

IN STORE:

Absolutely The Best FELL'S NAPHTHA SOAP. Try a few Boxes. J. J. ROSSITER.

Our Motto: "Suum Cuique."



("To Every Man His Own.")

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Company Limited, Proprietors.

JOHN ALEXANDER

JOHN ALEXANDER is very much disturbed over the formation of the Liberal-Union Party and his remarks display his bitterness towards the P.P.U. No one outside of the Crosbie-Squires clique can say concerning the Liberal-Union Party. Anyone with common sense knows that the P.P.U. Party would today make a sure sweep of 22 of the 36 seats in the House and not a vestige of The News clique would be discovered after the smoke had cleared.

John Alexander has displayed more than ordinary interest in the name of the Liberal-Union Party. Will he now inform the public whether Morison sought and was refused the Reid's Solicitorship in succession to the late Mr. Furlong? Will he explain how Morison and the Premier had to invent the plea of "Forgetfulness" in 1912 in order to prevent Governor Williams from dismissing Morison from office? Will he deny that Governor Williams had determined upon dismissing Morison from the positions of Justice and the Executive Council and was appeased only after Morison had invented the "Forget-the-Law" plea which the Premier so childishly endorsed and supported?

Will John Alexander explain why Crosbie received a hire of \$80 per day for 159 days for the Cabot last year and grabbed \$6,500 by the transaction as clear profit which enabled him to recoup himself for the \$5,000 paid for the whaler and pocket \$1,500 in the bargain on this one transaction? Will John Alexander explain why Crosbie was paid \$22,000—not \$2,200 this time but \$22,000—for about two months hire for the Fogota engaged on the patrol service last Fall? Will he explain why the Colony has been bled to the tune of \$61,000 for a service called the "Patrol" which was intended to save the Colony from invasion last Summer?

Will John Alexander explain why Harry Mott—Clerk of the House—is so anxious to show his journalistic ability under the noble plume of "Yorick"? Will he say whether Mr. Mott's name has become so unpopular as to compel him to write nowadays under the "Hon'de plume of "Yorick"? We have a few more questions to put to John Alexander, but the above will suffice until answered.

SHIP BUILDING

A CONFERENCE between the Premier, the Minister of Fisheries and Mr. Coaker was held yesterday to consider a Bill to be introduced by the Government to encourage ship-building and the establishment of ship-building plants in the Colony. The matter was fully considered and the Premier will shortly introduce a Bill which will embody the suggestions made to the House this session by Mr. Coaker and the Minister of Fisheries.

Next Fall will therefore see much activity in ship-building, as the provisions of the Bill will be such as will put new life in this important industry of the Colony which has waned so considerably during the past few years.

THE ESTIMATES

YESTERDAY in the debate on the Estimates some important information was gleaned from the Minister of Finance. He stated that two officials of his Department had been loaned to the Reid Nfld. Co. and Crosbie to take up positions on board of vessels owned by those firms, and when the firms had no further use for the men they were returned to the Department. It was not explained that the two officials—Capt. Snow and Marshall—had received their full pay from the Department during their absence on loan to the favored firms.

Mr. Coaker protested against such a transaction and asked the Minister to cut out such favoritism in the future, and the Minister had the audacity to say that he would do as he wished while in charge of the Department. Mr. Coaker replied and gave the Minister to understand that all his actions were open to the criticism of the House, whose servant he was, and which was above Government or Executive Council, and that what he had done regarding loaning officials was not proper and that the Customs Department should not be allowed to develop into an employment bureau. The Minister received a lesson in courtesy and responsibility of office, that he will long remember. Another important announcement was made by the Premier in reply to Mr. Coaker's questioning respecting vacant positions in Courts and Customs Department. The Premier said the positions of Registrar of the Supreme Court vacant since Mr. Browning's death and the position vacant since Judge Knight's death would shortly be filled.

It is understood that Mr. C. Emerson, M.H.A., will be appointed to the position of Registrar of the Supreme Court, while Mr. F. Morris, M.H.A., will receive the Magistracy of the District Court. The House membership will therefore be reduced to 32 by the first of June, as Mr. Morine will also resign his seat in the House and return to Toronto to reside in future.

DOLLARS AND SENSE

SOME of our young folk seem to imagine that the mere accumulation of money is going to give them place and position. They leave no stone unturned to gather in a few shillings, but they often draw large drafts on the Bank of Honor and Integrity. Even some of our mature folk are imbued with the same ideas, and we have very little palpable instances in our midst. We have, for instance, certain individuals who are prepared for a "consideration" to knife their benefactors; others who prostitute their talents for a few dollars. These are found in the category of moral bankrupts.

They do not seem to realize that when they "shuffle off this mortal coil" they can leave but one heritage that will be remembered—that is what they have done for the benefit of their fellows. They forget that drafts drawn on the Bank of Earth are not payable at the Bank of Heaven. If people would have money do good to yourselves and others. Messrs. Croesus, mix sense with it. If you would have your business value to you, and the "community" in which you live, or to those who labor under you, use sense in conducting it. Sense has a value in every market; but dollars are not good anywhere. Sense and gumption are marketable commodities; without them, the richest man is poor indeed. Money, of course, is worth having; but lonesome money is as barren as a desert plain. By itself alone it cannot sow or reap. It is a drag which prevents the rudder of the Ship of Life from making a straight course to port. A diet of dollars results in mental starvation.

tion. Sense is the food which nourishes both the mind and the body. Get sense, and money afterwards.

We have several individuals in our midst who have large bank rolls, but of what earthly use is such a possession. They have striven to "break into society" and failed. They have tried politics, and failed. The very possessions which they enjoy have brought them even social ostracism.

A MODERN JONAH

A GERMAN philosopher contended that nothing was historically true, or at least historically proven, until it had reproduced itself. The New York Times using this as an introductory statement thus discusses the removal of Von Tirpitz from the command of the German navy, and says:

"Well, then, this was not the first time the Lord had sent out a great wind into the sea, so that there came up a mighty tempest in which the ship was likely to be broken up, nor the first time terrified mariners had cried out, saying: 'Come and let us cast lots, that we may know for whose cause the evil is come upon us.'"

The lot was cast and it fell upon Grand Admiral Von Tirpitz, father of German frightfulness, at sea, architect of outrage, destroyer of Lusitanians, priest of horror. He was the exponent of Teutonic madness; and his dethronement is a mighty victory for the forces of sanity, moderation, and civil intelligence, which, by this sign, are rising in Germany."

It is now declared that Wilhelm has not been at all in favor of the campaign inaugurated by the doughty Von; neither has it been approved by the German Chancellor, Herr Bethmann von Hollweg. This sounds like a post mortem, however; and the failure of the iniquitous submarine campaign has presumably brought about a change of heart in the German chiefs. We doubt the sincerity of their compunction. Hence the lona of the Hun flotilla has been "promoted."

We are under the impression that Von Tirpitz has been sacrificed as it is at last dawning on the thick-skulled leaders in the Vaterland that the great "sea victory" can never be realized. The Germans are, of course, preparing for "der tag"; but, as they feel that their navy is bound to be destroyed anyway, they are now sending forth descriptions of the new "horrors" to be used in terrorizing the British tars. The latter, however, are by no means dismayed. Britain has never lost command of the North Sea.

THE PASSING OF THE CLAN MACTAVISH

SHE passed as the ships of England passed

In days of long ago!

'Twas a listing deck and leaning mast

That scuffed slow from the cannon's blast,

When the raider boarded her at last

To strike his final blow!

She sank as the ships of England sank

While yet the world was young!

For her slaughtered seamen, rank on rank,

Had died on the boat-deck's bloody plank,

And the shattered strakes beneath her drank

The sea with thirsty tongue!

She went as the ships of England went

When unborn worlds are old!

For her little guns, perforce, were still

And the fire-room began to fill,

Till the damaged engines felt the chill

Of death within her hold!

She played the game as the English play,

Regardless of the cost.

When the Nations answer Yea or Nay,

At the Bar where Fair and Foul must weigh,

To a God of Wrath on Judgment Day,

What man will say she lost?

—K.D.M.S., in the N.Y. Times.

XMAS CIGARS

"What's the matter father? forgetting those cigars you throw away?"

"A little, be concerned."

"You'll find them on the top shelf of the linen closet," said mother with a well concealed smile.

YESTERDAY AT THE HOUSE.

FRIDAY, March 31st.

House met at 2 p.m. last evening. The sitting was rendered a little spicy when the Finance Minister became uneasy because President Coaker disputed his right to run the Customs Department after the Minister's own heart. Mr. Coaker shows Mr. Cashin where he stands. Business opened by Mr. Stone presenting a petition from the inhabitants of Lead Cove, Silby's Cove, Whale's Brook, Torquay and Brownville in the electoral district of Trinity, asking for an extension of the railway from Heart's Content to the end of the District. Mr. Stone stated that as the petition was largely and influentially signed (that he was certainly going to support the prayer of the petition, as he was well acquainted with that section of the district and the great necessity for the extension of the line. And "certainly more he considered that as we sail our way to be found from New American right down the shore, that traffic would be sufficient to meet the expenses. The people who reside on that part of the coast are paying their proportionate part of the revenue, and are justly entitled to enjoy any privileges that may be derived from the extension of the line and that he firmly believed that the Government would, when finances of the Colony would permit, try to meet the wishes of the petitioners.

Mr. Abbott presented a petition from Ceels asking that a Mail Courier be appointed there, and spoke in support of the petition.

NOTICE OF QUESTION

MR. HALFYARD—I give notice that on to-morrow I will ask the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing how many fur coats were imported in the Colony for residents of Conception Harbor, St. John's, during the years 1913, 1914 and 1915 and by whom.

MR. HALFYARD—I give notice that on to-morrow I will ask the Hon. Colonial Secretary to lay on the table of the House a statement showing 1st. the salary paid, and the nature of the employment of each of the following persons: James Croke, Railway Inspector; W. Liddy, Torbay; and Rod Kennedy, Holyrood.

MR. HALFYARD—I give notice that on to-morrow I will ask the Honourable the Colonial Secretary to lay on the table of the House, a statement showing what was the annual monthly salary paid Miss Penny as Postal Telegraph Official while she occupied that office at Musgrave Harbor, Foggo District.

Also, what salary is being paid the present Postal Telegraph Official at Musgrave Harbor.

Also, a statement showing what salaries were paid the Mail Clerks on the S. S. Fogota and the Earl of Devon for the year 1915.

Also, a statement showing the number of trips made by the S. S. Fogota and S. S. Sassa to Foggo District during the year 1915. If any parts of all were missed during the year, the dates and reasons for steamers not making the ports of call.

MR. HALFYARD—I give notice that on to-morrow I will ask the Minister of Public Works to lay on the table of the House, a statement showing the following particulars: What amount of money was allocated for the main line from Quigley's Marsh to Turk's Gut, Harbor Main District, for the years 1914 and 1915, the names of the parties to whom the money was lent and the amount sent each, also work done by the Returns of said Expenditures if received by the Department.

Also, copies of the returns of all moneys spent on Salmonier line from Quigley's Marsh to the Customs, for help when they require them.

MR. CASHIN—in a rather heated reply stated that while he had charge of the Customs he would run it as he thought best. He saw nothing wrong about loaning a man to any person when such a man could not be obtained elsewhere, and intimated that he did not want to be dictated to by Mr. Coaker.

MR. COAKER—Mr. Speaker I regret that the Minister has seen fit to reply so warmly, but it is this House you must take your instructions from and you must be subject to it. It is very improper for you to come here and say you will not be dictated to.

MR. CASHIN—You are not the House. MR. COAKER—That is quite obvious and apparent to any persons here. I am not the House, but I am a Member of this House and as such I have a perfect right to question such proceedings in a public institution, and you must not get vexed about it.

MR. COAKER interposed the Finance Minister upon the salaries of certain Customs Officials at Botwood. DR. LLOYD, leader of the Opposition, asked the Government if they were inclined to consider the matter of taking the duty off coals imported in this country, and pointed out that it was a means of taxing the poor as well as a great discouragement to industries. It places a handicap upon manufacturers, and told the House that all the great manufacturing concerns were built upon coal fields. The Leader of the Opposition gave the names of the names of nearly all the great English factories and the different coal fields they were located in and added that these great industries owe their success chiefly to cheap coals.

THE PREMIER stated that it was more or less a matter for the Municipal Council to deal with. They realize the revenue of \$70,000.00 annually from coals and he did not know whether they could raise sufficient funds without the tax on coals.

Holyrood to Central House, Harbor Main District, for the years 1914 and 1915.

Also, copies of all Local Grants for Harbor Main and Chapel's Cove for the years 1914 and 1915.

MR. COAKER—I give notice that on to-morrow I will ask the Minister of Finance and Customs to give particulars of the payment of \$25,000 to the Reid Newfoundland Company and \$22,971 to the Newfoundland Produce Co. on account of Home Defence, as per statement recently tabled.

In answer to Mr. Coaker's question (3) on Order Paper dated March 31st the Minister of Marine and Fisheries begs to state that the only money paid for beacon was \$208.48 on November 16th, 1915, for concrete structure for day mark on rock at Epworth, in the District of Brixid. This amount was paid to Geo. M. Goddard.

DR. LLOYD asked the Minister of Finance and Customs for a statement of the various accounts with the Bank of Montreal.

In answer to Mr. Coaker's question regarding the election of Road Boards in the District of Brixid, the Premier stated that the matter was before the Department of Public Works.

MR. CURRIE stated that there would be no objection to elective boards, as far as his colleague or himself were concerned, but the greatest difficulty seems to be the defining of areas.

The House then went into Committee of the Whole on Supply. DR. LLOYD asked that the Postal Telegraph report be tabled, and as same was not ready he suggested that that section of the estimates be allowed to lie over and that the Committee take up the Courier Account.

DR. LLOYD asked what arrangements were made between the Government and the Reid Nfld. Co. over the taking of the S. S. Lintrorse and Prince off the Gulf Route.

THE PREMIER promised to table same. MR. CLAPP asked what boat would ply between Bay of Islands and Labrador.

MR. COAKER questioned the Minister of Finance and Customs as to certain vacancies in the Customs Service of the City, and stated if the Government intended to fill these offices with their political friends the House should be informed, but if the Customs could get along without these officials then why not abolish the offices altogether.

It is bad enough, said Mr. Coaker, to have the office of Registrar of the Supreme Court and the Judgeship of the Central District Court still unfilled, but when the Customs keep certain offices open for no apparent cause he thought it time to cut that kind of thing out.

DR. LLOYD supported Mr. Coaker in relation to the filling of the offices referred to.

THE PREMIER said that no application for Registrar or Central District Court Judge had been received by the Government.

MR. HALFYARD also criticized the conduct of the Government re the Customs vacancies.

MR. COAKER then stated that he thought the Customs had added to its functions recently and had taken upon itself the right to loan officials to certain individuals in the city.

MR. COAKER thought this course of procedure very improper and hoped that he would not again hear of any private individual going to the Customs and getting the loan of officials to do just what they pleased. If it continues, said Mr. Coaker, it will be nothing surprising in the future to hear of any private individual applying to the Customs for help

was a danger of the teacher, after long service, not being fairly dealt with.

After passing some sections further consideration of this bill was deferred until Monday.

The bill to consolidate the Statutes was next on the Order Paper.

DR. LLOYD again criticized Section 5 and 6 in reference to empowering commission, etc.

Certain bills including the incorporation of the Union Electric Light and Power Co. was deferred until Monday.

The House then adjourned to meet at 2 o'clock on Monday.

GLEANINGS OF GONE BY DAYS

APRIL 1.

PRINCE BISMARCK born, 1815.

Right Hon. Sir W. V. White-way, P.C., K.C.M.G., born in Devon, 1828.

Steer & Ayre opened business, 1854.

Steamer Atlantia lost on Narrows, by striking against Cahill's Rock, 1858.

Henry F. Bradshaw entered W. Grieve & Co.'s office, 1862.

Steamship Atlantic lost on Sambro Shoals, near Halifax (546 drowned, 415 saved); the rescued principally owed their lives to the coolness and bravery of third officer Brady, whose heroic conduct on this occasion has never been surpassed, 1873.

Bishop Mullock buried, 1869.

McLoagall & Templeton opened business, 1870.

Thomas McMurdo, druggist, died, 1880.

Alexander D. Rankin opened business, 1873.

First steamer in, Proteus, Capt. Pike, 14,665 seals, 1883.

Capt. James Power died, 1888.

First steamer in, Osprey, Capt. Gwilver, 5,500 seals, 1885.

Robert Templeton opened business, 1892.

Edwin Murray opened business, 1894.

E. M. Jackman opened business, 1889.

James F. McGrath appointed Governor Penitentiary, 1895.

C. L. March opened business, 1897.

Rothwell & Bowring began business, 1887.

APRIL 2

St. Patrick preached at Tara, 432.

George Hutchings and others petitioned Assembly against creating St. John's a corporation, fearing taxation by irresponsible persons, 1834.

Rev. Father Edward Trop died at Torbay, 1872.

Steamer Tigris blown up at the ice; 21 men killed, 1874.

Colonel Alexander Robe, R.E., died here, 1849.

John McCarthy married, 1866.

First parade of United Fishermen at funeral of Thomas Wilkie, 1876.

The Telegram registered, W. J. Herder, proprietor, 1879.

Philip Keough, Ferryland, presented with silver medal by Sir F. B. T. Carter, from Royal Humane Society, for saving life, 1884.

James Stewart of J. & W. Stewart elected member for Greenock, 1880.

Dr. Henry Shea appointed resident physician to St. John's Hospital, 1889.

F. Windsor, ex-Chief St. John's Fire Brigade, sailed from Newfoundland, 1889.

IN NAVY'S DEBT

London Times.—It is to the navy, and particularly to the grand fleet, that we owe our safety every hour and the plenty of our daily bread. And on that safety and plenty depends our ability to give our allies the support in men, money and materials without which they could not long sustain the onslaught of the enemy. That is what the grand fleet have been doing, and are doing, not for Britain alone, but for the whole world, whose freedom is at stake. "The world," Mr. Balfour said, in a weighty sentence, "has yet to know, and it does not yet know, how much it owes to the British fleet, and how the assured victory which is coming to us in the future is coming at least as much as the gift of the British navy as it is of the splendid valor of the allied troops, whether British or foreign." When the great drama is seen in its real relations the part of the fleet will be rightly appreciated.

A BETTER OUTLOOK

High Brow.—"The French have gained four hundred meters from the end."

Mrs. I.R.N. Steel—"How splendid! That should help to put a stop to those dreadful gas attacks!"

Reid-Newfoundland Co. SOUTH WEST COAST. S.S. "Glencoe" will sail from Placentia on Monday, April 3rd, after arrival of 8.45 train from St. John's, calling at the usual ports between Placentia and Port aux Basques. REID-NEWFOUNDLAND COMPANY