

IN STORE:

500 Sax Pure WHITE HOMINY,
840 Sax Best WHITE OATS.
J. J. ROSSITER.

Our Motto: "Suum Cuique."



"To Every Man His Own."

The Mail and Advocate
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Editor and Business Manager:
JOHN J. ST. JOHN.

ST. JOHN'S, N.F.L.D., OCT. 18th., 1916.

The Star

DR. MOSDELL yesterday attempts to insinuate that **The Mail and Advocate** or Mr. Coaker had gone back on the firemen because this paper had published a letter signed "One Who knows" which contained charges against Mr. Woods. Let us say here that Mr. Coaker did not see Mr. Woods' letter published last Friday until he read it in the paper after tea on Friday, nor did he see the editorial articles which appeared in Thursday and Friday until he read them in the paper. Mr. Coaker declined to publish the letter signed "One Who Knows" until the proofs had been placed in his hands and finding money had been paid Mr. Woods by the steamer owners as presents, he concluded that his duty was clear, and that was to publish the letter and enable the Firemen's Union to deal with the matter. Mr. Coaker would have been proclaimed a trickster in unmeasured language by **The Star**, had the letter signed "One Who Knows" been sent them for publication yesterday, with the intimation that it had been sent to Mr. Coaker and refused publicity in **The Mail and Advocate**.

Mr. Coaker is well aware of the construction Dr. Mosdell is competent to place on his action, for if the public would recall incidents of what happened 21 months ago in which the so called proprietors of **The Star** figured so conspicuously they will be convinced that **The Star's** sympathy should generously be bestowed on Mr. Woods in his present trouble.

Mr. Coaker will fearlessly expose wrong doing, no matter by who. He has effectively exposed men who sat at the Governor's Council Board, not because it was a pleasure but because it was his duty so to do. No man at the time Mr. Morison was exposed more deeply regretted the action that duty compelled, than Mr. Coaker did. No man so sincerely regret what has been stated in connection with Mr. Woods than Mr. Coaker. The great enemy of Unionism has always been found in its own ranks. Trust and confidence misplaced and abused has ever been the curse of Unionism. There is always some mean, contemptible mortal despicable enough to accept the gold of the enemy in return for the betrayal of their friends and principles. Such thrive on their ill-gotten gains for a season but destruction will surely overtake all such in the long run. An honest man is a pride not only to his country but his Creator. An honest man is the richest of citizens, far beyond the value of gold. None need fear the assaults of gold bought enemies.

How many Christmas presents would Mr. Coaker have showered upon him if he would accept them from those who regarded his work as interfering with their interests. It is customary for M.H.A.'s to receive complimentary travelling tickets from railway companies at Christmastide. During the past three years Mr. Coaker has re-

ceived such a ticket, but it was no sooner received than returned or destroyed and on no occasion has he used an M.H.A.'s complimentary ticket because it was a favour bestowed, and when favours are given it is natural that favours are expected in return. Mr. Coaker scorned the offer of such a pass and returned it to its owners.

There can be no excuse on the part of a trusted Union leader that can justify the acceptance of a gift or present even at Xmas from any but those it was his privilege to lead and serve. What sort of a Union leader would Mr. Coaker be regarded if he failed to disclose facts known to him, which convinced him that a trusted brother Unionist was accepting gifts that were improper? How Dr. Mosdell and Mr. Squires construct Mr. Coaker's actions will not worry Mr. Coaker, for be he what he may, it will never be said of him that he was false to his duties through being purchased with gold.

The Prospero

THE Government apparently has given out a statement to the Press respecting the Prospero incident. The statement as published are not facts. The Prospero did burst the boom and carried the wreckage along almost to the Fiona. Two warning rockets were fired across her bow, but without avail. The captain of the launch ordered Capt. Kean to go astern and enter north of the Fiona. She was not steaming slow. Those on board did see the Fiona ahead. Capt. Kean did expect trouble. He conversed with passengers about the meaning of Bowring's message as to the port being closed after night fall. He did not call at Bay de Verde but rushed the ship along in an endeavour to get through before night fall. It was quite dark when the Prospero reached the narrows.

Capt. Kean should have stopped and investigated when he arrived after night fall. He knew he was doing wrong. He must have known what the consequence of such wrong doing was. He did the wrong because he was Capt. Kean. He did the wrong in defiance of authority. The Government will answer for the negligence in allowing such an outrage to pass with impunity because Capt. Kean was the aggressor. Capt. Kean's action in 1914 sent 78 men to their death, yet Sir Edward Morris in defiance of the report of the Commission of Enquiry allowed him to escape without punishment. Had it been any other captain but Kean he would have answered for his crime. Sir Edward Morris know this well. He also defied 10,000 electors who demanded Kean's punishment, but he will find that the power to punish crime will not be his much longer for the electorate never will again be duped and coddled by the vapourings of a professional politician. Capt. Kean's action will be heralded around the Colony from end to end and all reasonable men will condemn his conduct and be again convinced that the administration of the Government of this Colony is nothing more or less than a farce performed for the financial benefit of a few boodlers.

GLEANINGS OF GONE BY DAYS

- OCTOBER 18**
- St. Luke's Day.
 - The brig Iron Duke, built by Mr. John Woods, launched, 1852.
 - John Little declined invitation of West End to contest that constituency, 1853.
 - Schooner discovery lost at Broad Cove, Bonavista Bay, 1869.
 - Lord Palmerston died, 1865.
 - Captain Peter Cummins presented by Messrs. Baine, Johnston & Co. with a valuable sextant for rescuing crew of steamer Bloodhound previous spring at the ice, 1872.
 - Sleighing to-day, 1881.
 - Americans took formal possession of Porto Rico, 1898.
 - Rev. L. Godden and Rev. M. J. Read (Church of England) ordained, 1895.
 - Battle near Ladysmith between Free State troops and British; first engagement in the South African war, 1899.

TRAIN REPORT.

Monday's No 1 arrived Port aux Basques 7.55 p.m. yesterday. Yesterday's No 1 left Badger Brook 5.50 a.m.

Yesterday's No 2 left Glenwood 7.10 a.m.

To-day's No 2 leaving Port aux Basques after arrival of Kyle.



Published by Authority

Under the provisions of "The War Measures Act, 1914," His Excellency the Governor-in-Council has been pleased to order that the following Regulations shall come into effect on the 12th day of October instant:

1. The Port and Harbour of St. John's is closed entirely to the entry of shipping at night, from nightfall on the 12th October, until further orders.
2. Lights will remain extinguished, until further notice, at Cape St. Francis, Cape Spear, Bull Head, Ferryland and Fermeuse, also the lights at Fort Amherst and the leading lights of St. John's.
3. No street or other outdoor lights shall be shown in the City of St. John's, or in or near any of the settlements in the District of St. John's East and West.
4. No lights shall be lit in any public building, shop or private residence in the Districts of St. John's East or West, except the windows in such public building, shop or residence are covered by suitable blinds or shades or such lights are otherwise suitably obscured.
5. No lights shall be lit on board any vessel or boat in the Harbour of St. John's unless suitably obscured.
6. No head lights shall be used on any motor car or motor cycle in or near the City of St. John's or in or near any settlement in the Districts of St. John's East and West, or on any roads approaching St. John's or any of the said settlements, upon which lights may be visible at sea. Side lights on motor cars, motor cycles or vehicles of any description must be obscured, and shall not be of greater strength than five candle power.
7. It shall be the duty of the members of the Constabulary to see that these Regulations are strictly enforced, and all orders issued by them for their better observance shall be forthwith carried out.
8. It shall be the duty of the Minister of Marine and Fisheries to see that these Regulations are observed on all shipping in the Harbour of St. John's, and all orders issued by him for their better observance shall be forthwith carried out.
9. Every person convicted of a violation of these Rules and Regulations before a Stipendiary Magistrate or a Justice of the Peace shall be liable to a penalty not exceeding One Hundred Dollars, or in default of payment to imprisonment not exceeding Three Months.

J. R. BENNETT,
Col. Secy.

St John's Municipal Council PUBLIC NOTICE.

As the Port of St. John's is closed, the City Street Lamps not permitted to be lit, and automobiles not allowed to show their headlights, the Citizens are requested not to walk in the centre of any street, so as to avoid accidents.

Drivers of automobiles are also requested not to exceed the speed limit of ten miles an hour.

By order,
JNO. L. SLATTERY,
Secy.-Pres.

C. OF E. NOTES

On Sunday next at the Church of England Cathedral there will be an ordination, at which Revs. T. Greavill, D. R. Bailey, C. A. Moulton and E. Hunt will be raised to the Priesthood.

The C.L.B. will attend St. Thomas's Church on Sunday evening next, not in the afternoon as previously announced.

On Sunday afternoon the service at St. Thomas's Church will be a children's service especially for those of the Sunday School, but parents and others are cordially invited to be present.

WIRES WERE INTERRUPTED.

The storm of last evening and night prevailed practically all over the country and the wires of the Postal Telegraphs and Reid Nfld. Coy. were affected and worked poorly.

LETTERS FROM SCOTLAND

16 Allison St.,
Ayr,
Scotland.

Dear Mrs. West:
I hope you will excuse me taking the liberty of writing to you. I was very sorry to hear about Stanley, as he was a very dear friend of mine. I met Garland to-day, he came back to Ayr this week. I always intended to write to you, as Stanley asked me to do so when he left Ayr. It is a very trying time for every one just now. Both my brothers are at the front just now and one of them has been wounded. I do miss my brothers, as I am left alone with my mother. We did miss Stanley when he left Ayr, he came up to the house every evening. He was a dear boy. I have one or two photos of Stanley, if you would like any of them. Well Mrs. West I think I will close now. Hoping you will accept my deepest sympathy. I hope you will let me have an answer to this letter.

I am your sincerely,
CHARLOTTE HAMILTON.

8 Town Head,
Dalmellington,
Ayrshire.

Dear Mrs. West:
I do hope you'll excuse me taking the privilege of writing and to think my first letter is to be so sad. Mrs. West I am heart sorry for you on the loss of Stan. I am a great friend of his. He spent all last winter with us and to think to-day that he is lying in a soldier's grave. Mrs. West, Stanley was a good boy, many a time I have taken him to the church on a wet Sunday. We all got our photos taken before he left Ayr for the front. I don't know if he sent you one but if not I have one here I'll send you. I am a young soldier's wife myself. My husband is lying in Gza hospital in Egypt dangerously ill suffering from enteritis, so you see Mrs. West every one gets it in their turn, some get it worse than others. Stanley kept company with my sister-in-law, she told me last week she wrote to you too. I suppose Garland is back in Ayr again. I haven't seen him yet but I expect to see him to-morrow, for I am going back to Ayr for good. It is a pitiful sight to see the boys leave the station. Mrs. West I went to see Stanley off that night of course. They all get very near drunk, officers and all, you can't get speaking to them, just shake hands. When Stanley got to the top of the stairs he took off his cap and shouted three cheers for good old Ayr and three cheers for Nance. This was me, Charlotte, and I wrote very constant to him. I sent him a nice parcel containing cigarettes and he received them all right. Stanley always mentioned his sister, he told me she was ill. I sincerely hope, Mrs. West, she is better now. I have a pretty little book shape made from the rock of Gibraltar, I'll value it as long as I live. I have also a photo of him taken in Newfoundland with two fellows and cigars in their mouths, rather a pretty picture. It gives a sore heart every time I lift it, for I couldn't have felt worse. I was dead fond of him, for a nice kid never walked in shoe leather. He had a nice companion, Billy Ivmy. Do he belong to your district too? I didn't write to Billy, for he didn't leave me his number. Stan was 1460 1st. Nfld. Regiment.

He always told me he was the youngest of the family and the pet too, and Mrs. West many a time he asked me to write to you, for he couldn't get time, but I didn't like to do so. But now when I think of him, he was such a dear boy. I couldn't content myself to-day till I wrote this letter to you and it is merely to tell you how fond we were of him. My house was just a home to him. He used to say if Willie Hamilton did not come back from Egypt he would come back and take me over to Newfoundland. It was only in fun. It is hard on me too. Mrs. West, I am only twenty years old and I was only three days married when my husband left. Now Mrs. West my paper is nearly finished, so there is one thing I would like to ask you, if you had such a thing as a photo of Stanley in his civilian clothes I would just like to have one to put beside the one in his soldier's clothes. He gave Charlotte one. Garland gave me one of his, but I haven't Stan's. The last letter I wrote to him I got it returned to me some time after, so I knew at once what was wrong. Then I asked one of the boys that went with him and he gave me all the news. Now Mrs. West if you care to write to me I'll be more than delighted to keep up correspondence and I'll be more than good to Garland as long as he is in Ayr and when he is a brother of Stan's. My address is Mrs. Hamilton, 8 Town Head, Dalmellington, Ayrshire. Now I'll bid you good-night Mrs. West, and keep up your heart.

Love from Nance, as Stan called me.

REVELLE BY CALCAR

THE continued progressive development agriculturally of the past seven years, resulting in the magnificent total value thereof reached in the past year of over \$5,000,000.00, is matter that warrants the Agricultural Board in assuming that the Government's agricultural policy has been a sound one, and that its own efforts—arduous as they have always been, and unpleasant as they have sometimes been, made—have mainly contributed to such result and will justify the Government at the earliest possible moment in restoring the Board's grant to its original amount.

These are the words with which the Minister of Agriculture sums up his presentation of the Report of the Agricultural Board for 1915.

The continued progressive development of the past seven years thus boasted of is nothing new in the annals of agriculture in this country, for looking back over the records as presented in the census returns we find there has been steady progress generally since 1857, so that there is nothing whatever in the boast of the Agricultural Board.

Indeed a comparison between the amounts of agricultural products raised previous to the launching forth of the famous agricultural policy of the Morris Government, with those produced since the introduction of that policy shows no material advance beyond the normal steady progress that has marked the industry from the first, and in some instances is anything but complimentary to the Government.

We have shown how the production of oats has slumped, the yield in 1915 not being equal to that of the smallest harvest recorded that of 1884, and not equal to one half of what was produced in 1911. The yield in 1915 being given at 5,000 bushels while that of 1911 is given at 10,752 bushels.

The figures presented by the census returns are as follows:

1857	-	-	12,962
1869	-	-	7,275
1874	-	-	6,662
1884	-	-	11,845
1891	-	-	12,961
1901	-	-	18,602
1911	-	-	13,786

Looking over these figures one is inclined to ask again what becomes of the Morris boast. So far back as 1857 there were near-

ly as many cattle as in 1911—the era of agricultural policies. From 1857 to 1874 there was a very marked decline, but 1884 there was still more remarkable advance, and this progression was kept up till in 1901 when we seemed to have reached the maximum.

In 1911 we are confronted with another slump—which breaks in upon the steady advance with a suddenness that must be very awkward to the boosters who talk of "progressive development" as if it were a something unheard of till they came along with their wonder performing agricultural policy.

Now let us turn to the figures relating to sheep (Mr. Downey will please take notice). According to the census there were

In 1857	—10,737	Sheep.
" 1869	—23,044	"
" 1874	—28,766	"
" 1884	—40,326	"
" 1891	—60,853	"
" 1901	—78,052	"
" 1911	—75,439	"

Readers will see that from 1857 to 1901 there was a steady progress, the progression is indeed most marked and attained its maximum in 1901, a date long anteceding the agricultural spurge of the Morris Government. These figures should forever silence the boosters as to the wonders they have performed in the matter of sheep raising.

We won't speak now of the sixteen pound sheep which have resulted from the unintelligent meddling of the Experts.

Now let us take the figures showing how the hog raising in-

dustry has progressed. We find that there were

In 1857	—Not given.	
" 1869	—19,081	Pigs.
" 1874	—22,955	"
" 1884	—21,555	"
" 1891	—32,023	"
" 1901	—34,679	"
" 1911	—19,321	"

Again let us ask what becomes of the Morris Government's boast? What have they done for the hog industry? Here we find that next to 1869 the lowest number of hogs in the country was in 1911, when the country should be feeling the benefits of any sane policy that had been in vogue eight years.

Const. Stapleton arrived here by the train yesterday from St. Mary's bringing a young man who was recently sentenced to three months for assault. He was taken to the penitentiary.

The Viking has been undergoing for some time past extensive repairs. She will be completed in a day or so and will then run to Sydney in the coal.

FOR SALE.

Schooner "UNION CLUB," 29 tons, built by J. West & Sons in 1913, constructed for bounteous beauty, sails as good as new; also new running gear and ground tackle. Docked in September, and painted. Reason for selling being too small; will be sold at reasonable price. Apply to
J. W. WEST,
Carnarville South,
Fogo Dist.

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Train Schedule.

The Cross Country Express leaves St. John's Station at **12.30 p.m. instead of 6.00 p.m. as in the past.**

Reid-Newfoundland Co.