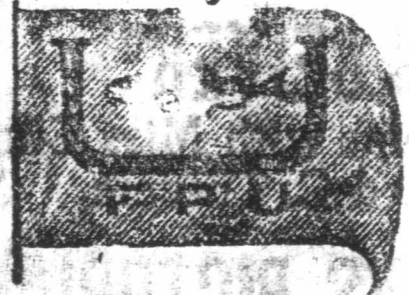


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The Mail and Advocate

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ST. JOHN'S, N.F.L.D., APRIL 5th, 1916

DR. RENDELL'S REPORT

YESTERDAY the House discussed Dr. Rendell's Report on Tuberculosis. It showed that while 130 cases were treated at the Camp last year belonging to St. John's, only 49 were treated belonging to outports. The only work done for outports was a visit made to a few outports by Nurses Campbell and Godden, while the Doctor himself also visited a few places.

Mr. Coaker pointed out the awful conditions reported by Nurse Godden and suggested a fuller consideration of the matter and more activity in outports. He objected to have seven-eighths of a vote of \$24,000 spent at St. John's, while thousands of cases in outports were not troubled about. He asked the Premier to give up the system at present followed and follow up the work in the way Hon. John Harvey did prior to the inauguration of the present method. The outports must receive more benefits from the expenditure.

The situation as pointed out by Nurse Godden had become so serious that action must be taken to give the outports their share of this grant. It was time for the House and Government to wake up. We were not getting good value from the present expenditure.

Minister Piccott followed and backed up his (Coaker's) suggestions for the outport share of the grant, and Mr. Piccott's words will long be remembered by those present. He suggested that the outports be attended to and an effort made to supply food and nourishment to those afflicted who were too poor to secure such from their own resources.

Mr. Jennings also showed that matters were in a sad condition in parts of Green Bay and he asked that action be taken to help as many as possible in the outports. The Colonial Secretary and the Premier replied, defending the present expenditure and method.

The debate will be resumed to-day or to-morrow, for the matter is too serious to be lightly passed over, and the outport members will demand a more general application of the expenditure.

Mr. Coaker thought no better method could be administered at present than the sending out of Nurses to explain and lecture, and show the people how to prevent the spreading of this great plague, such nurses to be empowered to supply food and other necessities which cannot be provided by the sufferers.

A greater effort than any yet made must be made if the Colony is to be released from the clutches of this great monster, and spending \$20,000 a year out of a \$24,000 grant on a Camp at St. John's will not do much to destroy this great enemy of man.

ANOTHER FALSEHOOD

THE following editorial appeared in to-day's News:

"There was a great shouting a little while ago over securing the \$5.75 figure for seals. As a matter of fact if the owners had been left alone they were ready to offer \$6.00 three weeks ago. Now they are giving it."

The facts are that the owners gave Mr. Coaker to understand two days before the arrival of the Sable Island that \$5 was the full-est value they could give for seals—and as Mr. Coaker had stated before the ships sailed that \$5.50 ought to be secured for seals, they thought that figure too high.

When the Sable Island arrived the officers were offered \$5 by the firm concerned. They refused, and \$5.25 was mentioned. Then Mr. A. Harvey offered \$5.50; then Mr. Coaker offered \$5.75 and told the men not to sell to anyone else unless a higher figure was offered. Mr. Coaker offered the Neptune-men \$6 for seals if they made him a firm offer of their part, and he advised all to sell for the rise, as he had offered \$6 to some ships owned outside of the regular manufacturers.

Now the sneaky John Alexander wishes to rob Mr. Coaker of the credit due him by stating a deliberate falsehood, for his statement of this morning is a falsehood uttered deliberately, and we defy him to successfully contradict our challenge.

We repeat that up to two days before the arrival of the Sable Island the owners approached Mr. Coaker, offering \$5 for the seals. We repeat that the Sable Island's officers were told not to sell at less than \$6. They sold at \$5.75 to Mr. Harvey, because they were told they would have to bring the seals to Harbor Grace or be given some trouble here in taking delivery.

Now, John Alexander, produce your proofs or be written down a manufacturer of falsehoods—pure black ones at that.

PATROL PICNIC

ELSEWHERE in to-day's issue will be found particulars of the amount paid Crosbie for the hire and fitting out of the Fogota last summer for patrol work on the Labrador.

John, who knows a good thing when he sees it, charged the Coling \$300.00 per day hire for the ship. The war insurance premium was also paid by the Colony. All repairs necessitated by fitting up of guns, wireless room and the taking down of same was paid as well. But the wireless outfit is we think still on the Fogota. It cost the Colony \$968.40 to do this work; and it also cost \$458.40 to hand the ship back in apple pie order to Hon. John Crosbie's total for the hire of the Fogota amounted to \$22,071.21.

To-morrow we will publish Reid's bill for the hire of the Petrel.

Since we published the statement showing how \$61,322.73 was spent on this picnic to the Labrador, the general public have been asking themselves what was it all for. Who was the originator of this brilliant scheme to throw away nearly \$62,000.00. The sending of the old wrecking tug Petrel on such a mission was a farce on the face of it. This tug has been tied up to the dock pier for years a white elephant on the hands of the Reid Co.; but they certainly made good when the opportunity offered to hire her out at a fancy figure for work she was altogether unsuited for. Just fancy the Petrel engaged in battle with a couple of enemy subs. The Fogota was "commandeered" we reckon so as to keep Johnnie from kicking. Perhaps she was sent down on the Labrador to keep watch over the Petrel and keep our local "Jellicoe" from going astray.

The only thing this picnic trip accomplished was to bring a few Moravian missionaries up here to St. John's as war prisoners. They came here one day and were told to go home again the next, and this brilliant piece of work cost this Colony \$62,000.00. But then isn't Morris premier. Nuff sed!

Included in this waste of \$62,000.00 we find a few items which may bear a little comment. One in particular is \$197.00 paid Mark Chaplin we suppose for uniforms. Now who had these uniforms? We were told last summer by a northern friend that our bold Archibald looked the real thing in his naval uniform. Judging from the price of the uniform Arch must have had the rank of Grand Admiral of the Fleet picnicing off the Labrador.

Some Four Thousand Dollars

was paid Messrs. Edens, Bearn, Horwood and others for groceries. Crosbie and Co. were paid for supplying meals to the men while on the Fogota. Other amounts appear on the statement for Royal Stores, Ayre and Sons and others but what the nature of the goods supplied was is not stated.

This Labrador picnic accomplished nothing whatever. It was only the means of wasting some \$61,000.00 which this country could ill afford. Of course we will be told in solemn tones that there was a real necessity for this work.

OUR "UNSALARIED PATRIOTIC" PREMIER

IT would appear that after all the expenditure of money and energy the Dominion of Canada has "discovered" that the much-vaunted Hudson Bay Railway is not going to prove a good asset. We alluded to this scheme some time ago, and evidently there are Canadian politicians who, like our own Utopian "Man of the Hour" can dream dreams and visualize fantasies. This scheme which was supposed to be destined as an outlet for the granaries of the North-West has been a rather expensive venture: the expenditure upon the road, to the end of 1915 was \$15,465,304. This extraordinary outlay, says a Canadian exchange, "will be an everlasting tribute as to what politics can thrust upon a country." It has also been dubbed a farcical enterprise. If these Canadian journalists were only to get down here for a while and examine local conditions, there would not be sufficient expletives in the dictionary to furnish them with qualifications.

Morris, like the Canadian germ-mending politicians who inaugurated the Hudson Bay scheme, has frittered away FOUR or FIVE MILLIONS (we use a disjunctive conjunction as nobody knows what our schemes are going to cost WHEN COMPLETED), and the net result is like an algebraic "X"—an unknown quantity.

The only branch that is being operated successfully is that along the Bonavista peninsula; and even this is rather unsatisfactory. An attempt is being made to operate the Heart's Content Branch; whilst the "Trepassey Branch makes "tri-weekly" trips to the southern port. The Bay-de-Verde Branch is out of commission, as the Company operating, or trying to operate it, imagined that the road would take care of itself. The first snow-storm fixed it "until further notice." No station agents were appointed; and a good deal of the freight sent over the road in the early fall was perishing for a considerable time, and reached its destination later on by the water route. The Fortune Bay Branch is "on its way"; but nobody seems to know where, as we understand the terminus has not yet been decided upon. We are informed however that the objective was Terenceville; but why it should be heading in this direction nobody in Fortune Bay seems to understand. Presuming that Morris and others interested in this scheme know where Terenceville is, we take the liberty of informing them that Terenceville is an open bight where anchorage is absolutely unsafe even with a moderate blow from the Westward or South West; in fact it is unsafe for any craft, with a breeze anywhere from South to North West. It is the only place in Fortune Bay where slob ice forms regularly; and in order to get any sort of landing there, it would be necessary to spend a quarter of a million dollars in building a pier or a breakwater. But revenons a nos moutons: The acting-minister of railways, Dr. Reid, in defending the Hudson Bay Railway scheme did it, so our Canadian exchange informs us, "in a way which makes us believe that away back in his innermost thoughts where political considerations are not allowed to enter (we wonder if Morris has any bumps in this region) an opinion exists that the road is a farcical enterprise. He said: 'While I myself may have had grave doubts as to the feasibility of this undertaking, yet I have come to the conclusion that this road will be of value to the country in time to come.'"

Possibly our astute Premier labours under a similar delusion regarding our railways. Now, why does he not honestly state why, for example, this Fortune Bay scheme was undertaken. IT WAS BEGUN WITH A VIEW TO INFLUENCE THE VOTE ON THE BURIN PENINSULA. But, Edward will be hoist with his own petard. Had he been wise, he would reach these settlements "sometime." The people of the Burin and Fortune Districts have weighed E.P. in the balance long

ere this; and the "unsalaried Premier" has been found wanting. These people are too intelligent to be kept hanging on fool promises; so when next the ballots in these districts are counted there will be no representatives from these important districts under the banner of Edward and Patsy, the recently-appointed President of the Council. If you are owned politically and otherwise by the Editor of the Evening Herald, this distressful country will place somebody else at the head of its governmental affairs; for we tell you candidly that, seeing that you are so self-sacrificing, it were a gross injustice to keep you in a position where you cannot attend to your legitimate business as a lawyer (if you ever had one), now take a surcease from the burdensome cares which have weighed your broad shoulders for so many "eventful years." The fact is, you have overworked the political machine, and it needs a thorough overhauling. We doubt Edward, dear, if you have the strength to undertake this operation. This is a bit of advice that we give you gratuitously; we would not like to see you dumped out of political life; so "stand not upon the order of your going, and git at once!"

THE Department of Trade and Commerce of Washington has recently published some statistics which shed light upon the difficulties arising out of the tonnage problem. The Report which seems to have been very carefully compiled states that 2000 vessels of all classes, with a total tonnage of 4,000,000 tons have been withdrawn from service of belligerent and neutral nations.

GERMAN EXPLOITS

Germany heads the list, with 600 vessels, sunk, captured, or interned. England follows with a loss of 500 units, of which 225 have been sunk by German submarines. The Allies of Great Britain have lost 167 vessels. The losses of Austria and Turkey have been 80 and 124 respectively.

Neutral nations have lost 186 units sunk either by submarines or by floating or moored mines. This, says the Report, will account largely for the abnormal increase in freight rates and the consequent restrictions of trade with foreign countries.

In this connection, we wish to deprecate the "starvation" and other stories which are being sent from this city by certain paid agencies. These stories are widely circulated; and we have recently received a communication from an American source asking us to "prevail with the authorities to stop this sort of thing, as it is affecting our business relations with Newfoundland very considerably."

Now we know that the agencies which furnish these starvation yarns to the Canadian and the American press are men WHO ARE IN VERY CLOSE TOUCH WITH THE GOVERNMENT, and we call upon the "powers that be" to stop this disgraceful business at once. The senders of these messages are easily located; and if they value the FIVE DOLLAR remittance (the ordinary emolument for a short yarn), more than the reputation of this country, they should be exposed. But, the fact is the GOVERNMENT will not dare expose these men; they are too "valuable" as local mud-slingers. Should this thing continue, we shall take it upon ourselves to EXPOSE the rascality of the individuals who are providing the press abroad with "starvation" and other yarns. This thing has been going on for a considerable time; and we ask in the name of decency that it be stopped. If these venal purveyors of libels on the fair name of our country want the additional funds which they obtain for this service, why, we shall open our columns for a public subscription to help them out.

Say, what do you mean by telling Jones I was a blockhead? "Why, it isn't a secret, is it?"

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YESTERDAY AT THE HOUSE.

TUESDAY, March 4th.

The House met at 3 p.m. last evening. The session was a quiet one, the calm that follows the storm. The sitting was mostly divided to the passing of certain resolutions amending the Weights and Measures Act, and the Inspection of Timber.

MR. STONE presented petitions from Winterton and Snook's Arm on sealing matters. MR. LLOYD presented a petition from Trinity East re Labrador mail service, and from New Melbourn for railway extension.

MR. CURRIE presented a petition from St. Lawrence for a breakwater. MR. ABBOTT presented a petition from Bunyan's Cove, in the District of Bonavista, asking for a sum of money to construct a road; also for telegraphic communications with Musgrave Town.

The House then went into Committee on the Weights and Measures Resolutions. MR. COAKER advised the Committee to allow the old system to remain as affecting the sale of cod oil, and explained the system of marketing this product.

MR. JENNINGS also gave some suggestion to the Committee re the various resolutions. Messrs. Coaker and Dwyer supported the standardizing of hay at 2,000 lbs. instead of 2,240 lbs, and advised dropping the old system.

MR. COAKER pointed out to the Committee the necessity of having a public scale, in the East and West End of the City for the purpose of weighing coals, as he feared that some coals were sold underweight. At the present time we had no guarantee that every poor man who buys a half ton of coals was getting his lawful rights, as there was no check.

THE HON. COLONIAL SECRETARY said this was a matter for the Municipal Council to deal with. MR. COAKER agreed, but thought that when the new City Charter would come before the House the matter should be considered. Mr. Coaker thought some steps should be taken to protect the trade against the shortage which often occurs in buying meat. Often when a barrel of pork is weighed it is found to be from 10 to 15 lbs short and the local dealer is generally blamed for this shortage, where in reality the shortage is caused by the packers on the other side. He advocated some inspection of this commodity at the landing place, so that steps could be taken to compel those people to give honest weight.

Mr. Coaker also thought the matter of measuring lumber should get more consideration, as under this system all dealers up the country have their own surveyor and he was afraid that when lumber was remeasured it would often be found short. In connection with this section he advised the Colonial Secretary to see some surveyors of experience and get advice.

Messrs. Coaker, Targett and Winsor objected to the tax placed on small weights by the inspectors and thought it was altogether too high. MR. WINSOR told the Committee that weights which he had tested last year for \$200 would under the new act cost him \$1200. This he thought was exorbitant, as the owner of the weights would be compelled to charge more for his goods to reimburse himself and the consumer would have to pay for all.

Some amendments were made to the resolutions by the Opposition while passing through Committee and a bill was introduced, giving effect to same. In reply to a question from Mr. Coaker the Premier stated that a claim had been made by Mr. Donald

Morison last November for compensation in connection with the Hague Arbitration, but that he claimed no definite amount, and that the Government decided that Mr. Morison should apply to the Courts, as did the Executors of the late Sir James Winter. MR. STONE reminded the Minister of Public Works that the question asked by him on March 24th, was still unanswered. The Minister promised to table same.

The House then resolved itself into Committee on Supply. MR. LLOYD again asked for the report of the Postal Telegraph inquiry and stated that there was a desire on the Opposition side not to proceed with postal matters until the report was received.

THE COL SECRETARY explained that owing to the illness of Mr. Knight the matter was postponed. MR. COAKER thought that report should be before the Committee before postal matters were dealt with. He (Mr. Coaker) had certain information in his possession which he would advise the Government if it became necessary, but he hoped the Government would not close the House until this report was received, as certain very serious charges were made in connection with the system and the country would be astonished if the House closed before same was thoroughly investigated.

He (Mr. Coaker) regretted that the Government had been so slow in acting, as charges were made a year ago. In reference to the \$24,000 voted for tuberculosis Mr. Coaker thought the country was not getting good value for the expenditure. He did not think the outports were receiving their proper proportion of benefit under the system. He agreed some good was being done but thought that a system of lectures in the outports, such as the S. P. C., under the Hon. John Harvey, were doing, should be extended as an education to our people.

Mr. Coaker said the report of Nurse Godden, from which he had extracts showed that even in what was always regarded as healthy centres, such as Brigus, the ravages of the white plague was appalling and the ignorance and indifference displayed was pitiful.

THE PREMIER explained the work performed by Dr. Rendell and thought the money was well expended. MR. PICCOTT followed and thought better value could be given for expenditure, and spoke of the deplorable lack of nourishment in many of the homes of the victims of this dread disease. He stated that it is not much use giving advice to have a plentiful supply of fresh air which was often too available in some of the homes inhabited by those afflicted when there was absolutely no supply of the necessary nourishment to strengthen the system to fight the malady.

If, said Mr. Piccott, a person is not on the Paupers' List the Relieving Officer would render no assistance, and he thought some of the grant should be devoted for this purpose. MR. JENNINGS spoke of the great necessity of giving greater information as to the means of combatting this dread disease.

THE COLONIAL SECRETARY stated that 510 patients were treated in all, 245 were treated in the outports and 49 outport patients were brought in to the city for treatment at the tuberculosis camps, and 216 patients from the city were treated there, and also said the nurses sent out were empowered to give relief to any cases in need to procure nourishment. The Committee then rose at 6:30 and

the House adjourned until this evening at 3 o'clock.

CLEANINGS OF GONE BY DAYS

APRIL 5

WADHAMS gale began; 12 vessels lost; several abandoned; this spring is known as the "Spring of the Wadhams," 1852. Seventy-four "youngsters" arrived from Galway to begin labor on St. John's Water Works, 1860. Mrs. Balfour (wife of Lieut. Balfour), died, aged 26 years, 1863.

First steamer in, Lion, Capt. R. Dawe, 5,300 seals, 1867. Right Hon. W. E. Foster died, 1886.

Michael Doherty, King's Road, died, 1888. Two men, Myrick and Halliday, seriously injured by attack of savage bull, which broke loose on Military Road, 1889.

First Lodge (Far East) Knights of Pythias formed in the city, 1894. Hon. Stephen Rendell died, 1893.

D. W. Prowse and T. J. Keough received news of their appointment as Q.C.'s, 1876. Donovan's Hotel burnt down, 1898.

A. B. Morine and M. H. Carty made Q.C.'s, 1898.

IN A RUT

By EDGAR A. GUEST, in the Detroit Free Press

Same faces every day I see, The same old tasks to do, I know to-morrow's going to be The yesterday I knew. Though other fellows higher climb And prosper, I remain A settled fixture all the time, And not a mile I gain.

Sometimes I feel that I am tied And bound by circumstance, That in a field of labor wide I've never had a chance. Only the narrow roads of life My feet have ever trod; Without a thrill I face the strife, Soulless human crowd.

And long ago I ceased to dream Of splendors that might be, My eyes gave up the glorious gleam Of future victory. I used to wonder now and then What time might have in store For me and all my fellow-men, But I do that no more.

Each day is life its yesterday, Each year a year of grind; Along my narrow, dreary way There's nothing new to find. I see my neighbors proudly claim New pleasures as they go, But all my joys remain the same, And not a thrill I know.

Do such thoughts ever come to you, Do you rebel at night, Against the tasks you have to do, And dread the morning light? Then rouse yourself and break away, No door to you is shut, Your trouble is that day by day You're sticking in a rut.

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