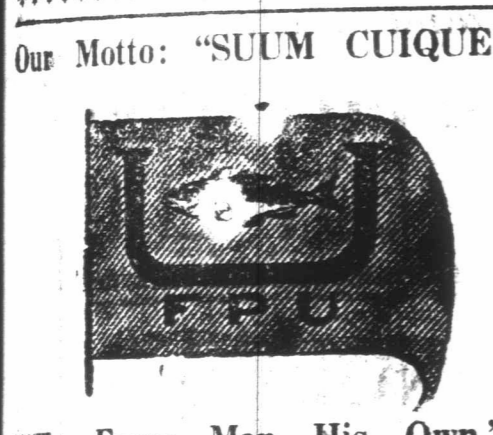


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YES X
NO



Our Motto: "SUIV CUIQUE."
The Mail and Advocate
Issued 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., SEPT. 30, 1915.

OUR POINT OF VIEW

Who Is Responsible?

WE have an overwhelmingly large batch of complaints regarding the disgraceful service given to our toilers on the coast of Labrador; and we insist that an investigation is in order as to who is responsible for the "raw deal" being administered to both fishermen and suppliers on the coast.

It must be distinctly understood that public utilities are not subsidized for the special benefit of the favoured few or the city of St. John's, every outport shipper has a right to the use of the means of transportation to and from the coast. Hence, we deem the matter of Labrador service a subject of public concern.

We do not wish to further discuss in this connection the removal of the "Kyle" from the service; but we contend that when she was removed, sufficient means of transportation should have been provided.

When the "Sagona" left last trip she was full of the hatches with freight, much of which was for points which are really no concern of ours, e.g., the Moravian Missions, which have a steamer of their own to ply between St. John's and the Moravian settlements. The handling of this freight was a gross injustice to the trade as well as to the fishermen, and we have a statement to the effect that freight was shut out entirely at all points north of St. John's. This freight, consisting of provisions, fish-casks, dunnage and other essential things was left over, to be carried later by the "Erik" which has hardly yet reached her destination.

We understand that representations have been made to the authorities regarding this gross injustice, to shippers and fishermen; and apart from the inconvenience,

much financial loss will result.

A large quantity of Labrador fish is now being shipped direct to market in casks, and as an early shipment of this class of produce is not only desirable, but necessary, we know that the loss to shippers must be considerable. Now we ask, who is responsible for this condition of affairs?

Then, there is the Crosbie hoodling joke, known as the "Hump." We uttered a strong protest against the employment of this \$5000 purchase in the Labrador service. But our protest was unheeded. The "Hump" has not only been absolutely worthless, but a disgrace. She is subsidized to carry mails to the fishing schooners on the northern part of the coast, and incidentally, it seems to provide a means of administering justice (?) on the coast. We beg to ask the Departments concerned what service this floating prize-packet has rendered? We know positively that mails have been sent and re-sent up and down the coast for fishermen which have not yet (nor will they) reach their destination. We know, too, that the Labrador Magistrate has been off the coast for weeks, and we know, too, that there was a goodly amount of judicial matter which this Magistrate either never heard of, or if heard of, was not attended to.

We have an account of some consummate acts of rascality which this perigrinating J.P. should have attended to, and it is feared much suffering must result in consequence of the failure of Government officials to do what they are paid for.

It is time for the Government to awaken to the fact that they are bound to provide for our fishing interests, and that they should not be longer party to plunder of the Colony's revenues by men with a pull.

If the Executive are prepared to permit further outrages of this nature, then the sooner they step out the better for all concerned. Coddling the Labrador fishermen has about reached the limit; and Government Grabbals have now outstepped the bounds of common decency. We ask the Premier to get busy, and cry halt to this carnival of corruption.

The Harvest of the Sea
The Labrador Situation

FROM reports received from Labrador it is evident that we are face to face with a very serious situation. A conservative estimate of the Labrador catch places the prospective shortage at nearly 75,000 quintals in the catch even as compared with 1914. Whilst the "up the shore" crews have fared no better than last year, the floaters have fared very badly, and considerably more than half the fleet are reported for very slim fares. From reliable sources we set down the average catch of floaters for 1914 at approximately an average catch per schooner at 250 quintals. The catch this year will not reach 150 quintals. This means such a shortage as we have rarely, if ever, experienced.

The following statistics will prove interesting:

Comparative Exports of the Labrador Fish Shipped From the Coast to Market:

Year	Qtls.	Valued at
1907..	287,493	\$1,013,227.00
1908..	288,826	779,858.00
1909..	168,692	623,362.00
1910..	81,368	325,472.00
1911..	161,043	676,381.00
1912..	194,995	682,482.00
1913..	111,876	527,817.00
1914..	91,049	361,448.00

The Fisheries' Report says that it is estimated that fully 215,000 quintals were brought to Newfoundland and are, therefore, included in exports as from Newfoundland. Six vessels loaded on Labrador for foreign markets and came to Newfoundland, whence they cleared.

We presume that the cargoes of these vessels are also regarded as exports from Newfoundland. If

Words Of Inspiration

THE following poem from the pen of Henry Newbolt is one of the most inspiring things we have ever read. It is recorded in the "Memoirs" of Dr. Drummond—"The Poet of the Habitant"—that this masterpiece of verse was one of his famous recitations. We commend it to our young folk, and ask them to commit to memory:—

"Play Up, and Play the Game"

THERE'S a breathless hush in close to-night,
Ten to make, and the match to win;
A bumping pitch and a blinding light,
An hour to play and the last man in.
And it's not for the sake of a ribboned coat,
Or the selfish hope of a season's fame,
But his captain's hand on his shoulder smote,
"Play up, and play the game!"
The sand of the desert is sodden red,
Red with the wreck of a square that broke;
The Gatling's jammed, and the Colonel dead,
And the regiment blind with dust and smoke.
The River of Death has brimmed his banks,
And England's far, and, and Honour a name;
But the voice of a schoolboy rallies the ranks,
"Play up, and play the game!"
This is the word that year by year,
While in her place the school is set,
Every one of her sons must hear,
And none that hears it, dare forget.
This they all with a joyful mind,
Bear through life like a torch in flame;
And falling, fling to the host behind,
"Play up, and play the game!"

this be so, then we estimate that the "up the shore catch" will be less than it was last year. If we examine the situation as it affects the various sections of the Colony, we shall find that practically all the "up the shore" fishermen, or "stationers" come from Conception Bay, and chiefly from points between Avondale and Western Bay. The percentage of "floaters" from these points is comparatively small. Hence the shortage in the Labrador catch will be felt most keenly by fishermen from Trinity, Bonavista, and Notre Dame Bays.

A large number of these are owners of their schooners, and many of them purchased their supplies for cash; consequently, they are in a very tight place at the wind up of the voyage. We do not know the actual number of "wages" men; but we believe the number is small; so that the shermen, like the skippers, will fare badly.

Something most necessarily be done to meet this serious situation; and with the depleted condition of the Colony's exchequer we wonder what shape the aid to these fishermen will assume.

Surely, there will be no pauperization of the Toilers. What they need is remunerative labor—not doles.

The suggestion offered in these columns recently, viz., the cutting of pit props on our Crown Land Reserves (if we actually have any such) will meet with the approval of the fishermen. They are admirably fitted for this class of work, as most of them are real-life expert woodsmen. The demand for pit props is apparently limitless; and the Government should at once undertake work in this direction.

The labor should be paid for remuneratively; there should be no trucking, and no dickering with grasping supply stores. Pit props should be paid for at not less than \$4.00 per cord on the bank. This would mean a decent daily wage for the fishermen, and it would provide them with a substantial sum to meet their necessary expenses.

In addition to the employment afforded, there would be, as pointed

The World's Press

Globular Politics!

PARKDALE Tories justify the purchase of an American ambulance car on the ground that it was a better car for the money than the competing Canadian car. And yet they howl defiance and dissent when the western farmer wants to sell his wheat in the United States because he can get a bigger price there.—Toronto Globe.

Denouncing Dumba

Various organizations of Austro-Hungarian workmen in the Dominion blame Dumba for his interference in purely American affairs. What is more, there has been no general quitting of jobs by Dumba's countrymen, as he desired. The people evidently have more sense than their representative.—Montreal Gazette.

The Power of the Legislature

A court in South Dakota has decided that the legislature of a state may repeal a law enacted by direct vote of the people. The case has excited the radicals. It may help to calm the rest of the people. It should be a good thing that men thinking quietly and exercising their representative functions should be able to put an end to a bad law enacted by the mob, guided by a lot of roaring demagogues or dancing dervish newspapers.—Montreal Gazette.

Bending to the Storm

Some of the German-American bankers who intensely sympathize with the enemy are showing readiness to subscribe to a British loan in New York. They hope for Britain's defeat, but they have not the courage to boycott a British loan. They recognize that, though the loan would be an accommodation to Britain and France, it would be of still greater service to the United States, and they do not dare to show themselves disloyal to the interests of the latter country. They feel the pressure of public opinion there now, and know well that it would be made hot for them if they proved shirkers in their duty to the country in which they make their living and which they call their own.—Mail and Empire.

Not Doing Our Duty

The plain fact remains that no city and no province and no class of people in Canada has yet done what it ought to have done. Canada has sent about one-fifth of the men to the front that she ought to send. Is that cause for parochial boasting? Is that cause of something to be proud of? Rather is it not cause of shame because as a people we have done so little? No part of Canada has yet contributed anything like the proportion that England, Ireland, Scotland and Wales have contributed. And the war is just as much our war as theirs. Our business just now is to increase our efforts, to enlarge our contributions to our common defence and not to engage in controversy as to which parish has done the best in recruiting. There will be glory enough for all when the war is won.—Vancouver World.

Germany's New Friends

A little more than a year ago Germany was on terms of real friendship with all nations save for one or two harbored resentment for past or suspicion of future aggression. Germany was respected and admired for her marvellously swift advance in science, in industry and in commerce. She held a secure place among the foremost. Now not one nation on earth has a friendly feeling for her, with the exception only of Austria and Turkey, two powers of such mean estate that for half a century no country has been so poor as to do them reverence; Turkey, the land of the unspeakable, which would have been effaced years ago but for the miserable immoralities of the European concert, and Austria, long a monarch as narrow, as selfish and as stupid as George the Third. These are Germany's allies, her friends, all she has left.—N.Y. Times.

ed out by us, a goodly sum spent in provisions and other things which would pay a handsome amount to the revenue as well as the export tax of \$1.00 per cord. We trust the Government will not start any indiscriminate "givings out." The Toilers are willing to work, and they should be paid for their labor in cash.

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