



Public Notice.

TENDERS will be received at this office until noon on SATURDAY, the 14th day of April, 1917, for a suitable steamer for the Mail Service in the District of Fortune Bay.

The steamer must be from 80 to 100 tons net measurement, fitted with all modern improvements, and to have accommodation for about 20 cabin and 20 steerage passengers. This service, which will commence about the 1st May next, will consist of one round trip each week and will be continuous throughout the whole of each year.

The steamer is to class "X 100" at Lloyd's (England) and to have a speed of at least ten knots. The contract to be for a term of ten years, to be computed from the date of commencement of the service. Tenders to specify the rate per round trip at which such service will be performed, which rate must include the board of the Government mail officer. Envelopes to be marked "Tenders for Fortune Bay Mail Service."

J. R. BENNETT, Colonial Secretary's Office, March 13th, 1917. m15,19,23,28,a25.



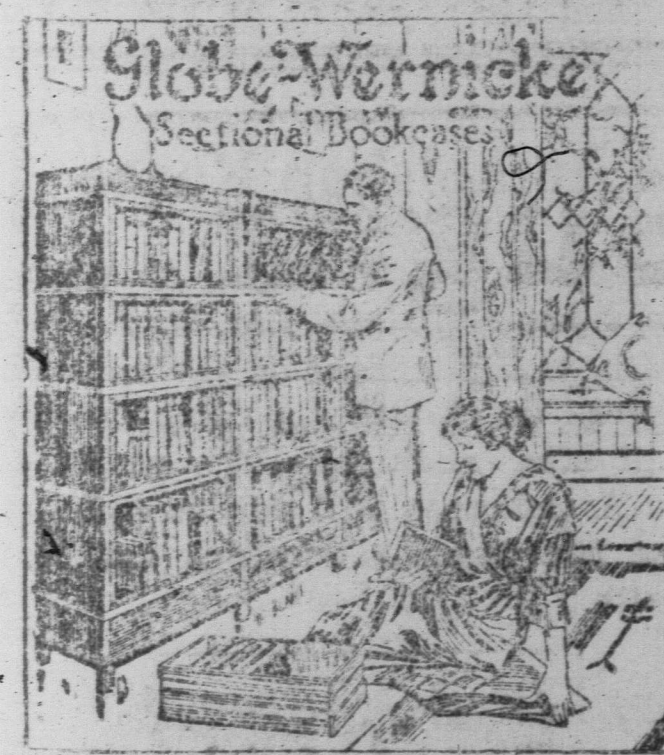
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HARBOR GRACE NEWS ITEMS

The good news of Sergeant Arthur Webber's winning the Italian Bronze Medal reached us today. Arthur is also a Military Medal man, and his career at the front has been specially noted by us. We feel proud of our young brave soldier, and sincerely hope that he will return to old Harbor safe and sound, when victory will have perched upon the banner of the Allies.

Pte. Ralph Dwyer, of St. John's, who is home on sick leave, is here spending a few days with Sergeant Dwyer and family. He was wounded in the drive of last July.

Mr. Hector Henderson, of St. John's, was in town during the week, visiting his friends before leaving for Montreal.

Miss Mollie Push, teacher at the Victoria Street School, has been unable to attend to her work during the week on account of illness.

The W. P. A. made their 18th shipment during the week, it consisted of 110 pairs socks, 2 pairs mitts, 24 flannel shirts, 4 parcels of dried spagnum moss. The busy ladies are to be found at the public building every Wednesday afternoon from 3 to 5 o'clock engaged in their noble work—providing comforts for our soldiers. We do not hear much about the noble work that the ladies are doing for the Empire; they should receive every encouragement in their work, and if they cannot go to fight the Huns, they are certainly doing their share by equipping the men to do it. The valuable services that the women of Great Britain are rendering for the Empire is certainly appalling to us, and we do not wonder at the passing of the recent resolution. (The granting of Woman Suffrage in England). The time is approaching when woman will take her stand in the world, that is meant for her.

A number of young seals have been secured at this place, and the nearby settlement—Bristol's Hope—during the week. On Wednesday afternoon Mr. Andrew Kennedy killed a young hood of Caplin Cove, the pet of which weighed over 50 lbs.; and on Thursday morning Mr. John Thomey, of Bristol's Hope secured six. We are informed that there are plenty of seals a few miles off, and that there are also large flocks of sea-ducks driven by the ice. It is difficult to get at the ducks at present, on account of so much loose ice being around.

The play "Never Again", which met with so much success in the Academy Hall on St. Patrick's night, is to be repeated on the night of April 12th in the interests of the W. P. A. The play is to be performed at Carbonar during the next week, for the same purpose.

The men who are at work caulking the old bark which is to be taken to Catalina soon, are meeting with excellent moderate weather in their work. Mr. Jones, who was over surveying the job, left again by Thursday morning's train; but will be here again soon.

We note with pleasure the addition of financial benefit (\$50,000.00) that the Union Trading Company has put into the pockets of the seal-tollers this spring, which will be welcomed by many a poor hard working man or woman in those strenuous times. Is it not a God send to see it distributed among the poor, instead of seeing it go to swell the bank accounts of the rich merchants on Water Street, in St. John's. When the good news reaches the other two corners of our triangular home, and the people begin to realize the revolution that has begun in the commercial transactions of our fisheries, there will be little doubt as to what party will win the election next fall. The people of Newfoundland have been galled for the last century, by persons who have come in from other countries and made fortunes, and who would still continue to do so but for President Coaker. The tide has now turned, and who has turned it? When the horrible slave trade was so active in days gone by, the very soul of the great noble Wilberforce strove against it, until he became the freer of the slaves, and so today we have a great Wilberforce in the person of W. F. Coaker striving for the freedom of our down-trodden fishermen. All honor to his name and may he live long to see the grand results of his work.

CORRESPONDENT. Hr. Grace, March 30, 1917.

Sergt. Savage and Constable Kelly went out by yesterday's express to St. George's on a special mission from the Police Department.

Lecture on Canterbury and Its Cathedral

The usual Sunday Evening Meeting was held in the Grenfell Hall last night. Mr. W. H. Jones took for his subject, "Canterbury and its Cathedral." The hall was filled to its utmost capacity.

The lecturer prefaced his explanations of the slides by a review of the history of the city and its connection with the introduction of Christianity into Great Britain. The story of the life and work of St. Columba and the influence of Gregory the Great, who sent St. Augustine to England, was listened to with interest. The pictures were very clear, setting out the beauties of the architecture of the Cathedral. In his description of the buildings, the lecturer told of the martyrdom of St. Thomas-a-Becket and the struggle of the Barons under the leadership of Archbishop Stephen Langton for the Magna Charta. The whole evening was one of the most successful ever held in the Grenfell Hall.

REGIMENTAL HAPPENINGS

Three recruits enlisted for the Army at the Recruiting Station, Water Street, on Saturday. The three men afterwards proceeded to the Headquarters and their names were added to the roll. During the afternoon they were put through the medical examination.

Robert Thistle, Broad Cove, Conception Bay.

William King, Broad Cove, Conception Bay.

William Frampton, Harbor Grace.

The volunteers at Headquarters were given extended order drill during the forenoon and section drill during the afternoon.

Saturday afternoon Sergt. Smith, who is in charge of the Recruiting Station, and Lance Corporal Raymond visited the Longshoreman's Hall and the Grenfell Institute on a recruiting tour. They found a great number of young men of military age at both places and had a talk to them on joining the Regiment. Some of them promised to do so.

During Easter Week and the following weeks every club room in the city and all the movie theatres will be visited, and a clear-cut proposition will be put to every unmarried man of military age found at these places as to what his intentions are.

The returned soldiers actively engaged in the promotion of recruiting have been furnished with a rosette worn on the left shoulder, to distinguish them and let people know their mission.

The usual church parade was held yesterday forenoon and the men marched to the churches of their respective denominations for Divine Service.

Another lot of returning soldiers are now at Halifax and will reach the city about Thursday or Friday.

TRAGEDY AT HERRING NECK.

(Twillingate Sun, March 24.)

On Sunday night a woman named Mrs. George Powell, of Herring Neck, went astray and apparently perished as she was found dead the next day on the ice by her husband. It appears that she had gone to the S. A. Barracks and left there shortly after 9 o'clock. She was met by a man on the ice out from Lockyers, and he directed her back to the wharf and saw her safely on the road as he thought. As it was raining Sunday night her husband experienced no uneasiness because she did not return, but on Monday morning he started out to look for her. He heard of her having been met by this man, and he went down to the Lighthouse. Here he and the light keeper discovered a black object lying out on the rough ice on the Herring Head shore. On getting the spy glass it was discovered to be the body of a woman. Mr. Powell then walked out to the place and discovered that it was his wife lying dead. Constable Tulk and Dr. Wood went down Tuesday to hold an investigation.

Obituary

MR. ALFRED CURTIS

The death of a well known resident in the person of Alfred Curtis occurred on Monday night. Deceased was in his usual health up to just before tea, when he was seized with a pain in the head. He became rapidly worse and breathed his last about three hours later, at the age of 76 years. His widow who survives him is almost totally blind. The only surviving sister is Mrs. Elizabeth Roberts of Wild Cove. Twillingate Sun, March 24th.

Mr. Griffin Refutes Charge

(To the Editor.)

Dear Sir—In order to refute the very serious charge of conspiracy which I have been accused by one Patrick Brown, whom the people of the little hamlet of Bacon Cove have the honor (?) of representing them on the Conception Harbor Board, I crave the use of the columns of your estimable and widely circulated paper. The Morning Advocate. Will our respected member of the Board, Board let me know what or whom I am conspiring against?

That the public may know the cause of the accusation it is necessary for me to make an explanation, and I shall endeavour to be as concise as possible.

It seems that the Board took fifteen dollars from Kitchens and appropriated it to the repair of a certain section of Conception Harbor roads. Mr. David Gushue contended that it was illegal to do so as a majority of the Board should vote for such a proceeding and he was interviewing Brown on the matter when I chanced to pass by. He immediately opened out and accused Mr. Gushue and myself of forming or hatching a conspiracy (or words to that effect) against the Board.

Considering the solemnity of the occasion—it was on Sunday—and knowing the insignificance of the source from which the accusation emanated, I refrained from making any reply. I assert right here, and I deny successful contradiction of the same, that I have no personal enmity against the Board, and Brown's malicious accusation is a contemptible falsehood.

It appears as if Sunday was the day specially selected by Brown and his son to insult people walking the public streets, and as I am well aware of the satisfaction I should get from other sources, I have determined to make the affair public. If any person feels aggrieved over my words and desires a more explicit explanation, I shall be delighted to oblige him, for I am just barely touching the hem of the garment now Mr. Brown—that Confederation hero of fame—in the course of his gentlemanly remarks, said "That it was a pity we—meaning Coaker—didn't have the Government." I heartily concur with him there, for if he did there would not be as much swindling of public monies in some directions as there has been in the past.

Brown is the Road Commissioner and receives the grant for that part of the main road which extends between Conception and Bacon Cove—a distance of nearly two miles—and he received last year's grant on or about the first week in June. The fishery was a good one last year and much fish had to be carted over the road which was in an impassable condition. I was informed that certain parties asked Brown to repair the road, but that consequential individual did not feel inclined to comply with their request.

I interviewed Mr. Kennedy, M.H.A., and also wrote Mr. Harris in connection with the matter, with the result that our local "jove" gave the "back line" its annual dose of red clay about the first of September.

This I imagine is one of the causes of his (Brown's) deep rooted antipathy against me.

This slight digression, Mr. Editor, was necessary in order to make the affair clear. I shall have more to say, with your permission, at a later date.

This nuisance of being insulted, which I referred to above, has become a common occurrence on our streets, and it appears that if one is not within the "Magic circle" of Toryism there is no means of redress. I say speed the day when we can say "Two Irishmen were upset by a wave while out for a row. One of them swam to the shore, and after a rest was seen to start back towards the other man, who was still wrestling the waves. "Why, what are you going back in the water for, Mike?" inquired a bystander. "Why, I had to save myself first," said Mike, "and now I'm going back to save Dan!"

It was not my intention to give this matter publicity, but the time has come when patience has ceased to be a virtue. I am not asking to be honoured as a demigod, but I demand that right due to every British subject that right for which the heroes of English freedom suffered banishment, imprisonment and death, that great maxim (which is not always considered) without which the life of each were a weary burden to be borne as best we might through this Sahara of a world, that transcendent maxim: Fiat justitia, ruat coelum!"

Yours sincerely, P. J. GRIFFIN.

Bacon Cove, March 29th, 1917.

Shipbuilding in Lower Provinces

Toronto Capitalists Here to See About Supply of Steel Plates—Progress of Industry.

H. H. Blanchet of Toronto, was in the city on business yesterday. Mr. Blanchet in a chat with "The Post" said:

"Three years ago when I was living in Vancouver I saw how things were going and told the lumbermen there that if they didn't build wooden ships they would soon be out of business. The result has been that they are now building twenty-five wooden vessels, containing a million feet of lumber each, with twin auxiliary engines, 250 horse power each, to burn crude petroleum. Each ship cost \$210,000, and the province of British Columbia guarantees fifty-five per cent of the cost of these vessels."

"During the last three years I have been trying to persuade the people of the maritime provinces to build steel merchant ships, as well as modern schooners with auxiliary engines, and as far as New Brunswick is concerned they have not done anything. Nova Scotia has at the present time forty wooden schooners in course of construction, and the Nova Scotia Steel Company have a steel merchant ship at New Glasgow, being built."

"This is a credit to that company, as they are the pioneers of this industry in the maritime provinces, and we must give all honor where honor is due."

"Recently I got in touch with J. F. Darcy of Boston and New York. We had a meeting in Montreal which included Mr. McNaught, manager of the North Foundry Company, Chatham, and Mr. McCurdy, manager of Royal Bank, Newcastle, and the outcome was that we have organized the International Steel Shipbuilding Corporation, Limited, plant to be at New Castle, N.B., with head office at Montreal. We expect engineers to be on the ground shortly and the plant started as soon as it can possibly be done."

"We have orders in hand for twenty-four steel merchant ships and there is a possibility of a branch ship-building plant being started in Halifax, as we can get all the orders we want, and it is simply a question now of men and material."

"In talking with the Dominion Iron and Steel Company to-day," Mr. Blanchet said, "the latter company owing to war orders and contracts could not turn out any plate immediately, but business, like water, always seeks the lowest level, so that I haven't the least doubt but that the D. I. & S. Co. will put on a plate mill just as soon as they possibly can, as it would not be good business not to do so."

THE SEA AND HER DEAD

Years ahead, years ahead.

Who will honor our sailor-dead? For the wild North Sea, the bleak North Sea Thrushes and seethes so endlessly. Gathering foam and changing crest. Heave and hurry and know no rest. How can they mark our sailor-dead In the years ahead?

Time goes by, time goes by.— And who shall tell where our soldiers lie? The guiding trench-cut winds afar, Miles upon miles, where the dead men are. A cross of wood or a carved block, A name-disc hung on a rifle-stock. These shall tell where our soldiers lie As the time goes by.

Days to come, days to come.— But who shall ask of the wandering foam, The weaving weed, or the rocking swell The place of our sailor-dead to tell? From Jutland reefs to Scapa Flow Tracks of the wary warships go.— But the deep sea-wastes lie green and dumb All the days to come.

Years ahead, years ahead. The sea shall honor her sailor-dead! No mound of mouldering earth shall show The fighting-place of the men below. But a swirl of seas that gather and spill; And the wind's wild chanty whistling shrill Shall cry "Consider my sailor-dead!"

In the years ahead. Guy N. Pocock, in the Westminster Gazette.

Mr. Jacob Roche, of Coley's Point, was admitted to the Hospital Saturday. He had been in town three days waiting for his turn to get in.

Rossley's British Theatre!

VAUDEVILLE and PICTURES.

Country Store To-night

As there are so many beautiful presents left, all must be cleared out to-night, as this will be the last Country Store for some time, as The Allits' Revue will take up so much time. Doors open early.

TUESDAY NIGHT.

Children's Country Store

Heaps of beautiful things for the youngsters. Different from all the others. Rossley's will close down for to clean and renovate the Theatre and prepare for the monster production, THE ALLIES'

Notice To The Trade

Besides stocking a complete line of Dry Goods for the benefit of our many keen buyers, we are duly appointed distributors for the following manufacturers:—

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