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("To Every Man His Own.")

The Mail and Advocate

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M. P. CASHIN'S "HIRED MEN"

THE "hired men" are at it again. "Master Mariner" is losing sleep helping Michael Patrick out of the bog. No attempt is made by either of the "hired men" in The Herald to keep to the main facts of the case but everything they can think of is brought into the discussion, matters that have as much bearing on the subject as the utterances of a nigger preacher would have on bringing the present war to a speedy close.

One of the "hired-but-not-yet-fired-ones" who is amusing the public the past few days with long winded orations in The Herald and who signs himself "Justice" was out on Wednesday last in a frantic effort to tell the public what a "bad man" this fellow Coaker is. This fool killer in the beginning of his letter says: "It is always remarked latterly that whenever Mr. Coaker gets after anybody in his paper a chorus of letters invariably follows over anonymous signatures, indicating that he presses the button and the 'shipped men' do the rest."

The limit is reached when this bumpkin individual who is drawing a fat salary, says: "It is amusing to read Mr. Coaker's outcries against Mr. Cashin and then to recall Dr. Mosdell's charge about Mr. Coaker and the profit of \$2 a barrel which was made by the F.P.U. on flour sold to the fishermen. Dr. Mosdell was at that time editor of The Mail and Advocate and a close friend of Mr. Coaker. He apparently knew what he was talking about and has reiterated his charge time and again without any answer being given. It would be very desirable in the interests of the fishermen if the Auditor General would investigate this charge but Mr. Coaker has never moved for any such enquiry. Can it be that it is true and that it will not bear the light that the Auditor General would throw upon this transaction? Time enough to listen to Coaker's charges against Cashin when Coaker answers Dr. Mosdell's demand as to this matter of the price of flour."

Why should the Auditor General be asked to investigate the affairs of a private concern? Would "Justice" have the Auditor General investigate the private affairs of the Reids, the Harveys, or the Bowings? Not at all; but this fool-killer, in his eagerness to score what he thinks a point against Coaker, makes such a suggestion which clearly proves that he is asked to write for The Herald and say something (anything) that will help to draw public attention off the main facts of this bounty case.

"Lornina" for his brother or not is not the case. The case is DID M. P. CASHIN get a bounty on a vessel that was built not in accordance with the Shipbuilding Act now in force in this Colony? This is the question. Not what Mr. Coaker made on flour, or lost on the "Can't Lose." "Justice" can keep up his fool-killing process but we assure him he will never succeed in blinding the people over this matter.

PATSY'S SQUEAL

THE HERALD last evening tells us that Mr. Cashin has not written the letters which have appeared for the past week in The Herald in reference to the "Lornina" bounty case. "He has not even inspired them" says The Herald man. We are sorry we cannot take P.T.'s statement in this respect, and we feel quite confident that the general public are inclined to the belief that Mr. Cashin is more involved in this matter both as regards the letters appearing in The Herald and his connection with the "Lornina" than The Herald would have us to think.

The only thing Patsy can find fault with us for last evening is for our using a harmless expression "What the devil has that got to do with the 'Lornina' bounty anyway?" This he tells us is profanity. This finding is very amusing indeed, seeing the source from whence it comes. Had we the time to turn up the back files of The Herald during October 1913 we think we would find some utterances of Patsy's which would be classed as far more objectionable than that uttered by us on Thursday.

For some time McGrath has been trying to tell the public that Canon Smith has objected to our attitude towards public matters. All we need say in reply to this, is that in 1913 McGrath was the man who culled extracts from an article which appeared in The Advocate, which article according to McGrath was made to read as a bitter attack against the clergy of this country. Our people then were fooled by this kind of sneak warfare but they are not going to be caught napping a second time.

If this is all McGrath can say in reply to our remarks relative to the bounty paid his friend Mr. Cashin, then the best thing he can do is to "forget it."

FACING THE MUSIC

SIR SAM HUGHES has returned to Ottawa to face the charges recently made against the Militia Department by Mr. Kyte. When he took the floor in the House of Commons, he was greeted by cheers from the ministerial benches. His speech is regarded by the Government party as "full, complete, and decisive"; while the Liberals, on the contrary, claim that "many of the more serious allegations have not been controverted or answered."

The 'Lornina' Bounty Affair

THE "HERALD'S" ATTEMPT TO WHITEWASH CASHIN IS SHOWN UP.

The Question is, Was the Schooner "Lornina" Built According to the Shipbuilding Act, and was Cashin Entitled to \$824.00 Bounty? Public Demand Truth.--Patsy's (Game of Drawing the Red Herring Across Trail won't Fool People.

(Editor Mail and Advocate)

DEAR SIR:—I have been following closely the articles and letters that have appeared in your esteemed paper and also those in The Herald relative to the bounty paid to M. P. Cashin for the schooner "Lornina." However, after reading the trash which was in yesterday's Herald, I cannot refrain from having a few words to say on the subject.

In the first place I am strongly convinced that the writers of the letters in The Herald are a very long way from being Master Mariners, personally I am of the opinion that the letters were either written by Michael Patrick, or Dick; in any case whoever the person is, he is only endeavoring to whitewash Cashin, the so called Minister of Finance and Customs.

Now the writer of yesterday's letter commences to blow his own trumpet by saying that his previous letter had blown to smithereens the Coaker-House charges. Now of course everyone will admit that this is not only bad policy but is also a sign of weakness. He further goes on to say that he is a genuine mariner and he applied his practical knowledge to the charges. Now I would like to ask him how in the name of common sense could he apply his practical knowledge to this subject, to my mind it could only be applied when making a survey of the vessel itself.

I have no doubt that everyone is agreed that the vessel was built by Mr. A. J. House with the intention that his brother should buy it and from what I heard about the case when in Greenspond two years ago this is a fact; but does everyone know the circumstances as regards to ownership, and under which the vessel was built. It must be taken into consideration that when the vessel was built Messrs. Silver & Co. had an agent here who under ordinary circumstances would have this matter under his personal supervision. Before the vessel was built this same agent answers the call of his King and Country like a man, and consequently the business is closed. Is it not possible therefore that the arrangements under which the vessel was built would necessarily be cancelled, providing that these arrangements did not fall in line with the views of Silver & Co.

They again it might be that after the vessel was built it was found that the cost of her was beyond the idea of the builder and his brother was not in a position to pay for her. This of course is only feasible.

Regarding Mr. Bell's report, "Master Mariner" endeavors to put a twist in this. I understand from The Mail and Advocate that Mr. Bell reported that if certain requirements were fulfilled the vessel would then be entitled to a \$5.00 bounty, but not in the condition she was when he surveyed her. Therefore Mr. Bell's certificate did not award her a \$5.00 bounty as stated by "Master Mariner."

The question is then asked, why did not Mr. Coaker protest twelve months ago? Well now, readers, ask; why anyone with an ounce of common sense knows that Mr. Coaker is simply objecting to the bounty of \$8.00 per ton being paid on this vessel, and how in the name of goodness could he raise his objection without first finding out if any bounty was paid; and we all know, or at least those of us who read, that Mr. Coaker got his information by asking in the House of Assembly for a statement showing what bounties, if any, had been paid during the past year. So that it is quite clear that The Herald and its letter writers are simply groping in the dark for some whitewash.

"Master Mariner" tells us that Mr. Coaker was thinking of buying the schooner himself but owing to her not being designed to carry a motor engine, he turned her down. Now suppose for instance, she had been suitable for a motor engine, and that Mr. Coaker had accepted Mr. Bell's report that if such and such were done to the vessel she would then be entitled to a \$5.00 bounty, would it not be gross neglect on Mr. Bell's part to report such, when we are told by Mr. House, the man that built her, that her timbers were 12 inches apart instead of 5 inches as the Act calls for.

Mr. Editor, it is easily seen that The Herald is only trying to draw the wool over the people's eyes. To my mind this report proves to me that the vessel was not surveyed during the period of construction.

"Master Mariner" goes on to say that it was only after the vessel was lost and it was impossible to study and pass upon her construction that Mr. Coaker raises his objection. Well in my humble opinion I should think the time to study her construction would be when she was building.

We also receive the news yesterday that the vessel "Lornina" cost Silver & Co. between \$8000.00 and \$9000.00, but we are not told what M. P. Cashin paid for her. It is no proof to me that because she cost \$9000.00 she must have been sold, because if I pay 40c. per dozen for eggs to-day that is no proof they are not rotten.

Now, Mr. Editor, as pointed out yesterday by "Master Mariner," if Mr. House had bought the vessel or if Mr. Coaker had bought her and used her as a coaster, there would certainly have been no outcry like this, because these two men would not have received any bounty, they would have been told that she was not built according to schedule, therefore nothing doing; but when M. P. Cashin buys her, the boot is on the other foot.

Now what is all this outcry about, is it whether Mr. Coaker lost money on the "Can't Lose" or is it whether he made a profit of \$2.00 a barrel on flour? NO, it is whether the schooner "Lornina" was built according to the schedule which allows vessels a bounty of \$8.00 per ton, and I am one of those who believe she was not built to this scale.

Now Mr. Editor, in conclusion I wish to state that I sincerely hope that your President will not let this so called Minister of Finance and Customs be whitewashed, but see that Mr. Berteau makes a thorough investigation, and if it is found that your remarks are correct, which I have no doubt they are, then I hope that even though the authorities do not punish the culprits, that every member of the Opposition will see to it that he is unseated. Why not all the Opposition refuse to sit in the House next session until he is removed?

Let us be done with this wholesale jobbery of the public moneys, and try and get men in the House who will go there for the love of their country and not for graft. Surely something can be done to stop this graft business. I have often heard it mooted that the Premier was leaving the country, would that it was only true, because I am of the opinion that this party without its leader would soon fall.

Let us then have no more red herrings but let M. P. Cashin come out and deny absolutely Mr. House's remarks, and to state emphatically that the vessel was built according to schedule.

Apologising for taken up so much space in your valuable paper.

Yours, etc., TRUTH.

St. John's, May 13, 1916.

GLEANINGS OF GONE BY DAYS

MAY 13

FIRST English settlement in America founded (Jamestown), 1607. Pope Pius IX born, 1792. Governor Keats arrived in St. John's, 1813. A young girl (Anastasia Raftus) drowned in Apple Tree Well. The well was never used after this date, 1859. Mrs. Winter, mother of Sir James Winter, died, 1859. Sir Arthur Sullivan, composer, born, 1842. Gas share-lists first opened, 1844. Election riots in St. John's, in which the soldiers fired on the mob, killing Thomas Clifford and William Fitzpatrick, and wounding Father O'Donnell, Patrick Myrick and others, 1861. H.M.S. Lily, Capt. Kerr (who afterwards became Catholic Bishop of Bombay), arrived here, 1866. George H. Cole appointed Magistrate to Trinity, 1873. John Loughlan, son of late Charles Loughlan, died, 1874. John Cole (jockey) died, 1877. Augustus O. Hayward appointed Vice-Consul for Brazil, 1878. Patrick F. Carbery, auctioneer, died, 1880. John P. Shea's grocery burnt, was insured for \$6,000, 1888. Alan Goodridge, founder of the firm of A. Goodridge & Sons, died, 1884. Foundation stone of Methodist College laid, 1886. John Brennock, Petty Harbor Road, died, 1893.

MAY 14

A temperance society was formed this day by Mr. Kellogg. The first officers were: Andrew Milroy, President; Kenneth McLea and S. G. Archibald, Vice-Presidents; W. L. McKay, Secretary; William Pitts, Treasurer; Committee: J. J. Rogerson, John Woods, Samuel Creed, William J. Ward, James Seaton, William Lash, George F. Bown, Ebenezer Barnes, James B. Sawyer, John M. Brine, 1849. David Sclater born in Scotland, 1814. Robinson's and Hoyle's stables burnt, presumed by political malcontents, 1861. First division of coastal service began—Hawk going west and Tiger north. Prior to this, one boat did both services, going north and west on alternate trips, 1872. Steamship Hawk, Capt. Arthur Jackman, lost 22 miles off Cape John; crew taken on board the Nimrod, 1876.

REID CO'S STEAMER REPORT

Argyle left Placentia 5 p.m. yesterday for Merasheen route. Clyde left Lewisporte 12.40 p.m. yesterday. Dundee left Lewisporte 5.50 a.m. yesterday. Ethie due at Port aux Basques this a.m.; arrived at Port aux Basques 10.30. No report from Glencoe since leaving Burin noon Thursday going West. Home left Lewisporte 12.40 p.m. yesterday. Kyle is due at Port aux Basques to-day. Petrel left Clarendville 12.30 p.m. yesterday. Meigle on her way to St. John's. Sagona arrived at Bonne Bay 7.35 p.m. yesterday, going North.

TRAIN NOTES

Thursday's No. 1 arrived at Port aux Basques 6.10 a.m. Friday's No. 2 leaving Port aux Basques after arrival of Kyle. This morning after a three days run from Sydney with a cargo of coal consigned to the St. John's Gas Light Co. The "Ethel" was purchased in Lunenburg and will be a fine addition to our local fleet. She will be used in the foreign trade. Capt. Hancock reports foggy weather and rough water on the run down but saw no ice anywhere. The captain leaves this evening for home to prepare for the Labrador fishery. Both himself and crew are well and we wish them the best of luck.

The fine new schr. "Ethel" recently purchased by Capt. W. J. Hiscock of Brigus, arrived in port has retained the "stars" of the Canadian Bar, Messrs. Nesbitt, LaBarr, Ewart, and Foster; while other famous lawyers have been retained by the Government and the Opposition. Meanwhile the improvised House of Commons will be a more attractive centre than any movie or other show in the Dominion Capital.

OFFICIAL

BRITISH

LONDON, May 12.—About 500 yards of British trenches in Vermeles were captured by the Germans on Thursday night, but later the British in a counter attack took a portion of their lost ground, according to a British official this evening. The communication says that yesterday, after heavy preliminary bombardment, the enemy succeeded in capturing about 500 yards of our front trenches north of Vermeles. We regained a portion of the lost ground by a counter-attack made during the night.

Are Prisoners of Turks at Damascus

LONDON, May 13.—Colonel Hon. Charles John Coventry, previously reported missing, is now ascertained to be a prisoner at Damascus, with 20 officers and 230 men of the Worcester-shire Yeomanry. They were captured by the Turks at Katia on Easter Sunday.

Reichstag Turns Down Budget Tax On Tobacco

LONDON, May 13.—The German Government has suffered a defeat in the Reichstag, which has voted against a tobacco tax, says an Exchange Telegraph Company's despatch from Amsterdam. The tax was stoutly opposed by Socialists.

LOCAL ITEMS

The Prospero left Herring Neck at 12.30 a.m. to-day. Hon. J. D. and Mrs. Ryan, who had been in Ireland and the United States, returned by the Stephano. Mrs. D. A. Ryan, who had been visiting the States, returned by the Stephano. Mr. Peter Cowan, who had been on a business trip to Canada, and the States, came back by the S.S. Stephano. Mr. Fred Canning of Barr's, who had been on business in New York, returned by the Stephano. The Ethie arrived at Port aux Basques at 10 a.m. to-day with 113 packages mail and 9 cars, freight. The Lucania is loading for Oporto at the Monroe Export Co. The Portia left Burin at 11.25 a.m. to-day. The Reid Co's sprinkler was out watering for the first time and did good work over the belt and Water Street-lines keeping down the dust. Commissioner J. J. Mullaly, who had been on a run to Omaha, Neb., returned by the Stephano. The Commissioner visited Sioux City and saw the Indian reservations.

Mexicans Fight Another Battle

Mexico City, May 8.—The City of Cuernavaca was captured by the forces of General Pablo Gonzales yesterday after twelve hours of fierce fighting. The information was brought to the war office, last night, by a special messenger, who carried the report of the Commanding General. According to these advices, other cities in the state of Morelos, have been captured by the Constitutionalists, who advanced from the states of Puebla and Mexico, in accordance with the general plan of attack. This is the first time since the days of President Madero, that the capital of Morelos has been occupied by forces other than those of Emiliano Zapata, and the victory is being celebrated here, as one of the most noteworthy of the past three years.

Reid-Newfoundland Co. Humbermouth-Battle Hr. Service. S. S. SAGONA will sail from Humbermouth on Wednesday, May 10th weather and ice permitting, for the usual ports of call asfar North as ice conditions will permit. Reid Newfoundland Co.