news that even the Allan boats, which ply between here and the Old Country, are not running here now.

We feel sure the news that coal importations must therefore be slack on account of the Allan Line steamers not calling here will be an eye-opener to all our citizens. We never understood the Allan or Furness Line of steamers freighted coal here?

Quite true is the fact that the Black Diamond Line has withdrawn its steamers off this route; but this fact the Premier well knew months ago—and right here we ask the writer of that "inspired" article how is it that many of the Black Diamond Line steamers, the Coban, Cape Breton and Louis berg can arrive here with coal cargoes for the Reid-Nfld. Company? Why is it not possible for Sir Tax Morris to get them to freight a few cargoes for the coal dealers here in St. John's?

The more one looks at this coal famine case the more forcibly are they struck with the undeniable fact that the efforts, belated as they are, of the Premier's are merely efforts on paper, and should not be taken seriously by our people. Paper efforts are cheap and we have had many illustrations of such efforts on the part of Sir Tax Morris the past twenty years. Claiming that is just as reasonable to blame Mr. Coaker for people failing to make a good catch of fish the past season, the writer in last evening's Herald thinks he has made a good impression. What has last year's or this year's fishery to do anyway with a possible coal famine in this man's town? Evidently when "someone" is rattled he gets nervous and thinks a heretofore too confiding public swallows all he says.

As regards Sir Tax Morris having backbone enough to refuse to be stamped into such a policy as establishing a Moratorium in August, 1914, we can only add that the establishing of any measure to safeguard the Colony in any crisis which may comfort us would never appeal to E. P. Morris for such matters as these are beyond his reasoning powers.

If Sir Tax had backbone other than gutta percha he might have

been able to stiffen that backbone which the writer in last night's Herald claimed he had and protected the interests of this Country from the political vultures who have devoured our national assets.

As Sir Tax Morris once said before the Mechanic band, and so our labouring people can whisper to themselves:

One of these days, there's not a doubt, the coal supply will have given out. It makes us shudder and hold our breath.

One of these days we must freeze to death.

In connection with our timber they will remember the disgraceful manner in which the "Picnic" Party led by Sir Tax Morris has given away our assets in this respect to party followers and his best friend the Reids, and in anticipation of the days to come can mournfully hum the following:—

One of these days in blank despair We will look on a landscape parched and bare; Where once the forest so nobly stood, There won't be enough for kindling wood.

Ford's "Peace Ship"

HENRY FORD who is chartering a "peace ship" to convey a number of Americans across the Atlantic with the object of discussing with European representatives ways and means for substituting arbitration for force in future disputes declares that he realizes that his chance of bringing about any cessation of hostilities at present is about one in a thousand but that with 20,000 persons being killed, or starved to death, every day that one chance is worth taking.

It is easy to sneer at Ford and to indulge in cheap witticisms at his idea of a peace argosy but most of these jibes are based upon a misunderstanding of the object of the undertaking and, in addition, are directed at the man himself. We, as loyal citizens of the Empire, are determined to see the war to such a conclusion that peace will be assured for generations to come, if, indeed, it is not made impossible for any one nation again to plunge half the world into the horrors and miseries that are inseparable from armed conflict. This, we venture to think, is the only attitude possible to adopt although necessarily it is the one fraught with the most regrettable cost in life. The Empire, in short, feels somewhat as the Northern States felt in the dark days of the Civil War, in the language of their poets:

In the flush of perfect triumph, And the gloom of utter rout, We've sworn on many a bloody field, We mean to fight it out!"

Yet this spirit should not blind us to the sincerity of motive, the strength of conviction of those animated solely by a desire to see the slaughter stopped as soon as possible. Henry Ford, in our unedited opinion, is wrong in attempting to launch a peace movement at this time. He would be doing an injury to those who come after us by making indecisive the present awful conflict. But let us respect his motives; that, after all, is the standard by which we should judge others—even those with whom we cannot agree even in part: It is neither dignified, nor honest nor in keeping with the solemnity of the occasion to ascribe cheap and sordid motives to such a man as Ford or to those associated with him, neither is it elevating to indulge in jibes concerning his personal affairs.

The thinking people of the world to-day may be likened to a great deliberative assembly or legislative engaged in the discussion of a problem that must affect unborn generations for centuries to come, a problem whose decision must be approached with all the intelligence and sincerity of purpose of which we are capable. Neither hate, nor racial animosity,

Newfoundland Fisheries

As Viewed by "The Canadian Fishermen."

(From Our Own Correspondent)

A STATEMENT just issued by Deputy Minister of Newfoundland, gives the total amount of codfish shipped direct from Labrador to European markets this season as 107,147 quintals, as against 91,048 quintals shipped from the Coast last season. The first cargo that left the Coast this season was on Sept. 6, on board the S.S. Beothic, and the last cargo to be shipped was on Nov. 6, by the sailing vessel "R. J. Owens." In all, twenty-three sailing vessels and two steamships were engaged in conveying the above amount of fish to market. The largest cargo taken on any one ship was 14,370 quintals shipped by the S.S. "Fagerturn," and the smallest cargo that of the "Gracie," taking 3,500 quintals. In addition to the amount of fish shipped direct from the Coast, almost all the "floaters" brought their catches home to Newfoundland "to make," and at present a complete estimate of this amount is not available, but it is thought, it will not be far short of the amount shipped direct from the Coast to market, or in the neighborhood of 100,000 quintals, so that taking all into consideration, the Labrador voyage has been very much better than expected. The fish brought to Newfoundland by the "floaters" in former years was mostly all made very hard and dry or as the fishermen call it "shored cured." This year, however, the market demands were for "Soft Labrador Cure," which meant for the fish to be very heavily salted, and after being washed from the salt bulk received only one and days' sun, when it was ready for market.

The price for this class of fish advanced all through the fall until it reached the unusual price of \$6.50 per quintal. How it happens that those of the fishermen who got their fish shipped before the 9th inst. were most fortunate and lucky, because since that date a great slump has taken place in "Soft Cured Labrador fish," the price fell \$1.00 per quintal during the past week from \$6.50 to \$5.50 per quintal, and at this price very few are buying, as it is thought the price will go still lower. The cause for the decline in price has been brought about through the delicate situation of matters in Greece, which country was a large customer for "Soft cured" Labrador fish. Last year Greece bought 69,602 qtls. of Labrador fish valued at \$396,432.00, and this year it was thought that the market was good for one hundred thousand quintals. But owing no doubt to that country's doubtful attitude to the Entente Allies, a Proclamation was issued by our Government, no doubt at the request of the Imperial Government, prohibiting the exporting of fish of all kinds, whether cured, salted or fresh, to any other country in Europe except France, Russia, Italy, Spain and Portugal. The enforcing of this order is a very serious matter for many of our fishermen, who still have their season's voyage on hand, and for our merchants who have bought quantities of this fish at very high prices, very little of which has as yet reached market. As a result of this order not to send any fish to Greece, some fifteen cargoes of fish are now held at Gibraltar waiting for orders, and it is certainly one of the greatest setbacks to our trade since the beginning of the war. It is to be hoped that the embargo will not continue long, and to this effect I understand the Newfoundland Government and Board of Trade are in daily communication with the British Government on the subject. It is to be hoped that the movement, if not successful in getting the fish to Greece will for the present at least, remove the heavy tariff restrictions which prevent our fish going into France, which country is also in need of fish supplies.

Newfoundland Merchantable Fish
The price for Newfoundland Merchantable "Shore dried cod fish" is still holding firm at \$7.50 per quintal. Several cargoes en route to the Spanish and Portuguese markets, where the demand for same is very brisk. The Brazilian market for one quintal drums, small hard dried "Shore fish" is exceedingly good. Several vessels are being loaded at different wharves in the harbor for this market, and will be rushed away as quickly as possible. The very wet weather prevailing during October and November has considerably retarded the shipping of fish to market this season, likewise causing considerable delay in the drying of late caught Newfoundland and Bank fish and some of the late catches of "floaters" in Labrador. It is not unlikely that a large amount of this late caught fish will remain in salt bulk all the winter to be made next spring and find its way to market early next summer with the winter and very early spring catches of our Banking Fleet.

Early Winter Codfishery

Scarcely before the summer fishery is over preparations are being made for the winter fishery on the S.W. Coast of Newfoundland—operations will begin several weeks earlier than in former years; and a start will be made about the New Year. Squid in a

frozen state will be imported from Gloucester, Mass., and it is not unlikely there will also be a good supply of frozen herring. The outfitting for the winter fishery is much larger than formerly, as a result no doubt of the high prices prevailing, and the fishermen look forward to a successful season. It is to be hoped their efforts and labors will be crowned with success, because of all men that go down to the sea in ships, none undergo greater hardships, amid ice, sleet, frost and snow made still more hazardous by Arctic storm, than those brave Newfoundland fishermen who prosecute the winter fishery off the S.W. Coast of Newfoundland.

Cod Oil

The price of common Cod-oil still continues to advance. The price from fishermen to merchant is \$140.00 per tun, which is the highest figure given for ten years, and the end is not yet in sight. To-day reports are current that as high as \$150.00 per tun will be paid before the end of the present month. There appears to be an abnormal demand for this class of oil in the United States, and it is current news, that all of the Norwegian stock of oil was bought up early in the season by the Germans, which practically means that Newfoundland oil has an unlimited market. Refined oil remains steady at \$1.30 per gallon; of this quality there is very little offering for sale.

Herring Fishery

The opening of the herring fishery last month looked very bright with good prices and a few good catches, but to date expectations have not been realized for a big catch. Up to the present large catches have not been made as in other years, and apparently the very stormy weather has had something to do in preventing the fish from coming into shallower waters in the different Arms and Bays. Fishermen think that with western winds and more frost in the air, the herring will swarm to land, and it is not too late yet for a good voyage; up to the present some twenty-five American and Canadian schooners have arrived at Bay of Islands and Bonne Bay, and have commenced operations, some with a fair measure of success. In addition to this fleet of schooners which will be increased later on, there are several Newfoundland schooners in the business this season, and several Scotch packers have taken up the work on shore and those who have been augmented again by several Newfoundland traders and merchants who have gone into the trade, all with the one idea in view of putting up a superior brand, following as closely as possible the Scotch Cure, even to excel itself. All of the spring and summer catch of herring has been shipped to market, so that is practically no herring in St. John's at present. The price of that grade of fish—split herring is \$3.00 to \$3.50 per bbl., but there is none offering for sale.

In the first time in the history of the country a shipload of salt herring, containing over three

thousand barrels was sent to France last week—it is to be hoped the venture will prove successful, and may be the means of opening up a new market to our fishermen.

Lobsters

Very few sales are being made, the fishermen with few exceptions have made local sales to the merchants who are now marketing the season's catch in the United States and England. The local price is \$13.50 per case—with very little demand.

Pickled Salmon

There is a remarkable scarcity of this fish in our markets, little or none offering for sale. The price is \$16.00 per tierce, a price not exceeded in many years. Quite a large shipment of pickled trout came forward from the Moravian Mission, Labrador, this fall. The fish was very well put up in barrels and puncheons, and being auctioned for sale, met ready buyers and good prices.—December Canadian Fisherman.

KEIR HARDIE'S VACANT SEAT.

The result of the first important bye election for Parliament since the beginning of the war has unmistakable significance. Two candidates stood for Keir Hardie's vacant seat. Both were Laborites, one being the "official," the other the "unofficial" candidate. Both supported the Government. Between two such men there would seem to have been little choice. Yet the candidate who had the backing of the South Wales Miners' Federation was beaten by the sizable majority of 4,000 votes. The explanation of this result is partly that the "unofficial" candidate made his campaign upon the issue of the energetic prosecution of the war, while his opponent contented himself with a more moderate tone. But it is pointed out that the unsuccessful candidate had been connected with the Independent Labor party and its anti-war doctrines, and that this heavily handicapped him in the contest. Such a result would be significant in any election district in England, but in the district which had sent to Westminster the leader of the peace element in the British Socialists, a man some of whose utterances regarding the war had led a London newspaper to call his attention to an Order in Council prescribing penalties for giving aid to the enemy, it is conclusive upon the point of Britain's determination to see the war through.—The Nation.

A new shoe placed upon the table for inspection will lead the wearer into unlucky paths.

If you see it in the open and turn the silver in your pocket upside down you will be wealthy for the month.

The miser seldom sees the rose. The understanding heart is what is needed above all else. Endeavor to be courteous to old and young.

Reid-Newfoundland Co.
CHRISTMAS AND NEW YEAR EXCURSIONS.
Return Tickets will be issued between all Stations and Ports of Call at **ONE WAY FIRST CLASS FARE**, good going Dec. 23rd to 25th, and good returning up to Dec. 27th, also good going Dec. 30th to January 1st, and good returning January 3rd.
ONE WAY AND ONE THIRD FIRST CLASS FARE.—Good going from Dec. 21st to Jan. 1st, and good returning up to Jan. 4th.

J. J. St. John
To Shopkeepers:
100 dozen ROYAL PALACE Baking Powder at 50c dozen tins.
500 Dozen TOILET SOAP 1 dozen in a Box, 35c dozen.
500 Dozen BLACK PEPPER, at 10c lb.
150 Dozen ELECTRIC PASTE, the best Blacklead on the market, 48c dozen.
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