

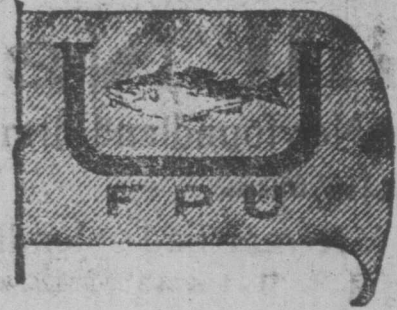
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This feed is advancing.

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J. J. ROSSITER

Our Motto: "SUUM CUIQUE."



(To Every Man His Own.)

## The Mail and Advocate

Published every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., JAN. 23, 1915.

## OUR POINT OF VIEW

### The Prospero Rocked

THE citizens of St. John's were amazed yesterday when the news of the Prospero's narrow escape from destruction reached them, and all were eager to learn the particulars. Our reporter gathered some facts which we gave our readers yesterday and The Herald apparently secured some information as well, which to an extent appeared the public's eagerness for information.

It appears that Capt. Kean being in the sloop, observed a lake of water inside of the Horse Island and decided to get there and spend the night. He reached the spot and took on board a couple of fishermen who piloted the Prospero into the little nook that serves as the harbor. The locality is familiar to us as we spent some few hours in the locality when on our tour of 1913.

The Captain asked where the rock was and the pilot showed him the locality. The ship passed between the island and the rock when entering. The water is deep between the island and the rock and the rock is about the width of St. John's harbor from the island. The next morning at daylight the Prospero left anchorage and ran square upon the rock when going at a good speed.

The depth of water on the rock, which is somewhat flat with a surface of about 300 square feet, is from 3 to 12 feet at ordinary tide. The ship slid over much of the rock and where she stopped the water was deep under the bow and ahead than astern. The water ballast tanks were emptied. Coal in bunkers, thrown overboard and at high tide an effort to force her off failed. Then everything movable was thrown overboard including some Union goods.

In the meantime the little sea that was running subsided and the ship being lightened considerably she was forced off by her own steam power.

When she floated off she drew about seven feet of water. The crew had arranged for leaving the ship as no one on the ship believed she would ever float again. Had the sea arisen, the Prospero would have gone to pieces in ten minutes, and those on board, which numbered about 40, would have had some difficulty in reaching the island as green sloop had formed between the island and the ship and boats would have much difficulty in getting through it.

There was a little sea on when the ship first struck which caused the ship to pound from side to side and her bottom must be well pounded and it will take \$10,000 to make good the damage. The loss entailed by the owners by jettisoning the cargo will amount to about \$4,000.

This was the second narrow escape of the Prospero this season. For in the summer she barely escaped total destruction at Partridge Point where she ran against the deep water cliff in a dense fog and was saved by her anchors which were dropped a minute or so, when they brought up the ship just as she struck the bottom under the cliff.

Capt. Kean's nerves are not what they were and the effect of last spring's disaster is apparent to those who know him intimately.

Bowring Bros. should give him employment ashore as ship's husband—

a position he is well qualified to fill—but he should no longer be called upon to endure the strain that a master of a coastal steamer is compelled to undergo.

We demand a full marine enquiry into this matter.

The Prospero is a coastal ship heavily subsidized by the Colony, carrying often 150 persons, and no chances can be run with regard to her safe and proper navigation, and as the Government a few years ago took away Capt. Axford's certificate through a marine enquiry because the S.S. Fiona struck entering Placentia, there will be no excuse for refusing to hold a marine enquiry into this serious accident to the Prospero.

Nothing was done when the Portia, commanded by Capt. Kean, managed to locate some of the out-of-way shoals off Musgrave Harbor. The people had no voice in public matters then, and there was no Mail and Advocate.

Times have changed since and this serious grounding of the good ship Prospero on Horse Island Rock for the period of 24 hours must be enquired into.

## The Labrador Fish Commission

THE Coley's Point Convention unanimously resolved to petition the Legislature asking for the enactment of a law to establish a Board of Commissioners to fix the minimum price to be paid for fish shipped off the Labrador coast.

The request is one that Conception Bay Members of the House of Assembly cannot refuse to support. It is entirely a Conception Bay matter and if St. John's citizens can oust a Municipal Council and replace it by a Commission and be supported by a majority of the Legislature because it was a matter entirely for St. John's, surely Conception Bay fishermen will be given as good a show by the Legislators as was given the request of St. John's for a Municipal Commission in matters pertaining solely to fishery matters that concern only Conception Bay.

The fishermen consider they have no voice in fixing the price of their produce and consequently there is a lack of confidence in the action of the fish buyers, who take the fish and promise to pay what they call the current price, which afterwards turns out to be a price fixed by the interested shippers when they meet at St. John's, long after the fish is sent to market and after some of it has been eaten on the other side of the ocean.

The fishermen consequently have no confidence in the exporters' sincerity and even if the best value is given for the fish the shippers believe that the exporter has had the best of the bargain and the result is dissatisfaction.

The fishermen would be represented on such a board if the F.P.U. resolution and petition is accepted to, but he would have to be guided by the information presented by the exporters' representative, who would be the president of the Board of Trade ex officio.

The Government would represent both interests and rightly so, hence no better selection could be made than that of Minister of Marine and Fisheries, whom the country would expect to be fully acquainted with such vital matters as the supply and prices prevailing in the markets abroad.

Conception Bay's share of the fishery wealth consists of the Labrador fishery and the matter is one of life and death to Conception Bay.

The minimum price would be the lowest price that any buyer would be permitted to purchase at. Buyers may pay as much more as circumstances would permit, but the fixing of the lowest price that fish could be purchased at would ensure the fishermen the value of their catch as that price would have to be the figure fixed by a majority of the Board and as the Board would be in possession of all particulars the price fixed would be what was considered as the real value of the fish and the fishermen would be satisfied that their interests had been considered and thus confidence between buyer and seller would be restored.

Labrador fishery matters must be closely considered in the future or the fishermen of Conception Bay will have to abandon the undertaking. When buyers will pay some \$4.30 for fish and others \$3.60 for the same quality, and ship both priced fish in the same vessel, it is no wonder dissatisfaction prevails.

Some shipped the past year for the "highest price paid," others shipped for "as much as was paid on the coast," while others, who were told they would get the best price paid, had their receipts marked "current price;" the result is that three prices were paid for the same quality of fish, and the man who was offered \$3.30 believes he should have received \$4.00, because many who shipped secured that price. The fishermen regard the current price as the best price paid on the coast, and it is reasonable to think that every man sought to secure the best price and was content when told that the current price meant the best price

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DON'T LET THE LITTLE ONES MISS THIS BIG TREAT.—FRIDAY AND SATURDAY AT THE MATINEES ONLY.

## TO THE EDITOR

### Hodge's Cove Council Officers

Willis Thomas, Chairman.  
Abraham Peddie, D. Chairman.  
John Churchill, Sec.  
Abenizer Peddie, Treas.

### Frenchman's Cove Council Officers

John Park, Chairman, re-elected.  
Alex. Stickland, Sec., re-elected.  
Wm. Stickland, Door Guard.  
Extra Officers: Wm. Whelan and Geo. Stickland.

## Praises The Advocate

(Editor Mail and Advocate)

Dear Sir,—I suppose it is about time I was renewing my subscription for The Mail and Advocate. I must say I am pleased to notice the way you go into business and especially the staying power which you possess.

I do hope you will beat in the fight with Capt. A. Kean; put him out of commission; he justly deserves it. Enclose please find 60c., which you will kindly apply.

—G. A. DOMONEY.  
Chilliwack, Jan. 7, 15.

## A New Branch of the F.P.U. At Hare Bay

(Editor Mail and Advocate)

Dear Sir,—It affords me great pleasure to inform you that we have started a branch of the F.P.U. here at Hare Bay. We are twenty-four in number, and there are quite a number yet to join.

The members of the Council are as follows:

Theo. Wells, Chairman.  
Martin Ford, Treasurer.  
Samuel Ford Secretary.  
Moses Hoskins, D. Chairman.  
Joseph Wells, Doorkeeper.  
THO. WELLS, Chairman.  
Hare Bay, Jan. 13, '15.

## Coaker Sets High Prices

(Editor Mail and Advocate)

Dear Sir,—While the winter is gradually stealing by and several of our folks are engaged cutting logs and pit props a great many more are unable to get any employment. Therefore it is no unusual thing at present to hear of hard times, and if we already hear that cry, how much more shall be heard before the last of March.

It is well known that last summer was almost a failure in this Bay as far as the fishery is concerned, which of course is just about all the ordinary man got to depend upon, and now that the fishery is a failure, and the necessities of life are almost out of reach it is almost impossible for a man who has no means to exist.

So far we have struggled along, but at present times are looking very dark. If one was employed say cutting pit props at \$1.50 a cord as was offered by some Graballs around here and the price of flour say at \$8.50, how could one earn enough to keep body and soul together?

Therefore it's just as well to stay in the corner and starve fair play as to go out and almost kill yourself and then starve anyway.

We heard that Mr. Coaker offered high prices for pit props which of course is an inducement to all who can work to get at it at once. Some of the other parties are now going to give Mr. Coaker's price also.

This is another feather in Coaker's cap. I wonder why it is that Ned Morris who is head of this rotten Government can't help the people at any rate as Coaker.

—PIT PROPS.  
Laurenceton, N.D.B., Jan. 6, 15.

## Note Of Thanks

(Editor Mail and Advocate)

Dear Sir,—Last Spring I was sick with Beri Beri and thought my fishing was over for the Summer. Just a few days before sailing this gentleman, worthy Captain William Hunt, gave me the chance to go with him and crew. Have my catch, whatever it may be and agreed to pay for my food and other expenses if Captain thought it right, but there the man that was in him.

When the Summer was over and the voyage shipped he charged me nothing for the Summer, and therefore my sincere prayer is that God will bless and prosper him and his worthy crew. Names of the men that formed our crew are Captain William Hunt, Mate Henry Hunt, Noah Hunt, Thos. Hunt, Job Carter, Alexander Young, Thomas Peckford and Caleb Butler.

—ALBERT OSBOURNE.  
Greenspond, Jan. 14, '15.

## Condemns Kean

(Editor Mail and Advocate)

Dear Sir,—We are indeed delighted to know that we have in this country a man who is not afraid to show up things as they really are. If we had somebody else who would only take half as much interest in the toilers as Mr. Coaker does then we could say that a new era had already dawned for the people.

For instance let us turn our thoughts to the scaling disaster of last spring when so many poor unfortunates while trying to earn an honest dollar were sent into eternity by the blunder of Abe Kean or at least that is the opinion of a very great number of sealers all over the country and although this fake course of enquiry may go on and on for another year or more, there can be only one verdict and that should be that Kean should never again be in command of a sealing steamer.

Readers, just ask yourself this question: Who is the Court of Enquiry? Why the celebrated Dr. Lloyd and the defeated candidate Squires who, I am sure, don't know the royal yard from the gibbom, and with regard to seals wouldn't know how to lace up a turn; and it is from those greenhorns that we are to learn the conditions of the sealers, the cause of the disaster, etc.

I would be surprised to hear soon of the Admiralty asking those experienced men for their opinion as to whether American ships should be searched for contraband or not.

Things are certainly going from bad to worse. No wonder the country is gone. And before closing I should like to ask Messrs. Bowring Bros. if they respect the relations of the poor unfortunates who were frozen to death last spring at the seal-fishery to put Abe Kean ashore, by so doing they will confer a great favor upon the country. —A SEALER.  
Elliston, Jan. 15, '15.



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Jan 21, 1915

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This special offer is good only for two months and subscribers must fill out the subjoined form if they avail of this special offer.

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Signature \_\_\_\_\_

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