



**DEPARTMENT**

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**DR. A. B. LEHR,**  
(The Senior Dentist)  
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**YESTERDAY AT THE HOUSE.**

The House met at 3 p.m. yesterday. Business opened by Mr. Kent presenting a petition from the residents of Pouch Cove asking for an allocation for repairs to an important road in that settlement. Mr. Kent outlined the great need of immediate action being taken to meet the prayer of petition and he was supported by Messrs. Dwyer and Higgins. The same was received and ordered to be referred to the Department of Public Works.

Petition from the following settlements were presented by Mr. Coaker re fishery matters:—Lush's Blight, Little Hr., Exploits, Pelley's Island, Comfort Cove, Lewisport, Nipper's Hr., New Bay, Springdale, Boyd's Cove, Botwood, Little Bay Islands, Twillingate and others. All these petitions were largely signed, setting forth the importance of this matter which was so thoroughly considered and debated at the last annual Supreme Convention of the F. P. U. The matter was referred to the Department of Marine & Fisheries.

A number of bills were introduced and read a first time, and ordered to be read a second time on to-morrow:

**NOTICE OF QUESTIONS AND ANSWERS.**

(1) Mr. Coaker.—To ask the Minister of Marine and Fisheries whether the Fishery Board has considered the proposal of the Fishermen's Union Convention regarding inspection of herring and halibut, if so, what conclusions were arrived at, if not considered, when will consideration be given.

(1) In answer to Mr. Coaker's question on Order Paper dated March 20, 1916, re consideration of the proposals of the Fishermen's Union regarding inspection of herring and halibut by the Fisheries Board the Minister of Marine and Fisheries begs to state that the said proposals are now under the consideration of the said Board, and he hopes that within a few days to have a further meeting of the Fisheries Board when the matter will be finalized.

(2) Mr. Coaker.—To ask Rt. Hon. the Premier whether the Government intends to take any action during the coming year regarding the establishment of Bait Depots, to provide a bait supply for fishermen.

(2) In answer to Mr. Coaker's question whether the Government intends to take any action during the coming year regarding the establishment of Bait Depots to provide supply for the fishermen, the Premier replied that nothing more was contemplated by the Government.

(3) Mr. Coaker.—To ask the Rt. Hon. the Prime Minister who is Inspector of Logging Camps. If any reports have been received by the Department of Agriculture and Mines from the Inspector, if so, to lay same upon the table of the House.

(3) Report of A. N. D. Co.'s Logging Camps at Badger Brook:—  
Hon. S. D. Blandford,  
Minister of Agriculture & Mines.

Dear Sir.—Since making my last report I have visited nineteen lumber camps belonging to the A. N. D. Co. at Badger Brook, situated as follows:—  
Ten camps on the Exploits Main. Number of men employed at the different camps, 29, 30, 19, 28, 31, 27, 20, 30, 25.

Four camps at the Little Red Indian Brook. Number of men employed at the different camps, 31, 19, 28, 35.

Five camps between Rushy Pond and Badger Brook. Number of men employed in the different camps, 23, 24, 18, 23, 30. Total number in 19 camps, 489 men. Wages paid to workmen 22 to 26 dollars per month; cooks 40 to 50 dollars per month and foremen 40 to 60 dollars per month.

Camps in very good condition. Quality of food very good. The only complaint made to me was that the Doctor should stay at the settlement (Badger Brook) instead of visiting camps until called for, the idea being that if the Doctor remain at the settlement and an accident happening in the woods, the men would know where to find him but if the Doctor should be away to the camps in one direction and an accident should happen in another direction, it may be difficult to locate him and the result would be suffering and probably death before the doctor could be got to the sufferer.

(Sgd.) ADOLPHUS YATES,  
Inspector Logging Camps.  
New Bay, Jan. 25, 1916.

Badger Brook,  
February 27, 1916.  
Hon. S. D. Blandford,  
Minister of Agriculture & Mines.

Dear Mr. Blandford,  
Since making my last report of January, I have visited 34 Lumber Camps at Red Indian Lake, Miller town, and have found them in very good condition. The quality of food

supplied very good. The total number of men employed in these camps are 759. Rate of wages to workmen, 22 to 26 dollars per month; cooks, 30 to 35 dollars per month; foremen, 35 to 50 dollars per month. No breaches of complaints under this Act has come under my notice and none taken in connection therewith.

Yours truly,  
(Sgd.) ADOLPHUS YATES,  
Inspector of Logging Camps.

Badger Brook,  
January 7, 1916.  
Hon. S. D. Blandford,  
Dear Mr. Blandford,

I have visited the Logging Camps of the Albert Reid Co. at Bishop's Falls and have found them in very good condition and I consider that they come up to the requirements of the Loggers Bill fairly well. No complaint from the men has reached me yet and I may not hear any. This Company has only four camps in operation this season.

Camp No. 1.—The number of men employed, 45 men the most and 23 the less for the season, which were paid from \$22.00 to \$25.00 per month for the common workmen; teamsters \$30 to \$35 per month; cooks, \$40 per month; foremen \$50 to \$75 per month.

Camp No. 3.—Highest number of men for the season, 40; lowest, 15; rate of wages 23 to 26 dollars per month.

Camp No. 5.—Highest number of men for the season, 51, lowest 26; wages 22 to 26 dollars per month.

The averages wages of these camps including Foreman, Teamsters, Cooks and other workmen is about \$105 per day. The condition of these camps are very good. The quality of food very good, no complaint has been made to me up to the present date. No breaches or complaints to report. In my opinion the men themselves have a great deal to do with camp conditions to make it good or bad.

(Sgd.) ADOLPHUS YATES,  
Inspector of Logging Camps.

(4) Mr. Coaker.—To ask the Rt. Hon. the Prime Minister whether the Government will introduce Legislation at this Session providing a guarantee of dividend for monies invested in shipbuilding yards in this Colony, and whether the Government will increase the bonus for shipbuilding in order to re-establish this industry.

(4) In answer to Mr. Coaker's question whether the Government will introduce Legislation at the Session providing a guarantee of dividend for monies invested in shipbuilding yards in this Colony, and whether the Government will increase the bonus for shipbuilding in order to re-establish this industry, the Premier said the Government was prepared to entertain any reasonable proposal from any reputable company in this connection, so long as continuous operation was assured.

(5) Mr. Coaker.—To ask the Rt. Hon. the Prime Minister whether the Government propose to provide a suitable tug for rescuing life and property driven to sea by gales, as recommended by the recent F. P. U. Convention.

(5) In reply to Mr. Coaker's question whether the Government propose to provide a suitable tug for rescuing life and property driven to sea by gales, as recommended by the recent F. P. U. Convention. The Premier stated that the same was under consideration but at present no suitable boat was procurable, but matter would be attended to when shipping becomes normal.

(6) Mr. Coaker.—To ask the Minister of Marine and Fisheries whether any enquiry was instituted respecting the alleged neglect of Light-keepers at Western Bay and Cape Spear respecting the schooner "Blanche M. Rose" if so, to table the same.

(6) Statement of Edmund Butt, keeper of Lighthouse and Fog whistle, Western Bay, re schooner "Blanche M. Rose":—  
I have been Keeper of the Western Bay light and alarm fog for fifteen years. Samuel Butt acts as my assistant. I remember the morning of the 16th November. It was fine and clear with no fog, so that the gun was not in operation. We had fulfilled all the work necessary at the station and about eight o'clock we both left to go to our breakfasts, the wind being then light. At that time as far as could be seen by both of us there was no schooner in the Bay. The first I knew about the schooner being ashore under the Head was about 10.30 a.m. the same morning. I was not feeling well and consequently did not go back to the lighthouse, or alarm. There was no work there that made it necessary for me to go back, as the day being fine the alarm was not in operation and both the assistant and myself had finished our

work at the light before we left. The assistant, however, returned to the light in the afternoon. There was nothing extraordinary in seeing a schooner anchored under the Head, but the schooner seeking shelter, generally go right to Northern Bay or the schooner in question could have gone under bare poles to Plambara Head just below Island Cove.

I saw any other person in Western Bay saw any flag from the schooner, or any other signal of distress, and I am sure that all hands would have been only too willing to respond if such a signal had been seen. Quite a number of men from Western Bay and Bradley's Cove visited the Head during the afternoon of the 16th, and I could not find one of them that saw any flag displayed.

Samuel Butt, the assistant keeper, in company with other men, used the glasses on the vessel and could only see two men on the deck all the time. He tells me that if he knew the men personally he would be able to tell their names with the aid of the glasses, which shows that he plainly could see everything with the glasses. During all the time he was looking at the ship with the glasses these were the only two men he saw on the deck of the vessel. There was no man went forward of the windlass while he was spying to see how the vessel was riding. The only motion he saw was apparently, one of the men dancing on the companion. There was a boat at the stern of the vessel.

During the afternoon the two men "freed" the boat and put her at the stern again. With reference to throwing a line to the schooner, there was too much sea around the point to throw a line, as anything that would be thrown would be sent back to the shore again by the sea. The vessel was about fifty fathoms from Western Bay Point. If the boat was able to lay out a line ahead of the vessel in the morning with the wind about W. S. W. there was nothing to hinder the men in the boat from rowing in to the South Side, clear of the point, where they could easily get ashore.

(Sgd.) EDMUND BUTT.

Statement of Captain Rose of the S. S. "D. P. Ingraham" re search for missing vessels:—

At about eight a.m. on the 17th November, Wednesday morning, I was informed that Cape Spear wanted to speak to the Tug Co.'s office or to me. I immediately rang up Mr. Cantwell, Keeper of the Cape Lighthouse, and he told me that the "Lady Laurie" was in the Bay and that there was another schooner off the Cape with a flag flying half mast. The "Ingraham" was then receiving repairs to her boiler and the only tug available was the "John Green", which boat went out and saw the vessel mentioned by Cantwell about five miles to the eastward under two reef foresail and jumbo.

There is nothing unusual in receiving a telephone direct from Cape Spear, as in fact every morning Keeper Cantwell communicates with our office. The "John Green" took in the "Lady Laurie" that morning, as she was well up in the Bay. There was too much wind and sea, however, for a boat like the "John Green" to attempt to go out for the other vessel.

On Saturday morning, the 20th November, I left here in charge of the "Ingraham" to go in search of the schooner "Annie" belonging to McCarty of Red Island, P.B. At 3 p.m. the same evening was about three miles east of Cape Broyle and then went south twelve miles. Saw boat at 4.30 p.m. and spoke to her, wind S. E., thick and foggy at the time. Decided to run to Fermeuse, and arrived there at 6 p.m. Left Fermeuse next morning and steamed S. W. to Cape Race six or seven miles. Spoke to "Florizel", wind at the time blowing from the N. W. Went west of Cape Race then about thirty five miles. Wind veered from the south and steamed south. It then became thick and dirty. Made Trepassy to find out if there was any news of the missing schooners. Tuesday morning the 23rd of November, steamed West from Cape Pine, saw nothing, wind N. N. W. Continued all day, ran about 40 miles S. by E. Day ended fine with moderate breeze. Ran to Trepassy for night. Wednesday morning steamed around Cape Race and came home.

While at Fermeuse I may say that the people were informed me that the "Annie" had been taken on her way home and had taken ballast and also had a new forecast put on board. In their opinion no person should worry about the "Annie", as they all considered her one of the best sea boats on the shore. There was nothing in my opinion from Saturday morning, the

20th November, to Sunday evening to hinder a vessel from coming to land. Take the case of the "H. L. Wentzell", belonging to Brown of Bonavista Bay. Said vessel was an old boat of twenty seven years and of 36 tons burden, fully loaded at the time. She drove out of Bonavista Bay Tuesday evening, 16th November, and on Wednesday was about ten miles East of Baccaieu with a gale of N. E. wind. On Tuesday morning she was 10 to 12 miles East of Cape Spear with her rudder gone. He, however, managed with all these disadvantages to make Brigus South and before the offices closed had telegraphed for a tug to come for him.

Statement of James Cantwell, Keeper of Cape Spear Light and Alarm re Schooner "Blanche M. Rose":—  
With reference to the "Blanche M. Rose" I beg to say that I reported seeing the schooner at eight o'clock on Wednesday morning, the 17th day of November, by telephone to Captain Strong, manager of the Tug Co. The vessel when seen by me had an ensign half mast in the maintopmast, and had a piece of sail on her mainmast. I did not report sail vessel to the Marine and Fisheries Department as I have not been in the habit of reporting such vessels to that office. I always report such cases to Captain Strong and he always sends the tug. Every morning about 8 o'clock I speak to Captain Strong and give him the position of any vessels that may be out requiring a tug.

I distinctly remember the morning of the 17th November. There was one vessel, the "General Laurie" up in the Bay and the schooner "Blanche M. Rose" as before mentioned. I remember remarking to Captain Strong "take in the General Laurie first as she is up in the Bay and then by the time your tug comes out again the other vessel will be after tacking and coming up in the Bay, where it is sheltered."

At 11 a.m. the same day, the wing being then W. N. W., I caught sight of the Blanche M. Rose about ten or twelve miles East of the Cape. For about fifteen years I have been in the habit of speaking to the Tug Company every morning by phone and giving them all the information re any vessels out requiring tugs, and Captain Strong has always attended to them. In cases where I cannot get in communication with the Tug Company I communicate with the Marine and Fisheries Department or the Police Station.

Statement of Captain Jacob Kean, master of S.S. Cabot re search for missing schooners.  
We left St. John's on Sunday, the 21st November at 2.30 p.m. Went up

the coast about five miles off and harboured at Fermeuse. Wind North West. Left Fermeuse at three a.m. on the 22nd November and steamed 46 miles south, weather foggy, continued going all day, steering due south, saw nothing. Zigzagged North and West about half the distance back and spoke steamer "Morandock" who reported having schooner "Annie's" crew on board. Had said crew and passengers transferred to "Cabot."

"Annie's" captain told me that on Saturday night they had met heavy weather with wind S. E. Then proceeded to Fermeuse and landed all the crew and passengers there. Next morning, the 23rd, it was foggy when I left and steamed S. E. 47 miles, it still being foggy. Picked up barrel containing cod-oil belonging to Blanche M. Rose.

When coming back north saw vessel set down off Cape Spear and went to her steering about N. N. E. Laid off S. S. E. of Cape Spear about 20 miles off (all five o'clock next morning, when we steamed East 60 miles. It was then clear and we could see 15 miles with the glass. Had men aloft every 20 minutes. The two men who came out with me, who were relatives of the

people of the "Blanche M. Rose" and whose names were Clements and Gardener, now advised me to give up the search for that schooner, as in their opinion nothing further could be done. It was their opinion that the Blanche M. Rose never carried out of Conception Bay. I therefore decided to go to Bay Bulls for orders and from there proceeded direct to St. John's.

(7) Mr. Coaker.—To ask the Minister of Public Works to lay upon the table of the House a statement showing what settlements sending in returns of elected Road Boards have not been gazetted, and why?  
The following Road Boards though elected have not been gazetted for the reasons mentioned:—  
Twillingate District  
(1) North West Arm, Green Bay—Board elected January 22nd, 1916, and received by this office in the mail of Monday, March 13th, 1916; too late for last Tuesday's "Gazette."  
(2) Lush's Blight—Date of election not given but return received on the same date as the above, also too late for last Tuesday's "Gazette."

(Continued on Page 6)

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The TEA with strength and flavor is **ECLIPSE**, which we sell at **45c. lb.**  
**ROYAL PALACE BAKING POWDER**  
20c. per lb. Small Tins 5 cts.  
**SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS, 1s. and 2s.**  
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The greatest wearer in America. Mail orders receive prompt attention.  
**F. Smallwood,**  
Distributor for Newfoundland.  
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**February 22nd, 1916.**  
Arrived to-day, ex brig. Olinda:  
**400 Puncheons**  
**NEW SEASON'S FANCY BARBADOES MOLLASSES.**  
**LOWEST PRICES**  
**STEER BROS.**

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WE have just opened a splendid lot of MEN'S READYMADE SUITS, that were especially selected for Spring Wear, in a handsome array of Neat, Dark Patterns.  
It will pay you to examine them before you buy your next Suit—you'll be able to get the particular Weave, Design, Quality, Style and Fit, in the English, Canadian, or American cut, that will thoroughly please you, from our representative stock. Here are a few prices:—  
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**MEN'S TWEED SUITS.** A serviceable quality in dark, neat patterns, that for style, fit, finish and wear is hard to equal at the price. Sizes: 3, 4, 5, 6 and 7. **Price a Suit. . . . . \$9.00.**  
**MEN'S TWEED SUITS.** Splendid English, Brown and Grey mixed tweed—the qualities that most Men like. Correct style, perfect-fitting, finished with a good quality of lining and inter-lining. Sizes: 3, 4, 5, 6 and 7. **Price a Suit. . . . . \$10.00.**  
**MEN'S TWEED SUITS.** Excellent assortment in this bunch to select from. Here you'll find different weaves, in the finer grades of English and Scotch tweeds—in Browns, Greys, etc., in neat and dressy pin-stripes and the striped and checked shadow effects.  
Special care taken by the makers to give a correct fit or lay to the collar and extra pains devoted to give a shoulder supremacy not usually found in readymade clothing.  
You'll get splendid wear from these high-class suits and above all you are assured a perfect fit, correct style, best linings and inter-linings. Sizes: 3, 4, 5, 6 and 7. **Prices a Suit. . . . . \$12.00, \$13.00, \$14.00.**  
**MEN'S FINE TWILL SERGE SUITS** in Dark Navy Blue—good quality, correct style—perfect-fitting and excellent finish. Sizes: 3, 4, 5, 6 and 7. **Prices a Suit: \$10.50, \$12.00, \$13.00, \$14.00, \$16.00, \$18.00.**  
Every item that goes to make a suit perfect is put into these Special Suits. Come in and examine them?  
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