

ANOTHER LOT OF 22 TUBS BEST BUTTER FROM MONTREAL On Consignment. PRICE IS RIGHT. J. J. ROSSITER.

Our Motto: "Suum Cuique."



("To Every Man His Own.")

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Editor and Business Manager JOHN J. ST. JOHN.

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JUDGE KENT

WE understand Judge Kent was sworn in as a Judge of the Supreme Court yesterday, and will take his seat on the Bench to-day. Judge Kent has a habit of drawing all sorts of things when thinking at his desk and the blotter of his desk in the House of Assembly often contained some funny faces.

Yesterday Mr. Coaker took possession of the historic pad and claimed it as a valuable reminder of the last scribbles and drawings Mr. Kent performed at his desk in the House of Assembly. The valued memento secured, the Speaker happened along and asked to be permitted to share in the last Assembly work of Mr. Kent Mr. Coaker thereupon gave on portion of the pad to the Speaker and if all could have shared in the memento the pad would have been shared in 32 pieces.

What a pity Mr. Kent did not draw enough funny things on the pad to go around; had he been able to see the disappointed faces of the 30 who could not be supplied, he would surely have wished that his pen had scribbled faster and covered the whole pad as he sat at his desk on Monday, little thinking it would be his last official appearance in the Chamber he had been such an esteemed member of for twelve years.

AT THE HOUSE

MR. STONE yesterday asked when the report of Mr. Knight's in reference to the Postal Telegraph enquiry would be ready, and the Premier said he thought it would be available in a few days.

The Colonial Secretary intimated that he had instructed an enquiry into the matter referred to by The Mail and Advocate on Wednesday and had found our statement substantially correct, and intended to lay the matter before the Government at once for its consideration.

Apparently The Mail and Advocate has become a terror to wrong doers in the Civil Service and a sure lamp to guide the wavering feet of the Government, as well as the most powerful and influential paper in the Colony.

We have increased our output daily circulation 100 per cent. over that of last year, and to-day our output circulation is greater than all the other daily papers combined. Is it any wonder why the Government is so desirous of accepting the legislative proposals of the F.P.U. so readily and so anxious to treat the Opposition Party in the House with so much consideration.

The Sealing Bill thrown out by the Legislative Council last year has now reached the Committee stage in the Assembly, and has been submitted to a Joint Select Committee of both Houses. Another proof of the anxiety of the Government to accommodate the Union's proposals consequent upon the Newfoundland disaster.

Dr. Lloyd gave notice of a Bill to establish the Union Light and Power Company—the electric Company that will supply power to Catalina, Bonavista, Trinity, Port-Rexton, etc.

The Government will amend the Weights and Measures Law and make 128 cubic feet a standard cord of pit props; while another amendment will be made appointing lumber surveyors, officials to measure all pit props. A conference is being held to take action to prevent further cutting of green pit props in Green Bay or the Three Mile Limit in defence of the protests made by the Union members since the House opened.

THE ESTIMATES

THE Minister of Finance yesterday delivered his speech, and asked for \$4,079,907 for the coming fiscal year as against \$4,051,000 for the fiscal year ending 30th June next.

Included in the 1915-16 figures is the Supplemental Supply of \$9,415; consequently for ordinary expenditure the Government intends to expend \$120,000 more in 1916-17, than they spent the previous year.

The interest on the Public Debt for 1916-17 will be \$94,726 more than the vote for 1915-16. The total interest vote for 1915-16 is \$1,291,719; while the vote for next year—1916-17—will be \$1,356,446.

During the year ending June 30th, 1915, the Government increased salaries and gave new pensions amounting to \$12,000 without Legislative Authority and by virtue of Section 33 of the Audit Act. They also expend \$30,000 in virtue of the same Section of the Audit Act for General Current Expenditure.

The Public Debt up to June 30th, 1915, was \$2,414,678, which another Million on War account received last November is to be added.

If the balance of the Railway Loan of 1914 and the obligations to be met under the Branch Railway Act, which we will estimate at \$3,000,000 is added, the debt will reach \$3,414,678. Included in this amount is a temporary loan of a Million Dollars due the Bank of Montreal.

When all the Colony's present obligations are met the interest on the Public Debt will reach an annual charge of \$1,520,000. There will be another Million Dollars expenditure on War account in addition to the Two Million Dollars raised if the War continues to the end of December. That event the annual interest charge will reach \$1,570,000.

There is an increase in interest of \$800,000 since Morris became Premier, and an increase in the Public Debt of \$15,000,000 since 909 when the Morris Government took charge.

Those figures speak for themselves and are heavy enough to cause all to seriously consider them. The Public Debt in 1909 was \$2,767,000. What has the Colony show for the \$15,000,000 in increase during the past eight years?

Unless you convince your prospect that you yourself believe in your proposition, with all your heart, you will find it difficult to make him believe in it.

TONNAGE PROBLEM

THAT the tonnage problem is not all due to "Imperial requirements" is now being made manifest; and foreign papers are loud in declaring that the tonnage shortage is due mainly to the RAPACITY OF THE BRITISH SHIPPING COMPANIES. The Statist in a recent issue gives the following rates now being charged by shippers to and from certain ports:— Grain from Atlantic ports to the United Kingdom 18s. 6d. as against 18s. 9d. in 1914. General cargo Australia to United Kingdom, 110s. as against 26s. 3d. in 1914; Bombay to United Kingdom, 190s. as against 48s. 6d. in 1914; River Plate to United Kingdom, 145s. as against 10s. 6d. in 1914; United States (Atlantic ports) to United Kingdom, 270s. as against 25s. in 1914.

In Italy there is a feeling of bitterness against the policy of "Business more than usual" which has raised the price of coal in Italy to 160 shillings per ton, or four times more than usual, almost entirely owing to the profiteering rates charged by British shipping interests.

Coal is urgently needed in Italy (as it is among ourselves); but factories necessary for the production of war material are being forced to close down owing to the power the British Government has left in the hands of the shipping companies. There is bitterness in France also. Mr. LeBas, the acting French Consul at Cardiff recently cried out that "it was criminal that excessive wealth should be made out of the tears and blood of France and Italy."

Premier Bland has visited England and it is understood, made representations to the Government concerning the EXTORTION which British shipping interests are practising on the continental allies of the Empire. Mr. Lloyd George has admitted that the scandal and menace has arisen through the Government's neglect in NOT APPLYING THE PRINCIPLE OF NATIONAL OWNERSHIP TO SHIPPING at the beginning of the war, as they nationalized railways.

Why does the British Government persist in its mistaken course? Mr. Runciman is opposed to national ownership because there is a big difference between nationalizing railways and the mercantile marine "because railway rates are fixed while those of mercantile ships are subject to fluctuation. Meanwhile, according to a news item recently published in our papers, the MOOR LINE is able to profit by the fluctuation to the extent of \$1,621,240 in ONE YEAR; and the Moor Line of merchant ships is PRESIDED OVER BY SIR WALTER RUNCIMAN, A.P., the respected parent of right Hon. Walter Runciman—government defender of merchant marine profiteering.

Now, let us look at the situation locally. Some time ago a grand row-wow was held at the Board of Trade rooms in this city of which the grand orator was the Hon. John Harvey. This honorable gentleman deprecated, if we remember rightly, the taking over of certain shipping interests by the Government (how much like the Runciman episode this reads) "since it would be the cause of confusion". Of course it would! Were the Red Cross Line, for example, or other shipping interests in which Mr. Harvey is concerned commandeered, there would be confusion" for the plutocrats. Mr. Harvey blandly informed his fellow pow-wowers that the Red Cross Line had not advanced its shipping rates.

Now we ask the hon. gentleman if this statement is correct, or has

he been correctly reported? How much increase is there now on the freight of pork, beef, etc.? Mr. Harvey will of course be able to inform us. What has been the increase of earnings by the Red Cross Line for the past twelve months? Mr. Harvey can also enlighten us on this subject. He may also be able to enlighten us on the subject as to why the Florizel for which his firm is the agent has been taken off the regular route and sent to the sealfishery.

We fear the Hon. John Harvey will find it difficult to explain the situation to the satisfaction of the general public. If the American freights will not warrant the keeping on of the Florizel, Mr. Harvey should not complain about freight congestion. If there are freights available from New York, then there is the other horn of the dilemma. We cannot see how Mr. Harvey can escape from this position. Why does he advocate further subsidizing? We refrain from giving the answer as it suggests itself to us. Mr. Harvey may be able to elucidate this knotty question better than we can.

We are all suffering from the coal scandal to which Morris became a party after breaking faith with the men whom he asked to advise him. He now has the gall to try and repeat the spider and the fly fable: "Will you walk into my parlor said the spider to the fly." No, no, Edward; you may fool some people all the time, but you can't enmesh us.

Then we have the scandal of the sale of the Harvey and other ships of the Russian Government. THESE SHIPS NEED NOT HAVE BEEN SOLD. They were sold because the shareholders saw an easy way of profiting on account of the war situation. They were sold to enrich the men who are now shedding crocodile tears over the "tonnage shortage."

The poor in this city and elsewhere in the Colony are suffering through the rapacity of the big interests; and we may use the words of Mr. Le Bas, the acting French Consul at Cardiff, mutatis mutandis, and cry out: IT IS CRIMINAL THAT EXCESSIVE WEALTH SHOULD BE MADE OUT OF THE TEARS AND BLOOD OF THE TOILERS AND MIDDLE CLASSES OF THIS COUNTRY.

They have given of their substance to buttress the cause of the Empire; they have sent their sons to the shambles of the Dardanelles; they have offered up the colossus of their bread-winning on the icy waters of the North Sea; none of the big magnates sees the inequity of bringing stress and want into these homes where children are shivering for want of fuel. We ask where is all this going to end?

We beg to tell these rapacious gentry that such procedure cannot longer endure.

COURTESIES OF LIFE

THE first function of the court-ees of life is to repress the more subtle forms of selfishness; the second function hinders us from inflicting pain or humiliation on others. The courtesies forbid us to inflict pain without necessity, to occasion humiliation, to force upon another any experience that brings with it a sense of diminished importance or shame.

Kindness and thoughtfulness find their happiest expression in the courtesies of life. Sarcasm, ridicule, cunning, rude speech, taking mean advantage of another are banished from any heart that sincerely respects them. Thus we see that the courtesies are the fine flower of Christian charity. At this point, at least, their functions are practically identical.

A third function of the court-

YESTERDAY AT THE HOUSE.

The House met at 3 p.m. yesterday. A melancholy gloom pervaded that chamber and as the Premier occupied half the session reading and laboring to explain certain bills of no great or vital interest to the country there was little to relieve the monotony, excepting an occasional query from President Coaker or Dr. Lloyd relative to them after before the House.

In answer to Dr. Lloyd the Premier said that no correspondence whatever had passed between the Government and the Reid Nfld. Co. in relation to the suspension of construction work under the Railway Extension Act, 1910.

In answer to Dr. Lloyd whether any loan or financial assistance had been received from the Imperial Government the Finance Minister said, a second million dollars had been borrowed and about \$20,000 of this loan had already been spent.

Certain bills were read, some of which passed the Committee Stage, and the Sealing Bill was referred to a Select Joint Committee, consisting of Messrs Coaker, Cashin, Winsor, Plectot, Lloyd, Abbott, and Young.

MR. COAKER—While the War Measures Act was in Committee Mr. Coaker called the Government's attention to the high and exorbitant freight rates charged by the Railway Company here, and hoped some would be considered, while their bill was before the House.

MR. JENNINGS also spoke of the very unfair passenger rates on the different subsidized systems, and told the Premier that rates had increased, and the excuse offered was "busy and misleading."

MR. COAKER referred to the censor placed on The Mail and Advocate some time ago because some little error crept in unnoticed by the Editor. He thought the matter involved was of little importance and that the paper did not deserve the treatment it received, and he hoped that censor would be removed just as soon as possibilities ceased, as no good purpose could be served by subjecting the press to any restriction of this nature or six months after the war was contemplated in the War Measures Act.

THE COL. SECY regretted that paper was censored and assured Mr. Coaker it was not from any motive of prejudice against The Mail and Advocate that such was done. He was acting under instructions in the matter.

Mr. Bennett spoke kindly of The Mail and Advocate, which he said was always ready to carry out the requirements of the most stringent rules and restrictions, and other papers had also felt the effect of the censor.

THE FINANCE MINISTER, Mr. Ashin, tabulated the estimates of 1916-17 and endeavoured to explain and justify certain changes and increases which the Government was making on many points. He was strictly questioned by Pres. Coaker and Dr. Lloyd, and after Mr. Cashin finished, Mr. Coaker brought him back to that section dealing with salary of Central District Court Judge and asked him if he intend to do justice to his friend, Mr. Frank Morris, by increasing that salary to \$3,000, so that Mr. Morris could be permanently appointed.

The Finance Minister's statements reveals the serious fact that the Colony has been saddled with tremendous obligations under the Morris's rule and including the latest borrowings our national debt aggregates a total of about \$36,414,620, as against \$22,757,000 in 1909. The amount required to pay the interest upon our national debt amounts to \$1,356,446.21. The Minister asked for the sum of \$4,079,907 for 1916-17, but in spite of the fact that this great sum is extracted from the Colony by increased taxation, no attempt is made by Morris to economise or retrench.

MR. F. MORRIS then arose and stated that while he knew Mr. Coaker's remarks were made out of good nature he had never asked for the position and justified Mr. Coaker's reference to the "increase" by admitting that he would not accept the job at its present salary \$2,500 per year.

NOTICE OF QUESTION MR. JENNINGS—to ask the Hon. Minister of Finance and Customs the names of sub-collectors and the duties is to encourage the impulse to help others, without expectation of winning fame or reward. They incite us to perform hidden acts for the betterment of others. A fourth function is the recognition of truth and merit—to aid merit to become known; thus the courtesies become handmaidens to truth and justice.

Replanning to Mr. Coaker and Dr. Lloyd in relation to the recent burglar committed in the city the Premier read correspondence from Inspector General of Police, in which he expressed the hope that those thieves which so long have evaded the police would soon be rounded up.

Respecting Mr. Halfyard's notice of question of the 16th instant in reference to interruption of communication to Change Islands during November, 1915, the Colonial Secretary laid on the table of the House, viz: (1) When communication was stopped.

(2) When communication was restored.

(3) When the repairer reached Change Islands.

(4) What was the cause of the trouble.

(5) How long did he take to effect repairs.

I would reply as follows: (1) On November 28th.

(2) On November 22nd.

(3) Our repairer lives on Change Islands but could find no trouble on the line.

(4) The cable was grounded by lightning.

(5) Repairs effected immediately on Mr. Hennebury's arrival at Change Islands.

Reply to question of Mr. Abbott re Mail Courier Blunden: On the 30th December, 1913, a Minute of Council was made appointing Thomas Blunden as Winter Mail Courier between the railway and Jamestown; service three times a week, salary \$200. Minute was approved by His Excellency the Governor and instructions were sent to the Postmaster General.

The reason for the appointment of Thomas Blunden was that he lived at Lettbridge, which is near the railway. Blunden would take the mail and proceed to Brookline, Portland and Jamestown with the same, and on his return, would bring the return mail from these places. It was found to be more convenient for the Mail Courier to live at Lettbridge, as he was always in touch with the train.

On the other hand, when Mr. Halswanger was Courier, as he did not know just when the trains arrived, it was practically optional with himself as to what hour he would leave Jamestown to make his connection with the train; and consequently there was general dissatisfaction with regard to the mail being taken to and from the train.

Col. Secretary's reply to Mr. Winsor re cost of Postal Telegraph Office, Salvage: Bishop, Sons & Co. \$60.29

Bowring Bros. Ltd. \$30.00

J. W. Dyke \$100.00

Holwood Lumber Co. Ltd. \$29.19

Jori Lane \$288.72

Alexander Rose \$50.00

\$609.31

MR. COAKER regretted to again have to call the attention of the House to the manner which remarks, made by the Opposition, were reported, and read some extracts from his speech of Tuesday past, in which whole sentences attributed to him were never uttered in his speech and existed only in the reporter's imaginations. Some of those reports referring to the pit-prop question was absolutely ridiculous and the whole House was forced to laugh over these misquotations.

He hoped this was not deliberate on the reporters part but would not be tolerated again during the session. The House then adjourned until 8 o'clock this afternoon.

GLEANINGS OF GONE BY DAYS

MARCH 24 ST. JOHN'S, N.F. Auxiliary Bible Society founded; Hon. William Thomas, President; 1846. Mrs. Howley, mother of the late Archbishop Howley, died, 1863. Bishop Spencer, S.E. formerly Bishop of Newfoundland, died, 1872. Lawrence Furlong died; he had his headstone in Belvedere Cemetery inscribed with his death, 15th of August, 1871. The inscription was afterwards changed to the right date, 1875. Thomas Mullock, organist, died in Ireland, 1878. Longfellow died, 1882. Two sons of Richard Parsons of Flat Rock, died on the ice, 1894. "Cabmen's shelter" Post Office Square opened, 1898. H.M.S. Eurydice, training ship, founded, 1878.

Reid-Newfoundland Co. COLUMBIA IGNITOR CELLS. We have just received a shipment of the 'world-celebrated' No. 6 Dry Cells. WATER STREET STORES DEPT.