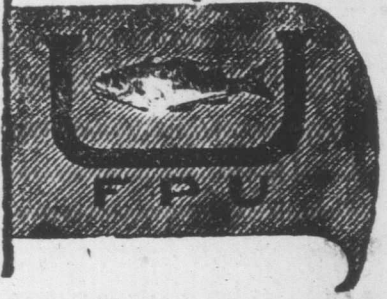


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Freehold Dwelling  
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Hill Road, owned  
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Murphy. Bargain.

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**The Mail and Advocate**

Issued every day from the office of  
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lishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., AUGUST 6, 1915

**OUR POINT OF VIEW**

**The Price of Fish**

WE learn that the northern fishermen are disposing of their fish ready for shipping at \$6 per qtl. (talqual) and no fish will be sold at less by outport fishermen; and further, that no effort will be made to bring fish along to St. John's. It looks as though the exporters who require new fish early will have to send schooners to collect it.

Local fishermen selling fish should hold for \$6.50, and not sell less. Several firms are paying \$6.50.

Holders of cod liver oil should not be too eager to dispose of their output, as the price will advance later, and it would not surprise us to find cod liver oil selling later at twice the present prices. Cod oil is coming in slowly, yet every gallon possible is being marketed, fearing a decline in prices.

There has been no new lobsters offered. The catch this year will not exceed 1000 cases. There is no demand for canned lobster. A large quantity of last year's goods remains unsold here.

Berries will be valueless, there being no demand whatever.

Salt bulk fish, heavy salted, is being enquired for and we trust a large quantity will be purchased, thus strengthening the demand for dry fish. Three cents per pound is being offered for salt bulk fish, and fishermen who refuse to accept that figure will hardly secure an equivalent if cured as dry; 3c. per lb., salt bulk, is equal to \$6.50 dry, not including anything for curing; and \$6.80 per qtl. will not be forthcoming for dry fish for some months to come.

There has been very little fish taken North since Tuesday.

Unless squid bait is plentiful during the balance of August and September the outlook for hook and line fishermen will indeed be gloomy.

Turbot have slackened off considerably in Trinity Bay and very little has been taken during the past ten days.

Unless good drying weather continues during the next two weeks, there will be a large quantity of badly cured fish; if fine weather prevail the cure will be very fair, as very little of the fish is heavy salted.

S.S. Prospero left Little Bay at 5.30 this a.m., coming South.

The tern schr. Seth J. R., of Halifax, hauled into Job Bros. & Co. this a.m. to load drum codfish for Brazil.

**The Herring Fishery**

LARGE quantities of northern herring are now offering here, and the demand is very slack. Owing to the salt scarcity some herring have been badly cured. A large quantity of what has arrived has been condemned and given to farmers for manure pits. A large proportion of the herring taken are undersized.

A good paying price was given for herring at outports this spring and it is extremely regretful that such a quantity should turn out badly. Many of the packages are unfit to hold berries, much less pickled herring. The packages are all sizes, each place apparently making barrels to suit local fancies. A standard size should be established, with staves a uniform specified thickness and width.

The hoops should also be uniform. Many buyers object to iron hoops and prefer birch hoops.

It is important to have strict laws relative to packages used for herring. The law compelling every packer to place his name on all packages used by him or to compel all to secure a license to pack and have each barrel stamped with the packer's name and number, should be established.

The country should protect the good packers, and the industry should not be ruined through the carelessness and indifference of a few. Every barrel purchased must be opened and inspected if good packers are to be protected. The expense of opening and pickling here is very considerable and might be done very much cheaper and far more satisfactory in outports.

A thorough system for packing herring must be adopted without delay or within five years the pickled spring herring fishery will be a thing of the past. A large proportion of this spring's pack consist of very small herring—far too small for the requirements—and should not have been packed except packed separately.

The fishermen should endeavor to assort the herring and pack the different sizes separately.

We fear the bad pack this spring will injure next year's prices very considerably. The price will suffer if the article is inferior. A very small quantity now offering average more than \$2.50 per drl. here against \$3.20 paid in June.

**Time To Wake Up**

WE alluded in our local item columns a day or two ago to a rather shady transaction of which the storm centre is the Department of Agriculture and Mines.

Investigating has elicited certain facts in connection with this case that are, to say the least, of the matter, shady beyond cavil. Here we have a case of legitimate investors being buncoed by somebody or other. Who is the responsible party?

There are sinister rumors regarding certain officials of the Department; and the honest men, of whom there are many in the Mines and Agriculture office, should insist on an immediate investigation in their own interest. Otherwise the said honest officials are liable to be placed in the same category as the get-rich-quick gentry who have been carrying on a system of espionage in this Department.

We were under the impression that all business in connection with public offices should be conducted solely by the official head or his deputy, and that private transactions should not be tolerated. But that the officials in their official capacity do not conduct all the business in the Department will likely become a matter of public notoriety in connection with this Batt's Hill transaction.

We reserve further comment until the matter is sent up for official adjustment.

**The "Earl of Devon"**

NUMEROUS complaints have reached us regarding the passenger accommodation on the S.S. "Earl of Devon." This steamer is controlled by Bishop Sons & Co. and draws a subsidy for carrying mails and passengers from the Colony's treasury.

The captain of the steamer—Alex. Carter—also has an interest in the ship and needless to say watches every chance to make an extra dollar even at the expense of the public and in spite of rules and regulations safeguarding the interests of the public who pay this subsidy.

Time and again the "Earl of Devon" has skipped ports which are on her schedule and no satisfaction has been given the residents of these places as to why this kind of treatment has been let go on.

Skipping schedule ports of call and still drawing full payment for a contract not fully carried out should not be tolerated and we draw the attention of the Colonial Secretary to this very important matter. At the present time the financial position of the Colony is one that cannot afford such loose handling of public moneys.

The "Earl of Devon" is altogether unsuited for the carrying of passengers. For the conveyance of freight and mails she may be all right. People who travel steerage on this steamer have to suffer many inconveniences on account of lack of sufficient ventilation. In stormy or wet weather the conditions are fearful and it is high time that those whose duty it is to see that the people get a square deal and are protected and not conveyed in the hole of a steamer like a lot of cattle.

We trust that the authorities will see into this matter at once and have these very reasonable complaints remedied without delay.

The Colonial Secretary, under whose care the Postal Department comes, should see that the "Earl of Devon" fulfills her contract, and in cases of failure for so doing to demand from her owners a refund of the subsidy paid them for carrying mails, when ports of call are skipped to suit the whims of her captain.

We will deal with this matter again in the near future if steps are not taken to protect the interests of the people from whose pockets are wrung the taxes which pay this subsidy.

Another serious matter in connection with this steamer is that she does not carry sufficient lifeboats to accommodate the number of passengers who may travel by her. A short time ago the "Earl of Devon" struck a piece of ice on her way North. Fortunately no great damage was done, but if there had been, we ask, would the present number of lifeboats carried by this steamer accommodate all on board?

This is a very serious matter and one which must be looked into immediately. Now is the time to have this matter fixed up and not when some marine horror occurs.

**The Eastern Cauldron**

ALL eyes are now rivetted on the eastern war cauldron—Warsaw; and within a few leagues of the capital of the Russianized old capital of Poland, a terrific and world-shaking conflict is in progress.

Situated in a fertile plain, on a great navigable river—the Vistula, below its junction with the Pilica and Wepiz, Warsaw is (or was) one of the most flourishing as well as one of the most animated cities of eastern Europe. It is situated on the left bank of the Vistula, 395 miles from Berlin and 700 miles from Petrograd. The city has a population of about 800,000, one fourth of which is Jewish; the German population is estimated at 40,000.

It is semicircular in plan, the

diameter nearly 5 miles, lying along the Vistula. In the neighborhood of Warsaw are some of the most famous battlefields in eastern Europe, viz., Praga, and Grochowo where the Polish troops were defeated by the Russians under Suwaroff in 1794, and by Paskevitch in 1831; Raszyn which saw its fields covered with blood in the war with Austria, in 1809; Maciejowice where Kosciuszko was wounded, and taken by the Russians in 1794; and Modlin, (now Novogeorgievsk), which was fortified by Napoleon, and taken by the Russians in 1813. This was the last stronghold of the Poles during the insurrection of 1831.

The Russians are now fighting round beleaguered Warsaw. Whether they are fighting with the hope of being able to save the Polish Capital, or only for the purpose of compelling the Germans to pay a ruinous price for it, events will tell. Loss of the city will not mean a permanent disablement of the Russian forces, but only a temporary reverse for the Slav flood which has been pressing persistently upon the German dykes for nearly a year. The only permanent injury which the Russians could suffer would be the capture of their armies, and there seems to be little danger that Grand Duke Nicholas will risk that.

It has been stated that the real objective of the Teutons is Petrograd; but "Tis a long, long way to Petersburg." This seems a rather large order, when one considers the huge task which they have already in hand. Should Warsaw fall, they must keep an immense force in Galicia, for the Russians foot-loose from this danger zone would again soon be hammering away at the gates of the Carpathians. Furthermore, they must hold the entire Polish front to protect Breslau, Posen, and Berlin. Then, Italy has to be held back, and France, Britain and Belgium to be met in the west.

Should they be able to do this the Germans must have at their disposal forces beyond the computation of the most optimistic Teutonic statisticians.

The most menacing phase of the eastern situation is the effect of Teuton gains upon the Balkan States. At the beginning of the war, the Balkan General Staff were of the opinion that the German military machine was invincible, and the Germans would win. Naturally German successes must influence them favorably towards the Teutons. There seems to be no doubt that the Roumanian and Greek peoples are with us; but it was the Greek General Staff which, co-operating with the King, prevented Venizelos from swinging the Greek nation into our ranks months ago. The Roumanian leaders are likely of the same frame of mind, and Roumania has a Hohenzollern king. It is upon the minds of these men that the greatest mischief will be wrought by the fall of Warsaw.

We can hardly look for recruits in the Balkan States until the titanic struggle for Warsaw is fought out. We must expect that they will remain bystanders until it is settled whether the Germans are to reach the line of the Bug or not.

The Russians certainly realize the gravity of the situation, and they are putting up a gallant fight for Warsaw. The halting of the advance of Mackensen from the south must long resound to their credit, and they have yet the Lower Bug between their northern railway and disaster. They will come out of this grave situation with honor seems pretty certain, and that they will be able later to drive forward to Berlin is our hope.

Danuel O'Connell born 1775. Regatta on Quidi Vidi Lake in which three boys from Torbay were drowned by the oversetting of the race boat Terra Nova, 1884. First case of electrocution in the world—Hemmler of New York—executed 1890.

**Pass It Along!**

"SAVE the lives of our soldier laddies by subscribing towards the Machine Gun Fund" is the slogan of Canadians at the present hour. Let us take it up and pass it along to every hamlet in the Island, so that we, too, may help to save our brave lads from the murderous onslaught of furious Hunns who wage deadly onslaught under "their sulphurous canopy" on the fields of Flanders.

The Montreal Star says: Colonel Curry invalided home from the front after the battle of St. Julien, estimates a machine-gun as the equivalent of almost a hundred men, and more than their equivalent in certain ever-recurring emergencies. There are times when machine-guns, and machine-guns only, can accomplish certain results. Without them, the lives of soldiers must be sacrificed to do what, without them, can be better done with much less risk and at a much less cost.

A British officer writing from Flanders, a few weeks ago, declared that while howitzers and heavy artillery were doing their great part in the war, and while barbed wire was also a big factor, machine-guns would decide the battles of the future. He pointed out that barbed wire can be surmounted, and that the loss of life from shrapnel and high explosives was not in proportion to the number of shells fired; but he said, nothing can advance against concentrated machine-gun fire. German machine-guns had kept their long battle-line intact more than anything else.

The Province of Ontario has donated \$500,000 to the machine-gun fund; and private individuals have also responded nobly. Practically every city in the Dominion is engaged in a whirlwind campaign for the same purpose.

We have a number of wealthy men in our midst who can, at least, contribute one gun each. We say: **Do it NOW!**

**Our City Sidewalks**

THAT our Civic Commissioners are not onto their job as regards the repairing of our city sidewalks is apparent to all. We think we are safe in saying that taking them as a whole they were never in such a disgraceful condition and the wonder it is that there are not accidents recorded in the daily press. No one expects or wants to see them paved with gold bricks but we do think that at least they should be made passable.

In many places there is hardly any sidewalk at all, and in the majority of cases they are so badly in need of repairs that it is far safer for one to keep to the centre of the street.

We have on several occasions called the attention of the Board to the filthy condition of both drains and sidewalks on Hayward Avenue. A few hot days would almost make this thoroughfare impassable on account of the present condition of the drains. As far as we are aware they have not been cleaned out once this summer as yet. Isn't this a rotten state of affairs. Who is responsible for it?

Now water is cheap and Hayward Avenue and Catherine Street are not so far away from the Sanitary Department, then why in Heaven's name are not the drains cleaned out. Will some one answer?

Perhaps it is that as certain sections of the drains on Hayward Avenue are in such a deplorable state that the Council are afraid to flush them out for fear that the cobble stones will be further distributed around the street than they are now.

Come! gentlemen of the Civic Board, get busy and fix up this thoroughfare. If you doubt the correctness of our statements just take a walk in this way and see for yourselves the conditions which exist there at the present time.

**Fishermen's Protective Union of Newfoundland.**

Established, 1908.

President—W. F. COAKER, M.H.A.  
Vice-President—ANDREW BROADERS.  
Sec.-Treasurer—W. W. HALFYARD, M.H.A.

**District Chairmen**

- Port-de-Grave, Geo. Grimes, M.H.A.
- Harbor Grace, A. Morgan.
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- Bay-de-Verde, A.G. Hudson.
- Trinity, J. G. Stone, M.H.A.
- Bonavista, R. G. Winsor, M.H.A.
- Fogo, W.W. Halfyard M.H.A.
- Twillingate, W. B. Jennings, M.H.A.

Number of Local Councils—240.  
Membership—20,000.  
Disaster Fund—\$6,000.  
Reserve Funds—\$11,000.

**Fishermen's Union Trading Co., Ltd.**

Cash Capital Subscribed and Reserve—\$125,000

Managing Director—W. F. COAKER, M.H.A.  
Secretary—W. W. HALFYARD, M.H.A.  
Inspector of Outport Stores—J. G. STONE, M.H.A.

Head. Offices, Warerooms, and Water Front.  
Premises, 167 Water St. ST. JOHN'S.

**BRANCH STORES IN OPERATION:**

- |                 |                 |
|-----------------|-----------------|
| PORT-DE-GRAVE   | CLARK'S BEACH   |
| BAY ROBERTS     | BAY-DE-VERDE    |
| WINTERTON       | PORT REXTON     |
| CATALINA        | BONAVISTA       |
| KEELS           | GREENSPOND      |
| NEWTOWN         | CAT HR.         |
| DOTING COVE     | SELDOM          |
| TILTING         | JOE BATT'S ARM  |
| MAIN TICKLE     | NORTH END       |
| (Change Islds.) | (Change Islds.) |
| HERRING NECK    | BOTWOOD         |
| LEWISPORTE      | TWILLINGATE     |
| EXPLOITS        | NIPPER'S HR.    |