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The Mail and Advocate

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Disgraceful

THE letter which appeared in our columns on Monday has caused one of the greatest sensations ever known in this city since we have been in the newspaper business. There are many like Mr. Snow who have sons fighting our battles, heart-sore and burdened with grief. The public are asking, as we did, why this condition of affairs exists?

Are we going to have a repetition of the blunders which are now being exposed in Canada? Are we going to see the end of recruiting owing to the ineptitude, or worse, of those who are being paid for attending to military affairs?

People are now asking what Morris has been doing all these months in London (or elsewhere)? He must be aware, he should be aware, of the disgraceful manner in which both our soldiers and our sailors are being attended to by the blundering officials whom we are maintaining in London.

Just a day or two ago it was very solemnly announced that the "comforts" sent from this country LAST DECEMBER had been "received," and that our boys were very grateful for the donations sent them. We ask where these contributions have been ever since, and who is responsible for the bungling which caused them to remain EIGHT MONTHS in transit?

"There is something rotten in Denmark." We demand in the name of the subscribing public that the whole situation be investigated by Governor Davidson who is "The Commander-in-Chief" of our forces. On him rests a grave responsibility, and we hope he will realize how important it is.

We have too many apologists for the blunders in this country, and we have now reached a stage of dissatisfaction which cannot be explained away.

Whilst our brave lads are enduring hardships unparalleled, the Government bootlers are away on junketing expeditions to London for "investigating" wrecks around Cape St. Mary's. When we have a military review the bootling brethren turn out in force to "encourage" our soldiers to do their duty! Just as soon as the lads get outside the Narrows, they are forgotten by the brethren who believe in Patriotism at 50%.

When is this disgraceful condition of affairs going to end?

The Lornina

SOME few months ago the Government appointed a Commission to enquire into the granting of a bounty to M. P. Cashin, the Minister of Finance and Customs, on a schooner built at Greenspond for Messrs. Silver & Co. of Halifax, which schooner was purchased after construction by M. P. Cashin.

Our readers will remember that

the builder of this vessel, Mr. House, over his own signature in this paper had called public attention to the fact that this vessel was not entitled to the bounty that was paid Mr. Cashin as she was not constructed according to the shipbuilding laws in force in this Colony.

As a result of the exposure in this paper, the Government in response to the request of the Leader of the Opposition, instructed the Auditor General, Mr. Berneau, to investigate the matter and report thereon. The public up to this time were satisfied that the matter was in safe hands, but to behold their amazement when it was learned that the Government had taken the matter out of Mr. Berneau's hands and appointed a Commission consisting of Messrs. Jesse Whiteway and Mr. R. T. McGrath, Inspector of Customs, a subordinate of Cashin's to sit with Mr. Berneau and enquire into the matter. Why the Government thought such a step necessary was of course never explained.

Now as far as the public are concerned the matter is ended. No report of the Commission has been made. In fact it is doubtful if the Commission has yet finished its work. The Government organs were busy defending Mr. Cashin when the matter was first made public, perhaps they will now supply the answer.

As far as the Opposition are concerned this matter is not going to be let drop. The matter is a most serious one and no party "whitewash" as in the Goodison case will be tolerated.

The Minister of Finance and Customs has been quite active of late in rushing to the scene of every wreck on the Southern Shore.

The public are beginning to get interested in these little picnics of the Minister's nowadays and are asking themselves why it is necessary for Mr. Cashin to hike it off whenever a wreck occurs? He is now known as the Wrecking Minister, and if we are to judge by his antics the past six years he is well fitted for his new title.

If the Commission appointed to enquire into the Lornina bounty scandal is unable to finish its work through fear of arriving at the truth or a desire to await the Big Chief's arrival before administering the "whitewash" perhaps they may be able to enquire into the nature of the Minister's frequent trips to the immediate vicinity of the Southern Shore.

Roumania

ROUMANIA'S entrance into the Entente fold is one of the most significant events in the history of the war; and it will have far-reaching effects upon the situation in the Balkans. Apart from the military aspect of Roumania's action, there is an economic phase of it that is almost as important; for it is an agricultural nation and it has hitherto been one of the chief sources of supplies for the Central Powers. The country is also rich in minerals, copper, arsenic, cobalt, lead, iron, and gold. Its capital, Bucharest, is one of the gayest cities in Europe. Compared with its neighbor, Bulgaria, it has greater resources, and its military strength is far superior to that of the unfortunate kingdom which foolishly was drawn into the fray by the cajoling of the Hun.

Roumania comprises the former principalities of Waldachia and Moldavia; and it derives its name from the claim to Roman descent put forward by its inhabitants. Its existence as a sovereign state dates only from March 26, 1881, when Prince Charles of Hohenzollern-Sigmaringen was proclaimed King by sanction of the European Powers. The crown placed on King Carol's head was made from cannon captured in the Battle of Plevna during the Russo-Turkish War in 1878. Charles, however, was ever unsympathetic towards Russia, though he permitted the passage of Russian troops through his principality; and it was this concession to Russia which involved Roumania in the Russo-Turkish War.

At the beginning of the present war, he assured his big cousin, King of Berlin that in the event of a conflict with Russia he could count upon the active aid of Roumania, or at least upon a benevolent neutrality. So when the war broke out the old king called a meeting of his cabinet and advocated instant mobilization. The ministers agreed, suggesting that, of course, the movement would be directed against Austria, Roumania's "natural enemy." King Charles indignantly declared that it would be against Russia.

"I am a Hohenzollern, and I have pledged my word," he cried.

"Your Majesty," returned one of the ministers gravely; "we know no Hohenzollerns. Your Majesty is sovereign of the Roumanian people."

After the council had adjourned, so the story goes, the king sent for General Averesco, commanding the division of the army stationed at Bucharest, and suggested a coup d'etat, involving the arrest of the ministers and a subsequent declaration of war against Russia. "Sire," the soldier replied, "you would be the first victim!" Shortly after King Charles died, probably of a broken heart.

King Ferdinand, his successor, has been termed "The Fox of the Balkans." He, too, is a Hohenzollern, a nephew of the late king; and ties of blood and training were counted upon to cause him to aid the Central Powers. His wife, however, Queen Mary, is English. She is a daughter of the late Duke of Edinburgh—who was for a time a reigning German prince as Duke of Saxe-Coburg-Gotha—and is a first cousin of our own Gracious Sovereign, King George.

The feelings and interests of the Roumanians have been with the Allies; for they are proud of their Latin blood, and they claim relationship with the French and the Italians. Even their language is Roumanian—a mixture of Latin, French, and Italian.

Roumania has long been regarded as being cynically selfish in her foreign relations; and material interests have drawn her in to the war. Transylvania and Bukovina, both Austrian, are chiefly Roumanian in blood, and Roumania wants them. She does not disguise this fact; and she enters the war to "satisfy her national aspirations."

Be the motive what it may, Roumania will be a strong addition to the Allied cause. It will enable Russia to move troops where she will; and we may soon see the Bear spreading out his gigantic paw in the direction of Constantinople. The Turks are now literally at the "devil and the deep sea"; and we may have the carving of the big bird at Christmas. It would be a very fitting celebration.

Cold Storage

COLD STORAGE is recognized to-day as one of the most important factors in national and domestic economy. Since the beginning of the war it has assumed an importance such as never before; and people are beginning to realize what its value is. It has enabled the belligerent countries to conserve huge supplies of food products for their armies, as well as providing the staff of live for non-combatants. It is said that Germany for months preceding the outbreak of the war had been garnering supplies in all possible directions; and it is due to this fact chiefly, that had she been able to maintain, not only her soldiers in the field, but the civil population in her industrial centres.

Cold storage has enabled Great Britain to get a regular meat supply from Australia, New Zealand, and South America, as well as a supply of fish (some of which is now brought from distant fishing grounds). Fishing in the North Sea has been rendered such a dangerous business for the past two years, that the British fishermen now go as far afield as Iceland, the White Sea, and the Coast of Morocco to gather the finny harvests which are carried fresh to the tables of the British consumer.

The system adopted by British trawlers is comparatively simple. Each vessel carries a quantity of crushed ice, and as the fish are caught, they are thrown into the hold with layers of ice and salt between layers of fish. This method is also in vogue in the United States; and one has only to visit the Boston fish market (formerly the "T" Wharf, but now at the new depot) to realize what an important feature cold storage is. We shall likely see this, or some similar system in operation by the Export Company very shortly.

To be properly cold-stored fish must be very carefully handled if they are to be kept fresh for any long period; and the Medical Health Officer of Health at Aberdeen—one of the most important fishing centres in Scotland—says that the proper way to handle fish is to allow rigor mortis to set in, and then chill the fish, otherwise the fish will not keep so long. The reason why fish and other animal substances decay is the multiplication of bacteria. These multiply rapidly under the influence of heat even under ordinary atmospheric conditions; but their multiplication is arrested by the chilling process of cold storage.

Some produce, such as fruits

and vegetables, cannot be "frozen," as much of the nutriment will be destroyed; but meats and fish may be either frozen or "chilled." Chilled produce commands a higher price than that which is frozen. In chilling, the temperature of the produce is not reduced to freezing point, but is maintained a few degrees above. This is usually the case with consignments of beef that come from Argentine; and vessels in the South American beef trade are specially fitted with cold storage plants. People seem to be under the impression that such products are "not fit to eat." This is a pure figment of the imagination; and chilled products, even frozen products, are practically as good as when fresh. Much depends upon the thawing of the frozen product; if the thawing is properly and leisurely done, the frozen product is equally as palatable as in the fresh stage, provided, of course, that it has not been left too long in the cold storage plant. Eggs have been kept in cold storage for months; and they turned out in practically the same state as when they were put in.

A cold storage chamber is within the reach of everybody who has any quantity of produce to conserve; and we have seen them in operation. Any room may be made into a cold storage chamber by means of a quantity of crushed ice, salt, and proper insulation. Insulation is by no means difficult in the case of a small plant. On the outside wall which should be lined with matched lumber is placed a layer of even two-ply felt. This is to prevent moisture from seeping in from the outside wall. Another partition is built at a distance of 8 or 10 inches from this outer wall, and tied with braces to withstand the strain of the "filler." This must also be covered with felt on the side facing the outer wall. The space between is filled with dry sawdust (the most economical filler in this country). The roof is similarly treated, and is supported by posts erected through the middle of the chamber if more than six feet wide where joists have not been used. The doors of the cold storage chamber must be insulated as are the sides. The floor must be concrete with draining holes left for the water formed by the melting of the ice.

Along the sides is a trough of galvanized iron about 10 to 12 inches in diameter in which will be placed at intervals, according to requirement, a quantity of crushed ice and salt. This ensures the requisite temperature. This style of chamber would suit any ordinary business for the preservation of fruit, fowl, meat, or fish.

The system adopted in large packing houses of course is different from this; and these are provided with a refrigerating plant which is costly both as regards installation and operation. The working of all refrigerat-

ing plants is due to the fact that certain substances, e.g.—ammonia, carbonic acid, and sulphuric acid very easily assume the gaseous or liquid condition. When passing from the liquid to the gaseous condition, they absorb heat, which is taken from their surroundings, and hence the cooling effect. After they have done their work by cooling the chamber, by making ice, etc., they are caused to reassume the liquid state and begin their round again. Ether has also been used as a freezing agent, so also is compressed air.

For ordinary purposes the cold storage arrangement as outlined above is the most readily available; and if it were used more extensively, grocers and others would not be obliged to make such frequent use of the garbage pail. Would customers be obliged to invest in stuff that is too frequently "off color?"

THE mate and two of the crew of the barque Cora (Richard James and James Gormsley) capsized boat in the harbor; mate was rescued, the others were drowned, 1866.

Queen Victoria's first ministry resigned, 1841.

Gas first introduced into Hr. Grace, 1652.

Sir John Ross, Arctic navigator, died, 1806.

Daily News Registered, R. Winton, proprietor, 1860.

Rev. Monsignor Scott ordained, 1863.

Dr. Doyle buried, 1873.

Gear's lobster factory, Topsail, burnt, 1897.

Denis Galway, clothier, died, 1897.

An old lady named Janie James died in Sydney, and was brought to Newfoundland for burial, aged 101, 1899.

H.M.S. Northampton, Admiral Commerell, arrived, 1883.

Polling day of first Municipal election; first voting by ballot in Newfoundland. Result: No. 1 ward: John T. Carnell, 87; G. T. Rendell, 65; Jeremiah Hallern, 27. No. 2 ward: F. St. John, 100; J. T. Southcott, 92; George E. Beams, 36. No. 3 ward: Moses Monroe, 134; John B. Ayre, 54. No. 4 ward: M. Power, 57; M. Tobin, 51. No. 5 ward: W. D. Morison, 57; P. J. Brien, 27; L. Geran, 22; J. T. Murphy, 11; M. G. Lash, 1. Total votes registered, 1621; votes polled, 821; rejected ballots, 29, 1888.

REVELLE

BY CALCAR

IN view of the fact that the country is giving an appropriation of sixteen thousand dollars towards the maintenance of the Game Board it is but right that the country be informed in as comprehensive a manner as possible as to the doings and plans of this Game Board. To say that the Board's Report for the year 1915 is unsatisfactory is but a mild way of putting it.

We notice that the phrase "sections of the country" is used frequently. This mode of expression is too vague entirely and nobody can tell what sections are covered by the phrase. People therefore are somewhat at a loss to verify such statements as this, "for instance, 'rabbits have been reported plentiful in most sections of the country,' etc., etc."

Why not name the sections where rabbits are reported plentiful or if better why not tell us where they are not plentiful and give some reason?

In the same manner speaks the two line report on partridge, snipe and other birds, they too are reported plentiful in some sections.

It may be asked who are the reporters? Are they officials and are the "reports" authentic or are they mere gossip, just idle speculation.

Beavers are also "reported." These are still increasing in "certain sections" where the laws are neglected.

Here is an admission that the laws are being violated and that the Board knows where the violations are being carried out, in "certain sections." Why are the laws permitted to be violated, and what is the reason it can be done with seeming impunity, in "certain sections?" Are the "certain sections" in which the beavers are said to be increasing better policed than those other "certain sections" where the animals are not increasing in number, or is it that in "certain sections" people are more law abiding?

The Board may argue that they have not the means to adequately police those "certain sections" where the laws are being violated. That can be no excuse for we fail to see any recommendation to the Government that the appropriation to the Board be augmented to meet those requirements.

It seems to us stupid to be going at a thing in this half hearted fashion. Our game resources are certainly worth preserving and we believe could be made much more valuable to us if properly looked

after, but we are satisfied that the Game Board as at present constituted is not competent to grapple with the question.

It is quite apparent to us that there is too much of the spirit of self seeking among the members. They are one and all too fond of fox ranching. Individual members of the Game Board as well as the Game Board officially have done many queer things, enough to make us distrustful of the whole concern, individually and collectively.

Only this summer a member of the Board was fined for illicit dealing in foxes. His was a most flagrant flying in the face of the law and all the more heinous in that he was a member of the Board which recommended the laws which he violated, and one who constantly displays the greatest zeal for the protection of the salmon in his "section," because he is vitally interested. It touches his purse strings, he caters to visiting anglers. Hence of course his great zeal and super-mildness, but when it comes to foxes, well that is different.

We all remember the case of the valuable fox which was caught in close season, where the party was caught and the fox confiscated. We remember how the animal instead of being liberated as it should have been was knocked down to the big push behind the Government and the Board, one of the Messrs. Reid. That was an illegal act, or if not illegal was at least unjust and a direct refusal of the Board's professional zeal for the conservation of our valuable game.

VARIA

BY GALE

THERE was, we presume, no connection between rum and shipbuilding, but we find that during the years 1813, '14, and '15 Newmans built several fine vessels at Great Gervais, and the timber was procured in Bay Despoir. There is abundance of it there still; and we understand that much of the timber being used in the construction of the large vessel now being built at Grand Bank for Harris Ltd. has come from there.

The large vessels built on the South Coast were employed largely in the foreign trade; and it was about this time that we first began the exportation of fish to Brazil. To James Stewart belongs the credit of being the exporter of the first cargo—some 2,049 quintals. He evidently must have fared pretty well in the fish trade; for we are told in one of his letters: "30,000 quintals of fish, well handled, should make any man's fortune."

The fishery in the "good old days" (we cannot get away from this haunting paradox) was carried on in shallows and shallows. Shallop comes to us from the French term chaloupe (a "sloop"), and shallow (now known under the very plebeian name "punt") is evidently a corruption of the world shallow (of small depth). We wish to observe that we are not going to trench on the preserves of the learned editor of Colonial Commerce; we are not delving into the "origins" of things, though we happen to hold a membership in an Archeological Society.

Shipbuilding was carried on extensively on the western shore up to the '50's when it seems to have declined. But it went on steadily till the '80's in the eastern and northern bays. Trinity Bay, as

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we noticed above, turned out some of the best vessels ever seen in the Colony; and it had the largest number of shipyards of any district in the country.

The Newhooks, the Hopkinses, and the Memisters were amongst our best known shipwrights. The Newhooks and Kearney built for many years at Carbonear for Rorke's firm; and some of the vessels turned out by them are still running "as sound as a bell." We once heard an old skipper state that "the only way to destroy one of Kearney's or Newhooks' vessels was to burn her; you couldn't break her up." At a later date we find the Manuels, Winsors, the Frenches, and others of Exploits the recognized leaders in shipbuilding. More recently we find the Lakes, of Fortune, in the business; and they are still building. The Forseys of Grand Bank and Palfrey of Placentia are now at work, and their vessels, both in model and solidity, are second to none.

In our boyhood days shipbuilding afforded a good deal of employment to men in the northern bays; but it was not particularly remunerative. The workmen were badly paid (if paid at all—we know cases where they were not), and payment was invariably in truck. Vessels in many cases were built to the order of a merchant for some planter who could "put money" into the venture. They had nothing to do with the workmen who were dealt with by the merchant who "trucked" it with everybody, even the blacksmiths. The latter always had a "running account" at the room; and the accounts ran very fast, and the sons of Vulcan realized when settling-up time came. Occasionally, vessels were built for some fishermen who undertook to work her out. This working out business was not very satisfactory, as we know instances where the working-out process effected little but the working to death of some unfortunate toiler of the sea. After weary years of struggle on the toiler's part, the vessel ultimately passed into the hands of the merchant "for keeps."

Most of the larger vessels built in the northern bays from 1830 to the decline of the shipbuilding industry were used in the seal fishery; we give three decennial periods as illustrative of the conditions then prevailing.

In 1834 we find that there were 374 vessels outfitted for sealing, aggregating 31,316 tons, carrying crews to the number of 8,486 men. In 1844, 358 vessels, aggregating 31,874 tons, with 10,527 men. In 1854, 392 vessels, aggregating 40,903 tons, with 14,931 men.

The introduction of steamers sounded the knell of both the seal fishery and shipbuilding. The showing for 1867 was: 10 steamers; 166 sailing vessels, carrying 9,468 men, for 1878: 26 steamers; 91 sailing vessels; carrying 9,232 men. "Now is the time of the tribulation of Jacob."—For 1916: 11 steamers; no sailing vessels; carrying 2,028 men.

A revival of the shipbuilding industry is now in prospect. Mr. Coaker has begun the establishment of a gigantic shipbuilding plant at Catalina which will be capable of turning out the largest type of sailing vessel required in our local or foreign trade. This industry will afford remunerative employment to a large number of workmen in addition to the permanent staff at the shipyard. Soon the echo of axe will resound again in our northern forests; the clang of the anvil will be heard in the smithy's forge; and the thud of the caulking mallet will revive old memories in the old folk at Catalina, while the industry will inaugurate an era of prosperity such as the old town never knew before.

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