

JUST IN:

25 Barrels
Large
PEANUTS

J. J. ROSSITER,

Our Motto: "Suum Cuique."



("To Every Man His Own.")

The Mail and Advocate

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THE FOOD BLOCKADE

THE British Government is evidently doing its work in closing off supplies destined for Germany; and the annulment of the Declaration of London has caused knashing of teeth, and weeping in the great German centres. For many months Germany treated this blockade as a joke, and sent broadcast over the world reports of scientific discoveries whereby man could do without eating or something similar, but then it suddenly changed its tune and began to sing that its children were starving. Subsequently it professed to have abundance of supplies and so on, until its stories became as fickle as a weathercock. The German press is evidently now under no illusions as to the rigid enforcement of the blockade being attempted, and turning around seeks to array neutral hostility against Great Britain's alleged tyranny over the sea.

Although it is only two or three weeks since the Kaiser delivered to German sailors at Wilhelmshaven or in the Kiel Canal a bombastic speech congratulating them upon an alleged victory over the British navy, yet the Tageblatt—Berlin's most important newspaper—claims that Great Britain may attempt to declare everything contraband that floats on the high seas. But how can that be? If the Kaiser told the truth to his sailors, how can the Tageblatt be telling the truth to its readers? The Germans cannot have won a decisive victory over the British navy if the latter at the same time enforces the food blockade with increasing vigor. The two contentions are irreconcilable. This paper points out that Great Britain may compel Holland, Sweden, and other neutral countries to sell their surplus products to it instead of to Germany. It claims to information that the Scandinavian countries, Switzerland and Roumania that Great Britain has become the sole purchaser of their surplus supplies. It is intimated that Great Britain is financing the whole purchase of these food products and will herself resell them to the Allies.

There are several indications that the food blockade is of greater stringency than has been generally known through the medium of our newspapers. Hence it would seem that the arm chair critics who have been condemning the Imperial government for laxness in enforcing the blockade were talking without warrant such critics, for example as Winston Churchill whose fittings between the front and the House of Commons have been so numerous and so disturbing of late. People are getting tired of Winston Churchill's meanderings, and some erstwhile favorably disposed English papers suggest that Churchill remain at the front and accomplish something, if he be capable of doing it.

BEING RECOGNIZED

THE Canadian press is very eulogistic of Newfoundland just now. We are at last coming to our own in the way of official recognition for the work done by our gallant lads at the front. The London Times makes the announcement that the only overseas contingent taking part in the "Battle of the Somme" were the Newfoundlanders. This is truly a distinction; and we shall always feel proud to know that our soldier laddies were selected for what is without doubt the most selected? We don't need to tell.

A Canadian exchange says that the Newfoundland boys seem to have no such word as "fear" in their vocabulary, and they march like the old regiments with a spirit of initiative that even the old regiments do not possess. They have been specially selected for patrol and reconnaissance work, and they evidently are opening the eyes of their Commanders. It is said that there are no troops at the front that equal our boys, especially in this particular phase of warfare.

Naturally, we are feeling very proud of our boys, and we have no doubt that when the honors are being distributed, we shall come in for our share very largely. This must be a source of pleasure to the relatives of the boys; and pending further details, we take occasion to congratulate them on the heroism of the brave "little colonial" as they are termed who are so gallantly fighting the battle of honor on the fair fields of France.

Herewith we publish an article dealing with the part played by Terra Nova's sons which we take from a recent issue of the New York Times:

Newfoundlanders Fight Bravely.

The Times correspondent at British headquarters in France sends the following:

"The Newfoundlanders were the only overseas troops engaged in these operations. The story of their heroic part cannot yet be told in full, but when it is told it will make Newfoundland very proud."

"The battalion was pushed up what may be called the third wave in the attack on probably the most formidable section of the whole German front through an almost overwhelming artillery fire and across ground swept by an enflaming machine gun fire from hidden positions. The men behaved with completely noble steadiness and courage."

THE PROSPERO HERE

The S.S. Prospero arrived here from the Northward at 4.30 a.m. today. The ship made all ports of call going and returning and went down to Quirpon, where she arrived Monday morning. She had fine weather all the time, brought considerable freight in fish and oil and her passengers were: D. Noah, Mrs. J. J. Nogriss and daughter, Mrs. Kennedy, Misses Burke, Morris (2), Murrell, Strong, Lemon, Hiscock, Coffin, Way, Fitzgerald, Fowling, Ryan, Carey and Duncan; J. Bowers, D. Parsons, Mrs. Parsons, R. Murrell, Mr. Bratt, Mrs. Bratt, Miss Colbourne, H. Simms, Mr. Cook, E. Sansbury, Rev. M. Winsor, Mrs. Hynes, Mrs. Sean, Mrs. Brown, F. Dixon, Mr. and Mrs. Munn, Mrs. Ryan, H. Spurrell, W. J. V. Rendell, W. V. Kean and 21 teenage.

THE KYLE'S PASSENGERS

The Kyle arrived at Port aux Basques this morning with C. F. Oldford, Miss J. M. McRae, Rev. Fr. Brown, H. C. Newby, R. Day, Miss H. Day, A. E. Bowman, T. L. Sheppard, Miss M. Roberts, Mrs. E. H. Rennie, Mrs. E. P. Gould, Mrs. C. Jardine and 2 children, E. C. Molloy, Mrs. J. Muir, Miss J. Muir.

TRAIN REPORT.

Wednesday's No. 1. Arrived Port aux Basques 5 a.m.
Yesterday's No. 1. Left Grand Falls 8.43 a.m.
Yesterday's No. 2. Left Glenwood 1.35 a.m. due at St. John's about 8.10 p.m.
To-day's No. 2. Left Port aux Basques 8.50 a.m.

TO-NIGHT'S FOOTBALL

The football match to-night will be between the Terra Novas and Saints. The line-up will be:
Terra Novas—Walsh, goal; J. Kavanagh, J. Hart, backs; W. Duggan, T. Jackman, E. Kavanagh, halves; Duffy, Jimms, E. Kavanagh, Pitcher, Evans forwards.
Saints—Ewing, goal; Barnes, Pearce, backs; Kerr, Burns, Foster, halves; Bastow, Reid, Elton, Watson, Auckinleck, forwards.

READ THE MAIL & ADVOCATE

THE HARVEST OF THE SEA

By Our Correspondent

RECENTLY we had an interview with a prominent Canadian fish dealer and we were rather surprised to know that in the city of Quebec it is a very difficult matter to get a supply of fish. This seems extraordinary; but on investigating conditions, we found that notwithstanding the possibilities of the market few fish dealers give it any attention. The chief source of supply for Quebec is Gaspe, and it appears that the Gaspe people are either unable or careless as regards the demands of the Quebec market.

There is certainly an opportunity here for some wide awake fish people in this city or in some of the western outports to get a connection with the fish handling people of Quebec.

Whilst it may not be possible to develop a fresh fish trade with perhaps the exception of halibut or salmon, there is a good market in Quebec for salt bulk codfish and herring. The Canadians, as a rule, use little dry fish. The French Canadians use none; they look for "poisson verts"—that means salt bulk. The fish should be packed after being well washed and clean salted in old, clean flour barrels, each barrel containing not more than two hundred pounds. The packages should be well hooped and as clean as possible. This is the class, and the only class of fish that will sell in Quebec.

There is an excellent market for some twenty-five hundred or three thousand barrels of good split herring, of uniform size in barrels or half-barrels. The herring must be well packed—the package is the chief consideration, as these herring must be distributed amongst the farmers, and the usual process is that they buy in the city market and cart the goods home. They must have absolutely tight packages. Interested parties might communicate with the Dominion Fish Company, Market Place, Quebec, both Quebec Fish and Fruit Company, S. Peter Street, Quebec. Both these companies are reliable concerns, and will doubtless be glad to get a Newfoundland connection. They are especially anxious to get hold of a real good brand of Newfoundland herring. They don't seem to worry about the price, but they insist on getting the right quality of herring, and especially the right package. This is an opportunity for some of our outport merchants who have small schooners available during the month of September. This is the most satisfactory time to make shipments to Quebec.

The farmers are then selling their produce, and gathering up their fish supply for the fall and winter. During the summer season they buy very little salt fish, and depend upon the rivers for the weekly supply. They get a quantity of eels and a supply of a fish which is something like our fall smelts. They also get a salmon; but as this sells at twenty-five to thirty cents a pound few farmers buy it. But in the month of September they make provision for the winter.

Outport merchants have a double advantage now getting into this trade. The return cargo of flour or peas or similar Canadian products would defray the entire expense of the trip.

REID'S STEAMER REPORT.

Argyle left Burin 2.10 p.m. yesterday inward.
Clyde left Lewisporte 8.10 a.m. today.
Dundee left Port Blandford 1.45 a.m. today.
Ethie due Flower's Cove from North.
Glencoe left Placentia 3.50 p.m. yesterday.
Home left Lewisporte 8.10 a.m. today.
Lady Sybil left Port aux Basques 5.25 a.m. today.
Kyle arrived Port aux Basques 8 a.m. today.
Petrel left Clarendville 4.25 a.m. today.
Meigle left King's Cove 3.45 p.m. yesterday coming South.
Saguna left Catalina 4.10 p.m. yesterday going North.

SICK PEOPLE ARRIVE

By the Prospero there came up several patients who were undergoing treatment in the Hospital at St. Anthony. One man had his eye removed down there. They were landed at King's Cove, Trinity and other places and one woman came here to go to Hospital.

REVEILLE BY CALCAR

YESTERDAY, July 20th, was the anniversary of the resignation of Sir E. P. Morris from the Government of Sir Robert Bond in 1907.

This act of treachery was begotten in a mind foul with a dishonorable ambition and defended by chicanery of the lowest kind. His excuse for the secession was as paltry, as frivolous as can well be imagined, and the wonder is that honest men ever listened to it or supported the man who could descend so low.

A more disastrous event never happened in all the fickle fortunes recorded in Newfoundland history, than this same secession of Sir Edward from the ranks of the Liberal party. He found the country flourishing and in a fair way to be raised to that position which her geographical strategic and natural wealth on sea and land entitle her. Her financial condition was most flourishing and an era of substantial progress was assured her, if left still to the guidance of a sane man with a sane policy.

Sir Edward chose this time to break off into a policy the most unwise ever dreamt of. The result has been most disastrous.

There are many suspicious circumstances in connection with events following the act of treachery that incline one to believe that Sir Edward was the willing and pliant tool in the hands of certain individuals who used him to further their own designs.

To the thinking person the very flimsiness of Sir Edward's reasons for getting out of the party must be sufficient evidence of treachery if no other were forthcoming.

His excuse was so childish, so pettish as to make one blush for his country. So simple, so lacking in reasons that seems worthy of a man that one cannot even feel manly contempt for him, but a feeling of pity.

That such a man could have followers and trumpeters to raise a fanfare is not at all surprising, but is disgusting and heart-breaking. Sir Edward is recognized as a firm-flammer of the purest water. This same freakish gift of his has carried even well intentioned men off their feet and made them cling to Sir Edward as the great chief, the man destined by nature to carry his native country to a high plane of development and unsurpassed prosperity.

But not all of those who believed in Sir E. P. Morris were honest men. If that were so the sorry tale of ruin that Newfoundland tells to-day would be a different story. No, many of those who huzzahed for the traitor were corrupt men, men who had no other thought but to fatten upon the spoils of office which, should Sir Edward win, were to be at their disposal.

Look at the orgie, the assault in force upon our natural resources which the return of the Morris party to ill gotten power let loose upon the land. Who ever saw such corruption in high places as has marked as with a path of slime the trail of the so called "people's party." Not one break in the whole sequence of foulness from 1907 to the present day. The wonder is that people have not risen up in revolt long ago. But then of course the arch sophist is on guard to allay all trouble of that kind. A thick layer of the ever ready sophistry when applied by a master hand can be depended on to turn away wrath and flim flam the people.

The warp of the Morris party's weaving is composed of heavy threads to sustain the weight of the woof of smaller deeds of maladministration. The principle thread in the warp is of course the railroad contracts. Lesser ones fill out the whole nefarious breadth and every thread from side to side is foul. Who can point a single thread of either warp in the fabric that Sir Edward has woven that is not unfair and a disadvantage to the poor country.

The manner in which the railway contracts have been disposed is evil throughout. Leaving aside the lying and misrepresentation resorted to by the father of the contract wherein it was represented to us that the construction of the five branch railroads was to cost four millions and that their construction would not entail any additional taxation upon us, let us turn to the other features of the transaction.

No tenders were called for, no

surveys were made, but Messrs. Reid were authorized to go ahead with the work. These men were left to build the roads to their own advantage, where they liked and how they pleased.

Some day a commission will survey this branch and we expect some pretty nasty exposures.

Then it was agreed that the contracts be paid in gold. This is the most disadvantageous arrangement to the country, but, of course a fine thing for the builders and incidentally to the gentlemen who got it through, providing of course there were any rakes off to be made.

We have not space to refer to all the crimes of the Morris Government. They are sufficiently obvious to us all and hardly need comment. The agricultural farce we will handle in the course of these writing. This is intended just to keep in our minds that the day when Morris set up shop for himself was an evil day in the history of Terra Nova.

The Prime Minister.—No other country has shielded incompetency. One of the besetting sins of the Prime Minister is his intense loyalty to his colleagues, which they, of course, appreciate; but at the same time he cannot be loyal to the nation.—Sir Arthur Markham, M.P.

READ THE MAIL & ADVOCATE

THE WALLS OF JELICOE

THERE was a Joshua, as the ancient stories show, led Israel's band to the Promised Land, 'twas a very long way to go; And this bearded, sandalled prophet, costumed quite "comme il faut," Seemed rather at fault when forced to halt at the Walls of Jericho.

But he blew the brazen trumpets—seven times did they blow— And, at the sound, sheer to the ground crashed the Walls of Jericho.

There is a Kaiser William with a fierce moustachio, Shakes his mailed hand towards England and curses the bulldog foe.

For his armies have ravaged Europe and his guns crawl to and fro, But check at the tide where lordly ride the Dreadnoughts of Jericho.

Oh, the wooden walls of Nelson were our bulwarks long ago, But these iron walls his soul appeals—the Walls of Jericho!

GLEANINGS OF GONE BY DAYS

JULY 21

ROBERT BURNS died, aged 37, 1796.

The St. John's Typographical Union's first excursion; held at Kelligrews, 1887.

Emmett insurrection in Ireland, 1803.

James Gordon born in Scotland, 1803.

First wedding in St. Mary's Church, Soutside, 1859.

Battle of Bull's Run, 1861.

Matthew Walbank appointed Master in Chancery, Supreme Court, Newfoundland, 1863.

American warship Vandalia arrived in this port, 1861.

Governor McCallum visited Placentia for first time, 1899.

Labor Day parade, 1898.

Mechanics' Society presented Michael Comerford with scarf of honor, 1898.

So he blows his brazen trumpet, full loudly doth he blow.

Yet undismayed by rout or raid tower the Walls of Jericho.

And the solid British Public remains "in statu quo."

Says with a grin, "Bill, go to—Berlin, or else to Jericho."

—Grace Hall.

FISHERMEN, ATTENTION!

FIRST CLASS INVESTMENT.

38 per cent. Dividends in Four Years.

THE new issue of Shares in the Fishermen's Union Trading Company, Limited, are now offered to the members of the F.P.U. Those Shares represent the additional Capital of \$150,000 recently authorized. The Shares are \$10 each. The new capital is to be used to extend the Company's business. A dividend of 10 per cent. has been declared for 1915. Thirty-eight per cent. dividends has been paid during the four years the Company has been in operation. The Company also possess a Reserve Fund equal to 40 per cent. of its capital and if it was possible to place the Trading Company's shares on the stock market, one share would easily fetch \$15. No better or safer investment exist in the Colony. Why bank your earnings at 3 per cent. when such a first-class investment is obtainable? Apply to Agents of the Trading Company where stores are operated or to the

Fishermen's Union Trading Co. Ltd.

Water Street, St. John's.

Reid-Newfoundland Co. Labrador Service

S.S. MEIGLE will sail for Labrador on SATURDAY, July 22nd, at 10 p.m., calling at Harbor Grace, Carbonear, Trinity, Catalina, King's Cove, Wesleyville, Battle Harbor, and the usual Labrador ports of call. Freight received up to noon 6 p.m. Saturday.

Reid-Newfoundland Co.