

**JUST IN:**

**25 Barrels  
Large  
PEANUTS**

**J. J. ROSSITER,**

Our Motto: "Suum Cuique."



"(To Every Man His Own.)"

**The Mail and Advocate**  
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ST. JOHN'S, N.F.L.D., JULY 7TH, 1916

**SHIPS AND SHIPPING**

THE purchase of fifteen vessels by the Premier of Australia has caused considerable comment; and some are wondering if the other Dominions are going to follow the lead of Australia. This, by the way, is not the first occasion when ships were purchased to be operated by Dominion Governments. The Canadian Government some years ago, when it began operations on the Hudson Bay Railway purchased three vessels, the Sheba, the Sharon, and the Durley Chine. They evidently did not prove a success; and it is a rather remarkable fact that the vessels (the Sharon has been lost) should be engaged in the Newfoundland trade.

The reason assigned for the purchase of ships by the Australian Government, expressly for the transportation of wheat, is that freights from Australia to England have been abnormally high for years. The carriers were forced to charge very high rates as the voyage was long, and the return cargoes were not sufficient, to warrant the securing of a low rate of freight.

Such conditions of course do not exist in any of the other Dominions; so that there is no likelihood that any other Government within the Empire will embark in the shipping business as a venture. It certainly would not suit us; for there would be no end of boodling. We have one Government "cruiser" now and she is generally cruising with the Governor. Had we half a dozen more, they would probably be doing something similar.

There are some very extraordinary stories in circulation regarding the performances of the English ship-owners at Cardiff since the beginning of the war. One ship-owning firm is reported to have made profits amounting to Three Million Pounds. Instances are given of young clerks who were earning about \$15 a week when the war broke out in shipping-offices. They saw the opportunity offering to ship-owners and branched out into speculation in old steamers, some of which should have long since been relegated to the scrap heap. As a result of their enterprise they have become comparatively wealthy "living in country mansions and possessing several motor cars." Some people in this country seem to have fared pretty well along similar lines. There must be lots of money in buying steamers.

**SQUID HAVE STRUCK IN.**

The S.S. Portia brings a confirmation of the reference which we made recently to the early appearance of squid along the shore, this season. This bait fish, though the caplin were still to be had, were fished in our harbor and at other places, and the Portia reports them in places along the S. W. Coast.

**REVEILLE  
BY CALCAR**

WE have spoken of our neglect of the timber wealth of this country, and how we have failed to make a survey and appoint a Board whose duty it should be to make a complete study of our forests with a view to their protection and nationalization. The result of this policy of drift has been to sacrifice this public wealth and to open up an easy way to wealth to the initiated and greedy timber wolves, i.e., the timber grabbers.

Our carelessness, our criminal neglect has been the cause of diverting the common property of the people into the hands of private individuals, and what right, it may be asked has any individual to possession of such a natural asset, which is the common right of all.

Does their nearness to the ears or elbows of government functionaries, with the pull which such an advantageous situation gives entitle them to a greedy hold on other men's property? Does this nearness, we ask, give them a superior right to claim public domain. This would seem to be the only justification those sharks, those public despoilers, those buccaneers of the new regime have to offer an outraged public for their raids upon our forests.

Or is it that they think the common heritage of the public is there for the especial benefit of who ever by reason of his pull, fore-knowledge or other advantage is able to secure a hold upon it. Such sophistry may quell such little risings of conscience as pirates or other free booters may possess, but it comes a long way from satisfying the mind of him whose sense of morality is more delicately adjusted.

No man has any right to the forests or streams of any land beyond the right to share it equally with all other citizens. To say that the law permits him to have and to hold a private right is but begging the question, and the sooner such lax laws are adjusted in the interest of the public the better it will be for our country.

Already such a loose system, that gives such unjust advantages to the few initiated and otherwise advantageously situated ones has lost many hundreds of thousands of dollars to the public treasury of this poor country. Look at the individuals who have grown rich out of speculations in—in what, in the property of the people of this country, and look at all the crimes that have been directly the outcome of this iniquitous seizure of our timber lands, and you will perhaps be awakened to a realization of how we have been fleeced while our guardians slept.

It were invidious to name some of these scandals without reference to all, but we cannot but instance the Orange Bay episode, wherein a Minister of the Crown, Donald Morison, in extenuation of his crime and as a plea of innocence had the unpardonable effrontery to say that "he forgot the law," and so loose is the sense of justice and truth in the minds of the Morris administration and the then Governor and King's representative Sir Ralph Williams that this puerile plea saved the political scalp of this looter, and a discredited ministry from disruption and dismissal from office.

Public morals lay a long way behind individual morals. The people were for a while indignant, but as is our wont, we soon settled down to forgetfulness of the outrage, and there the matter ended. Morris cajolery and Morris indelicacy of mental constitution won the day, and crime stalks nude and unabashed before the public.

We are, unfortunately, as a people too easily beguiled by the politician, especially him of the Morris type. We are like innocent fowl in the presence of the wily snake, we are fascinated, mesmerized and then gulped.

We are too indifferent to be resentful of an injury or too stupid to realize that we are being duped, and cheated.

Do we realize that land sharks, timber sharks, mineral sharks, water-power sharks and all that tribe of the genus squalae are as busy to-day in the environs of the Crown Lands Office as ever they were. Land grabbing is still going on, but the areas to be grabbed are of course growing more and more restricted. The result will be of course that the different sharks are wetting their appetites to prey upon one another. However this does not concern us so much, as to how they rand one an-

**PRESIDENT COAKER'S ITINERARY.**

June 22.—Left St. John's on trip North. Engine working fairly well. Arrived at Catalina at 7 p.m. Found wharf construction going forward satisfactory. Breastwork being completed for one hundred and thirty feet and much of it filled in. Foundation of large store completed ready for wood work; considerable excavation done the past week. Trawlers doing well with fish but traps doing nothing; fish is large run.—a school from the banks. Catalina will fare fairly well as large body of fish along this shore, if certain indication familiar to old fishermen are to be relied on. Arthur Meigher, Solicitor General of Canada, hoped to take a tour of Notre Dame Bay with us, but he wired to-day saying, "Unable to leave; very pressing work until after 15th of July." He is one of Canada's public men.

June 23.—Inspection construction, arranged plans for fish drier. Apparatus for heating the premises and drier will be combined. Extended the plans of the main store providing for accommodation for boneless fish factory which will give a floor space for 125 x 90 feet for that purpose, connected with salt bulk shed on wharf (directly in front of factory) which will be large enough to contain 50,000 qts. of salt bulk in vats. The main fish store will be 125 x 90, three stories, flat roof. The under flat will be the provision department, the second flat will be used solely to store fish, and the top flat will be the boneless fish factory. The roof will be used for fish drying and will connect by a short bridge to the top of a hill where accommodation to spread 500 qts. fish will be available. The whole will be served by two electric elevators.

June 24.—Visited Port Rexton, Bonaventure and Champney's stores; quite pleased with them. The three well stocked. Champney's premises is one highly creditable to the Council there and English Hr., who erected it at their own expense. It would make a splendid coastal wharf if one block of crib work, 20 x 30 was added. This will no doubt be done by the representatives and the people afforded the advantages of a coastal wharf at a very small cost to the Government. Those stores will purchase all the fish offering this season. Up to date very little has been done with fish from Elliston to Ireland's Eye but as indications point to a large school of fish in deep water (some of which is being taken with trawls by Catalina men) all hope to secure a saving voyage. Returned to Catalina at midnight.

June 25.—Kept Sunday at Catalina. A host of people visited the new premises to note progress in construction. About 25 schooners in port wind bound, bound for Labrador.

June 26.—Fine day. Considerable fish going here, Champney's English Hr. and Port Rexton. Spent day at construction works.

June 27.—Fine day. Fair catch fish to-day. All hands to work at premises.

June 28.—Fine day. Meeting shareholders Union Electric Power Co. in afternoon. Directors elected as follows: W. F. Coaker, Dug. White, John Guppy, Joseph Perry, J. G. Stone, C. Bryant and Peter Coleridge, who hold office one year. Decided to locate head office of Company at Catalina on F.P.U. eastern premises. White arrived from St. John's store to

other. Our concern is for Newfoundland, and it pains us to see a supine government lying stupidly down like pigs in clover permitting the country to drift and drift while the cataract of national disaster is roaring in our ears.

Is there no voice that can reach our sleeping governmental crew. Are they too utterly stupid or too grossly indifferent to heed a word of warning. The word indifferent seems to fit the case very appropriately. They are too busily engaged covering the looting party from among their own ranks, with the mantle of corrupt patronage, to heed any cry from the victims, from the heart of a country being plundered.

In vain we warn them of national disaster. What care they. They are prepared to leave the doomed craft ere yet the Niagara of financial disaster gets it in its grip. Let them beware, lest an outraged people dump them over where the waters are too strong to give them a swimming chance.

take charge as wharfinger at new premises.

June 29.—Left at 5 a.m. for Bonavista, arrived at Bonavista just as gale arose; broke piston rod of one of our engines just before reaching the harbor. Inspected store. The Union Trading Co.'s premises at Bonavista is one of the finest of the many premises it owns. It is probably the best shop in Bonavista, having been enlarged the past winter. The business here is rapidly growing. John Abbott, M.H.A., and Wallace Abbott run the store. The Company will purchase all fish offering here this season. The fish is packed in casks and shipped to St. John's. A large number of dwellings at Bonavista will instal electric light, the charge being about one-fourth the cost of light at St. John's. Arrived at King's Cove at 4 p.m. Inspected the store which was reopened last month and is in charge of Friend W. Bagg, who is now about to take charge of Champney's store, being succeeded at King's Cove by Friend C. Sims of Fogo, now assistant at Joe Batt's Arm. King's Cove was closed when war began, and the members have continually asked for its reopening, and it is doing its share of business. Friend Bagg accompanied us to Keels, where we arrived at 8 p.m., being met outside and piloted in by Friend John Penny. Inspected the store at Keels which is in charge of Friend Wm. Brown of King's Cove. Went over the premises of the late Ed. Penny which the Trading Co. purchased from Mrs. Penny. The buildings on the place will be taken down and a large store and shop erected which will enable the Company to transact all the available business at Keels. I will return there in a day or two to meet the Council and discuss the erection of the new premises with them. The property is the most suitable in Keels for business. Without such a property we would not be able to conduct a fish buying business. The wind increased to a gale to the south and we had to lay out two anchors in the harbor as it is not possible to moor at a wharf at Keels, as in case wind veered N. or N.E. with sea sure destruction would await a boat of the size of ours if moored in the motion.

June 30.—Left Keels with a gale of south wind, intending to make Southern Bay. Found wind outside somewhat lighter and headed for Denver Island, passed Salvage, Salvage Bay, Squid Tickle, St. Shad's, and reached Port Collishaw in Alexander Bay where Mr. E. Collishaw has established a lumber mill. This mill is supplying several schooner loads of lumber for the construction at Catalina and I was able to give attention to this matter on the spot. We proceeded to Alexander Bay where we met Mr. Baxter Burry who is also supplying some lumber for Catalina. Mr. Ab. Jeans and Rev. Mr. Vey called on board to see us and remained for an hour. Wind blowing a gale, veering further east, an old fashioned June gale which will do some good but lots of harm.

July 1.—Left Alexander Bay at 5 a.m., arrived at Fair Island about 10. Passed through the Cow Path Run, west of Pittsound Island and Deer Island, a beautiful run, cut off from the rough water and sea. Wind strong to S.E., raining, big lumber on outside, decided to call at Fair Island. Went ashore and spent few hours in conversation with friends. No fish here to date. Mr. Jas. Brown went with us to Trinity Bay—nine miles distant—where he owns a steam and water mill. Had a look over the mill and place, splendid harbor, about a dozen families reside at this lovely spot. Timber is not far distant, but lumbering not very briskly prosecuted. Most of the families at Fair Island would make out a much better living if settled at Trinity Bay and engaged in agriculture and lumbering. Some day Fair Island residents will remove to the bays near by for Fair Island has very little to entice anyone to continue to live there.

July 2.—We returned to Fair Island. Wind still about S.E., strong, with rain and big lumber. We wish to return to Catalina but will have to await fairer weather and smoother sea. Fair Island and Paul's Island forms a splendid harbor. People live on both islands. Another Island contain a nice little settlement called Sydney Cove. The whole population is Church of England. Fine S.U. F. and L.O.A. Lodge Halls are situated on Fair Island, as well as the Church which is a very good

**Every Man Will Mark His X For a Union Government**

**Mr. Hallyard's Majority in 1917 Will Be Greater Than It Was in 1913--Fogo District will Stand by Coaker and the Union in Spite of All.**

(Editor Mail and Advocate)

Dear Sir,—Please allow me space in your highly esteemed paper to make a few remarks concerning our public affairs which seems to be neglected. Lately our roads show signs of neglect. I do not know exactly how long Indian Island have been inhabited, but I think it has been inhabited long enough to clear the stumps out of the roads. I won't say anything about the rocks because in wet weather one can step from rock to rock and save himself from getting wet. I am not going to take up too much space in your paper writing about our roads, as for myself I consider it useless while the present Government is in power, that is according to the telegraph wires which have been stored at Carmanville ever since last elections, just because a Union member was elected last elections; but work of that kind only makes us more determined to vote for Union members. We are looking forward to the next polling day, when we will mark our X for a Union Government. I have noticed the proceedings of the House this year and I see that practically all that has been done to encourage the fishing industry has been introduced by the Union. Mr. Coaker surprises me altogether to see the Company he has formed, the new Union stores which can be seen in almost every settlement of any importance.

We are more than glad to see that the Union is extending their business at Seldom, and I believe it will be the Union centre in the future, as Seldom is a place that can be reached almost all the year round. Last year the fishermen of Fogo District derived some thousand of dollars benefit thru the Union business at Seldom. At first the trading fish buyers were not going to compete with Union prices, but after a while they found to their astonishment they had to, and we are expecting the same thing will occur again this year.

Well I think I must try to get on with my business, as I am afraid I am taking too much space, and I have not come to what I want to write about yet. What I want to speak of chiefly is our public wharf.

Well, Mr. Editor, it is worth your while to come down here and just get one glimpse at it, you would go back wondering how half the people of Indian Islands didn't have their legs broken. It is something desperate for the travelling public to have to travel over. One can only manage to get over it in the day time and then be very cautious. It is all shattered to

building with a tower and splendid bell. Mr. Jas. Brown transacts the bulk of the business done. A large portion of the business is done at St. John's as several schooner holders deal at St. John's. The famous Moses Waterman, who commands the new schooner F.P.U., reside at Paul's Island. All the residents of Trinity Bay formerly lived at Fair Island. The settlement is noted for its industrious women, who are excellent gardeners, and greatly assist their husbands to make two ends meet.

July 3.—Left Fair Island at 6 a.m., passed through Deer Island and St. Brenden's, water fairly smooth. Wind west. Arrived at Catalina at 2 p.m. Reid's men preparing to start work on construction electric plant.

pieces, it is all twisted and have to be replaced. About the first part of May I saw a notice saying there was work on said wharf, but up to date no repairs have been done. I think it a poor time in the year to start repairing a public wharf, when every man is busy getting ready for the fishery season. I wonder did the Government wait until the A.N.D. Co. brought in their ships to load paper before they built the wharf at Heart's content. No, I think they spent something like ten thousand dollars on it last fall, which of course was the proper time to have our public wharf repaired, but no, our public wharf was neglected until this spring, and now it has to remain unrepaired all the summer, while the A.N.D. Co. has

wharf built for them, and the fishermen. The tax payers have to climb over a tumbled wharf, some places high and some low, and holes in it big enough for children to fall through. But unrepaired wharves won't stop us from voting for Mr. Hallyard when he comes round in 1917. Now we hope to see this wharf fixed up as soon as possible and made safe for the public to travel over. I also hope the Chairman will try to collect men in the fall or winter and not to wait until next spring when the men will be busy at their fishing gear again. A friend of mine received a letter this morning from Mr. Adam Janes and he wishes me to warn Mr. Janes through the columns of your paper that if ever any such letter is received by him again and if there is any punishment due him for such things he will certainly get it. We have a pretty good idea who you are Mr. Janes and if you write another letter we will make an investigation and publish your letters and name and punish you if it is possible. In conclusion I wish all those connected with Mr. Coaker and the Union all kinds of success. Sincerely yours, LOOKING FORWARD. Indian Islds, June 29, 1916.

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