

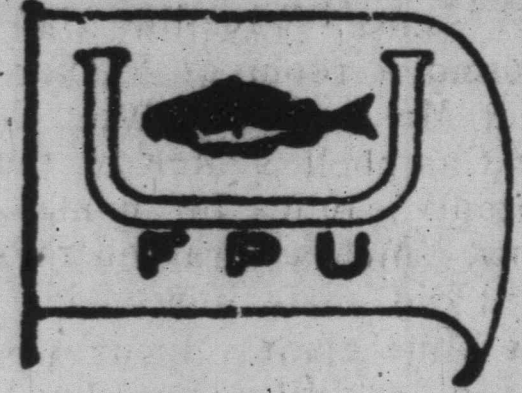
## The Evening Advocate

The Morning Advocate The Evening Advocate The Weekly Advocate

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Our Motto: 'SUUM CUIQUE'



(To Every Man His Own)

Letters and other matter for publication should be addressed to Editor. All business communications should be addressed to J. H. Scammell.

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ST. JOHN'S, NEWFOUNDLAND, MONDAY, APRIL 2, 1917.

## THE "LORNINA" ENQUIRY

### Mr. Coaker's Charges Are Sustained, and a Gross Violation of the Law is Exposed

THE Lornina Enquiry was instituted by the demand of Mr. Coaker, who, by a letter which he produced from Mr. A. J. House, at the last Session of the House, exposed the fact that the schooner "Lornina" was not built for the bounty, and could not possibly be entitled to the bounty which was paid Hon. M. P. Cashin, acting as Agent for H. R. Silver.

Mr. Coaker wrote to the Auditor General about this payment of \$824.00 to Hon. M. P. Cashin, enclosing Mr. House's letter. He claimed that the vessel was not built for the bounty, and was not surveyed according to the Act. Further, that the schooner was fitted with second hand sails and blocks, and the rigging was not new.

The Commission to investigate the matter was appointed, and it consisted of Mr. F. C. Berteau, the Auditor General; Mr. R. T. McGrath, who holds a subordinate position to Hon. M. P. Cashin in the Custom House; and Mr. Jesse Whiteway, a defeated candidate for the Morris Party.

Mr. House in his letter to Mr. Coaker, says: As builder of this vessel, I wish to come right in and denounce such a certificate, for according to the Ship Building Act of 1908, it is certainly illegal and an outrage.

This view is now borne out fully by the Report of the Commission, which will be found elsewhere in this issue: neither the spars, sails, nor rigging were new.

The question now is: What steps will the Government take? The certificate has been given for the bounty for a vessel that was not built and outfitted in obedience to the law.

The first act must be the demand for the return of the \$824.00 which was paid to Hon. M. P. Cashin. It was paid illegally. Therefore it must be returned to the Colony.

We give some extracts from the Report which show to a terrible extent how loosely the Ship Building laws are being carried out.

All the evidence, including that of Mr. Bell, points to a systematic disregard by builders and surveyors of the specific requirements laid down by the Ship Building Act.

When we fully take in that statement and what it means, does it not cause us to wonder that the people of Newfoundland are so law-abiding. When we find the Ship Building Act, framed in order to encourage the building of substantial, well-found and high-class vessels, is violated openly by those appointed to look after the surveys of such vessels, how can we expect that law and order can be observed at all?

Here we find men interpreting the law to suit themselves. This vessel could not qualify for the bounty, yet the sum of Eight Hundred and Twenty-four Dollars was paid Hon. M. P. Cashin as Agent for Silver, out of our Treasury.

This qualification, it must be remembered also, is not one laid down by the Ship Building Act, but by Mr. S. K. Bell. The bounty was given to those vessels, which, in his opinion, ought to get it.

If this had been known generally, we are sure that there are many vessels which might have tried for the bounty, but the owners were too honest to make the attempt.

Now that the Government have issued the Report we should like to know what they intend to do with it. Are they going to allow the Statute Law to conform to the deed of the delinquent, or vice versa?

In Mr. Goodison's case last year the plea of "custom" was sufficient to override the Audit Act. On that occasion we had Mr. Frank Morris, who is likely to become a Magistrate shortly, calmly stating that "custom oftentimes is above the Law".

Is this plea of "Custom" to satisfy the Country in this latest astounding exposure of the way the Morris Government see to the carrying out of the Law?

There are men in this Country to-day who have felt humiliated and ashamed at the wanton conduct of the present Government, which is shown up in such an open, unanswerable manner.

In this case, Mr. Bell and his associates had no business whatever to put an interpretation upon the Ship Building Act which was so opposed to the provisions of that Act. And we cannot help surmising that those above Mr. Bell were acquainted with what was going on, and permitted it to go on, thus making the Law ridiculous.

The Report says truly "the manner of the operation of the Shipbuilding Act has manifestly afforded great opportunities for oppression and fraud to be exercised by the Surveyors."

This is a natural comment to make on the loose way that Surveyors had of granting bounties. And the Report says in respect to past irregularities, that they in no wise shield any one who repeats them.

Mr. Bell has never known a Surveyor to inspect the sails in order to determine whether they were new or old.

The Report says concerning this: "This is such a flagrant neglect of a special provision of the law by Mr. Bell and his superior officers as to be amazing. In the case of the 'Lornina,' neither the spars nor the sails, nor the rigging were new, and yet the certificate was issued and the bounty paid."

We wonder that Hon. M. P. Cashin, knowing as he must have, that the Bounty Vessels should have new spars, new sails and new rigging, would yet receive the bounty money, even as Agent.

Mr. Cashin is the Chief Registrar of Shipping. He was in the House when the Act was passed.

Mr. Cashin is interested in shipbuilding. We cannot imagine that he was not aware of the regulations under which a vessel could obtain the bounty. If so, he must have known that in receiving the bounty money for the 'Lornina' that the certificate which authorised the payment was not a true one under the Act, and in this way we cannot dissociate Mr. Cashin's name from the transaction.

A Minister of the Crown, and especially one who is actively interested in the local trade, violates his duty in accepting the advice of a subordinate surveyor of shipping, if he knows that the interpretation put on an Act of Parliament is contrary to the specific regulations laid down therein. The Act specifically states that vessels shall have new material for spars, sails and rigging.

Did the Hon. M. P. Cashin know this? If so, then he acquiesced in the violation of the law. We utterly fail to see the distinction between Hon. M. P. Cashin, Minister of Finance and Customs, and Hon. M. P. Cashin, Agent of Messrs. Silver.

If the Minister of Finance and Customs knew that new spars, sails and rigging were required in order to gain the Bounty, then Hon. M. P. Cashin, Agent for Messrs. Silver, knew it also. It is not the pecuniary interest that is at stake. It is the violation of the Law that has taken place.

Again there was no official survey made by anyone until the ship was afloat. The Act requires that a survey of a ship claiming bounty shall be held at three successive stages of her construction.

Did the Hon. M. P. Cashin know this? If so, then in having anything whatever to do with the bounty given, he was acquiescing in the violation of the Law, for which the Commission condemned Mr. Bell in the following words: "We think he is censurable for this neglect to call the attention of the authorities to the defects of the law which he assists in administering, and for his acquiescence in a practice which involves the payment of public moneys without the proper sanction of the law."

If Mr. Cashin knew, or suspected, that neither in the construction of the Lornina's hull, nor in her equipment with masts, sails and rigging, was this ship entitled to the bounty, as the Report shows she was not, then we cannot dissociate him from the transaction.

Whether he applied for the bounty or not, makes no difference.

Although the Commission gives Mr. Bell credit for acting in good faith, it finds that in giving the certificate Mr. Bell committed a serious irregularity.

This, then, is the latest disclosure of the many that have been made, of the utter disregard of public morality that characterizes the Morris Government. When we find, in so many cases, that men in high positions of public trust are negligent, it is no wonder that those in lesser authority become careless too.

When the law was "forgotten" a few years ago, Governor Williams was "staggered" at first. We shall await with interest to hear how this Report has affected Governor Davidson.

We shall continue our comment on this Report further to-morrow. The attempt to throw the blame upon the "vicious precedent" set by the late Mr. Wheatley is one of the most outrageous and false attacks that has ever been made on one who is dead. This and several important matters we shall deal with to-morrow.

## EIGHT DOLLARS FOR FAT

### The Union Trading Company Buys the Crew's Share of the "Diana's" Seals for Eight Dollars per Cwt.

THIS morning the Union Trading Company purchased the men's share of the "Diana's" seals for Eight Dollars per cwt. It is unnecessary to make further comment. The Sealers have found out in very truth, that W. F. Coaker, President of the Union Trading Company, and Dr. Lloyd, leader of the Liberal-Union Party, are their friends. They passed the law last year that the men could dispose of their share of the seals, and this Spring shows how wise and necessary that law was. The price which the combine set on seals was \$6.25 per cwt. The Union Trading Company upset this and now the price is \$8.00 per cwt. There is absolutely no doubt in the minds of the Sealers, the Toilers and the Public generally that the Union Trading Company has won out in the battle for the rights of the people.

### Captain Phil Jensen

WE congratulate Mr. Phil Jensen on the merited honour that has come to him in being promoted to the rank of Captain in the Canadian Army, for good services while at the front. Captain Jensen has always been reticent in speaking of these services and we can only judge, that they must have been of a notable character from the energetic and self-sacrificing manner in which he kept up his usefulness to the Empire when he returned here, though wounded and far from well. His work here alone would have been sufficient to recommend him for further honours. We are glad to learn that he is improving in health, and that he has spoken in New York and been received with great enthusiasm. We trust Captain Jensen will return shortly fully recovered, and will live long to enjoy the honour which has been given him, an honour in which, through him Newfoundland shares.

### COAKER RECRUITS

Three More From Princeton, B.B.

Three fine specimens of manhood reached the city by the accommodation train last night and this morning went to Regimental Headquarters to volunteer for active service. They came to this office this morning to report that they were here in response to the call from Mr. Coaker, for 50 volunteers. Two of these young men are seeing the city lights for the first time. They have knocked around it fishery, honest toil has made them fit, and judging from appearances they are well able to take care of themselves and any Germans they are likely to meet.

### Man Injured On South Side

Saturday night at nine o'clock William Hudson who works at Job's South Side premises while attending to a press accidentally fell into a blubber tank. His side was much hurt by the fall, he was assisted to his boarding house, on the South Side, by Messrs. G. Roberts and J. Evans where he was attended by Dr. Macpherson who had been phoned for. On examination the doctor found no bones were broken and the man's injuries were not of a very serious nature. Mr. Hudson belongs to Adam's Cove, North Shore, and is 61 years old. After a few days he will be able to resume work again.

### The Catch

From the sealing steamers still at the seal fishery and those in port, the report of the approximate catch to date is:

|                        |         |
|------------------------|---------|
| Sable I (landed)       | 25,110  |
| Seal (landed)          | 15,024  |
| Erik (in port)         | 22,000  |
| Thetis (in port)       | 21,000  |
| Eagle (in port)        | 18,000  |
| Diana (in port)        | 11,000  |
| Neptune (estimated)    | 16,000  |
| Bloodhound (estimated) | 10,000  |
| Njord (estimated)      | 15,000  |
| Ranger (estimated)     | 12,000  |
| Viking (estimated)     | 10,000  |
| Total                  | 139,447 |

Yesterday's express (Westward) left Bishops Falls at 7.10 this a.m. The incoming express, left Bishops Falls at 8.50 a.m. and is due at St. John's at midnight.

### PERSONAL

Mr. D. O'Neil of Bay de Verde is in the city.  
Miss Carter, daughter of Mr. H. Carter, also arrived by the same route from Halifax this a.m.  
Mr. M. S. Sullivan has recovered from his recent illness and was at his office this morning.  
Lady Reid and family left by yesterday's express en route to Montreal.  
Mr. R. B. Job and wife arrived in the city this morning from Halifax via Cape Broyle, after a nine day trip.

### The Price of Fat \$8.00

Union Trading Company Buys Diana's Seals.

This morning the master watches of the Diana called on the mercantile firms of Bowring Bros., Bairds Ltd., and Job Bros., and were offered by each of the firms mentioned \$7.50 per cwt. for their seals. They then called and reported at the office of the Union Trading Company that \$7.50 was the best price they could obtain in the city for their share of the fat, and the Trading Company made the men a firm offer of eight dollars per cwt., which was joyfully accepted and an agreement was forthwith signed on behalf of the crew, giving effect to the sale. The Union Trading Company also intimated to the men that they were prepared to buy the owners' interest in the cargo as well; but we understand that the owners' part of the cargo has been disposed of to Job Bros. & Co. This means that the price of fat is now \$8.00; and that the Sable Island's crew and the other crews of all the other sealing ships which have sold for the RISE will be paid that figure. The Terra Nova is the only ship that has sold for \$7.50.

In this connection we must give a word of praise to the second hand and master watches of the Sable I. and the Diana. These men are True Blue to their fellow toilers; they have stood the test. "Unwaved by influence and unbribed by gain," these men should feel proud of the mainly part they have played in assisting the F. P. U. by their straightforward and upright stand to win such a splendid victory over the COMBINE. We give here with the names of these men: "Sable Island"—Edgar Hann (second hand); John Roberts, Abraham Kean and Arthur Hounsell, (master-watches). "Diana"—Joseph Blackwood (second hand); Garland Gaulton, Arch. Pond and Weston Blackwood, (master-watches).

### CREW LEAVE THEIR SHIP

A three-masted schooner was abandoned by the crew on Sunday, 10 miles off Cape Race, the captain only remaining by his ship. The vessel was short of provisions and the crew decided to travel on the ice to land. They walked to the Cape and from there they travelled to Portugal Cove South, where they made connections with the Trepassey train. When the ice slackened up the ship was picked up, and towed by a steamer to Perouse, where she now lies safely at anchor. The crew detained at Perouse this morning and rejoined their vessel.

A lad suspected of stealing a pair of boots was taken to the Police Station this morning and closely questioned by the police. He was able to establish his innocence of the theft and was released.

A barqet, bound for this port, was seen yesterday off Renew's in the ice.

### Supreme Court

Present: Full Bench.

The April Grand Jury was in attendance and sworn in. Mr. H. O'Neil was chosen foreman. The jurors were invited by the Chief Justice to visit the Penitentiary and other public institutions and make any pronouncement they decide necessary. There being no business of a criminal nature to occupy the attention of the jurors they were dismissed until called upon.  
David Williams vs. Smith Co., Ltd. This is a motion for a day. This case is set for the 13th inst. Mr. Warren for plaintiff, Mr. McNeilly for defendant.

Steer Bros. vs. The Bonavista Bay Mutual Insurance Co.

Motion for a day for trial. Mr. Foote, for the defendant, company, moved for a postponement until the May term; Mr. McNeilly objects. The motion will be further considered to-morrow a.m.

Job H. Roberts vs. Moses Young.

The hearing in this case is set down for Monday a.p., 9th.

William Dyer vs. Margaret Dyer.

This case is set for Thursday April 12th.

Horwood Lumber Co., Appellant, vs. Nfld. Stern Tug Co., Respondent.

The hearing of this appeal, which is from a judgment of Mr. Justice Johnson, is set for April 5th.

Frederick J. Snelgrove, Appellant, and John Hicks, Respondent.

The hearing of this appeal is set for Tuesday, the 3rd day of April.

Mr. Foote for appellant, Dr. Lloyd for respondent.

Patrick J. Shea, Appellant, vs. Wm. Grimes, (Supt. of Police), Respondent.

This is an appeal from the judgment of Judge Penney, convicting the appellant of a breach of the Prohibition Act, Howley, K.C., addressed the Court at length this morning and had finished his argument at 1.30 o'clock when the Court rose until 3 p.m.

### Archbishop Roche

Right Rev. E. P. Roche, Archbishop, accompanied by the Rev. J. J. McGrath, is a passenger on the incoming express which will not reach the city until after midnight. The people of the Archdiocese will rejoice to know that His Grace is enjoying excellent health.

### Dr. Lloyd Addresses Wesley Bible Class

Yesterday afternoon Dr. W. F. Lloyd addressed the members of Wesley Bible Class, taking as his subject "Christianity and the War," and in a very able manner handled the subject, showing the relation which the one bore to the other. During the address the speaker held the closest attention of all present and at the close was very heartily applauded.

### Coastal Boats

The Ethie arrived at Placentia 5.30 a.m. to-day.

The Glencoe at Placentia leaves for Western trip this p.m.

The Sagona at St. John's in dry dock.

The Clyde is now on dry dock being fitted up for the season's work.

The Prospero left St. Mary's at 9.30 this a.m. Under present conditions it will not be possible for the ship to get around Cape Race and she will harbor at Trepassey to await a favorable time.

Another clean docket in the Police Court this morning.