

JUST IN:

50 Tierces SPARE RIBS

Nice Red Sweet Stock. Guaranteed in every way.

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., AUGUST 16, 1916

The Catalina Project

THE HANDLING OF FISH AND FISH PRODUCTS

THE EXPORT COMPANY will handle fish of all kinds. Its chief business will, of course, be in codfish and in its various by-products. It will purchase fish in every stage, fresh, salt-bulk and dry; and it will have storage capacity for all that will be available. Fishermen will have ample facilities for discharging their catches at a pier on which will be erected suitable sheds for handling it. Salt-bulk will be stored within a short distance from a boneless fish loft which will have a floor capacity of 100 x 125 feet. Here will be installed the most up-to-date plant in existence, and this industry alone will afford employment to a number of operators under the direction of an expert. Burdensome labor will be reduced to a minimum as the building will have electric elevators for the handling of the salt bulk in transit from the sheds where it will have been bulked after culling. Only the highest grades of fish will be used in this branch of the enterprise. The boxes and other packages will be manufactured in the Company's mill. This alone will employ a number of handy-men in our outports who are equal to the best mechanics found elsewhere. There will be a large area for fish drying which can be done on hand-flakes which can be stored in winter. In addition to the sunning process there will be a large area where fish can be dried artificially after it has had the necessary sunning. This will be done by the latest devices such as used by drying plants in the United States.

Now we may be asked where is this fish to come from? Catalina is the centre of one of the best fishing areas in the Island. It is within short distance of Bonavista, Elliston, Little Catalina, Melrose, Champney's, and the South Side of Trinity Bay. A fleet of motor boats, equipped especially for fish carrying will gather up the catch from these sections and convey it to the Export Company's plant, either in the form of salt-bulk, fresh, or dry. The various stores of the F.P.U.—now numbering some 35—will send their takings regularly to the plant, and with these feeders alone, Catalina will be a very busy place. But this is not all. Mr. Coaker will establish two, if not more, depots on Labrador which will take all the fish that offers, likely in the green state, and it will be conveyed by carriers to headquarters. Green fish catchers will bring their catches there also; and we can estimate the quantity that may be available as the largest ever handled by any concern in the country. We have no authority for the statement; but we believe that a good portion of the better qualities of fish will find its way to the United States market as salt-bulk. Salmon, turbot, lobsters, and

other edible fish will be also a large item in the Company's trade; and Mr. Coaker states that provision is being made for the transportation of fresh fish in cold storage to Great Britain. The steamers for this trade will be supplied by fish dealers in England; and they will be fitted expressly for this trade. They will bring inward cargoes from the Old Country, so that we shall not be any longer dependent upon such means of transportation as we have at present. In this connection we quote as confirmatory of our statement the following from "The Motor Ship and Motor Boat" published in Great Britain: "One of the most interesting enterprises now on hands is that of which a short announcement was given in this journal a few weeks back. The main idea is for the transport of fresh fish (from Newfoundland and Labrador). The promoter of this business is Captain James Campbell of 2 West Street, Finsbury Circus, London. The first craft is already under construction at the yard of J. & G. Forbes of Sandhaven. The new vessel will have a beam of 25 feet, the depth of hold being 14 feet. Chief interest centres in the machinery installed, and this will consist of two 350 h.p. Polar-Diesel engines of the ordinary type, of which many years experience both on sea and land have already been gained. . . . With such a boat it will be possible to carry from 250 to 300 tons of iced fish and sufficient oil for the longest voyage. Such would be impossible with a steam engine."

The fish carried will include salmon, salmon trout, halibut, plaice (our flat-fish). We have never given any attention to such things before; but we are now going to utilize many fish which we have always "thrown to the dogs."

In order to provide for the fresh fish trade a large Cold Storage plant will be installed adjoining the large salt store, to which a tramway will convey all fresh fish which is handled. This plant will be sufficiently large to meet not only the demands of the Export Company itself; but it will provide facilities of securing bait to our Bank fishermen and others. We have had a rather sad experience with our bank fishermen especially for the past three years. After the second caplin baiting (some bankers take only one) some of the best and largest vessels have been coasting the Island from Fortune Bay to Bonavista Bay in search of bait; and when they were able to secure it the quantity was so small as to hardly make it worth while to make an additional trip to the Banks or to Labrador.

Just now squid bait is reported plentiful around Carboner and other points in Conception Bay; but there are no vessels there, as most of them are fishing on the Labrador banks. Were a cold storage plant now in operation hundreds of barrels could be secured—in fact almost enough to supply the fleet. The time to secure squid bait is during the early days of August; and when properly cold stored it keeps almost indefinitely.

It seems somewhat anomalous that we should be importing bait. This we have been doing for the past three years; and we purchase it through St. Pierre merchants, paying about three times its value. This will be to a large extent obviated by the installation of the Catalina plant. The manufacture of cod-fiver oil will also form part of the Catalina program; and the utmost care will be exercised in the manufacture of it. Medicinal oil must always find a market, especially such as will be manufactured at Catalina; it will be prepared along Norwegian lines, and it is a known fact that Norwegian oils are in constant demand owing to the chilling process to which it is subjected. It fetches well 25 per cent. more than does Newfoundland products which are prepared in the ordinary way.

A specialty will be made of herring both Scotch cured and ordinary pack. Every package will bear the Company's guarantee; so that we shall no longer have to face such difficulties as we had to meet recently. The pack will not be dumped into the New York market as most of our herring are at the present time; but they will be shipped directly to firms with which the Export Company has direct connection.

The herring supply will be drawn chiefly from White Bay, Hall's Bay, and Notre Dame Bay and they will be put under the supervision of a representative of the Export Company. This will ensure a uniformity of pack and a much better article than we have been sending out of the country for the past decade.

The Export Company will man-

ufacture its own packages; and this will be the means of giving employment to large numbers of woodsmen in the northern bays during the winter months.

An outstanding feature of the Export Company's operations at Catalina will be the elimination of waste—everything will be utilized. Fish offal will be converted into fertilizer, after the removal of the bone. The latter will be manufactured into bone meal; and it may be a surprise to our readers to know that France offers an excellent market for this product, and some hundreds of tons are shipped from English ports to Havre and Bordeaux whence it finds its way to the rural districts, and is used as a poultry food. It needs no special treatment for this purpose, and requires little to make it marketable except the cleaning, drying, and packing. Fish skins and heads will be converted into high grade glue, for which there is a large market. This *modus operandi* is in vogue in the large American fish-packing houses to which we are shipping this season a very large quantity of salt bulk.

In addition to the ordinary methods of packing and marketing our fish products, the Export Company will put up fish in attractive and light packages, such as is now being done with great success by certain firms in Nova Scotia. These can be readily distributed by rail at any season of the year. Herring will be put up for the grocery trade in an attractive form; and will be introduced to the home and foreign trade by travellers. The Company will not be content to follow the "dumping process" which has been characteristic of our fish trade for many years. It will cater to markets into which our products have never gone.

Just a few days ago a representative of a large grocery firm in Hamilton, Ontario, came to St. John's with a view to purchasing certain lines of fish products. His firm will guarantee the purchase of a very large quantity of herring, caplin, cods' tongues, and cod roes, provided they are put up in an attractive form. He made no purchase here, as he could not find the class of goods suitable for the firm which he represents—a firm which has accounts in practically every city in Western Canada. This was an eye-opener for us; but it is hoped that the demand will still continue, and the Export Company will make an effort to meet it.

Conservatism has been the enemy of this country and its fishing industry. We are now at the parting of the ways; and the inauguration of the F.P.U. activities at Catalina will mark a new era in the handling and marketing of our harvest.

Sharks

THE shark problem seems to be causing much worry to people along the American seaboard; and it is said that owing to the presence of this uncanny monster, some of the seaside resorts have been almost deserted as bathing is regarded as somewhat hazardous. The sharks are of the "man-eating" variety; and their presence is said to be due to the fact that the Gulf Stream has changed its course, and this brings these supposedly tropical scavengers nearer the American mainland. This, of course is just a theory.

We have a shark problem also; but it has been with us for years, and as old Horace says, *crecitur undio*; it is assuming vaster proportions every year. Our sharks, however, are not aquatic animals; they are denizens of the land and they thrive on wooded areas known officially in this country as "Timber Limits."

The native varieties are very voracious; and they are quite numerous. Their habitat and feeding grounds are situated in the City of St. John's, and they are found chiefly in the central part of the City, and at certain periods herds of them may be seen around the Office of the Department of Agriculture and Mines.

We have not the least difficulty in accounting for their existence here; but the stream which brings them to this particular section is not of the fluid variety such as is the Gulf Stream.

The rapacity of the local shark is almost insatiable; it gobbles up everything in the way of wooded areas from the three-mile fishermen's limit, to the forest primeval where the Beothuk chased the lordly caribou on those good old days when the Devonian forbears of our modern aristocracy wore a "nail bag-overjacket and nether garments of swanskin."

These sharks are very rarely captured. They are very wary animals, and can never be mes-

The Shipping Muddle

THERE is an article in The English Review for July, which has some startling facts regarding the Transport Department of the Admiralty; and it is charged by the writer of the article—David G. Pinkey—that the Department has sadly mismanaged and muddled the problem of organizing British merchant shipping on a war-footing.

The writer asserts that the indiscriminate requisitioning of steamers was one of the chief causes of the spectacular gamble in freights last year; and that this could have been avoided if there had been a Ministry of Marine with a staff of live shipping men to direct—not merely to advise—the Transport Department.

As proof of his statement Mr. Pinkey gives some illustrations of what actually happened: "The expensive steamer 'City of Birmingham,' absolutely unsuitable for carrying a heavy cargo, was requisitioned at a port in the United Kingdom and sent out in ballast to the west coast of South America—about 10,000 miles—to load a cargo of nitrate of soda; whereas an ordinary tramp steamer, built for carrying dead-weight cargoes might have been obtained within fifteen days' steaming of the nitrate ports, and at half the freight."

Again, the Transport Department last winter allowed 80 of their requisitioned vessels to get caught in the ice at Archangel, where they had to remain for fully six months.

That fleet of vessels represents about 400,000 tons of shipping; and says Mr. Pinkey: "I leave it to the imagination of the public to assess what share the putting out of commission of all those steamers must have had on the price of our food stuffs to-day. Ordinary dictionary words seem quite inadequate to criticize such witless folly. And yet Parliament is never tired of exhorting the nation to practice economy!"

He says also that a further considerable rise in the price of food and other necessities is imminent, unless drastic steps are taken to counteract the present shrinking of tonnage by either, or all of the following means:

- (a) The release of vessels from Admiralty requisition;
- (b) The completion of and construction of new vessels;
- (c) The taking over the 42 vessels now under construction for foreign account;
- (d) A blockade of the North Sea, thus driving neutral tonnage into our markets;
- (e) Prohibition of sales of British vessels to foreigners;
- (f) Speeding up the immense tonnage of the steamers now under requisition by the Government.

We are suffering as well as the people in the British Isles; at least we are told that the shortage of shipping is accountable for the increase in the price of everything in the market. Yet, we find that steamer owners and shareholders are waxing wealthy. Whilst we admit that sailors and firemen are getting higher wages, we are of the opinion that the exorbitant rates now charged for freights is by no means warranted.

It is the duty of the Government (if there are any independent men left in our Cabinet) to make an enquiry into this matter; and let this enquiry be a genuine attempt to solve the difficulty. But we fear that nothing will be done; for the very simple reason that some of the profiteers are either members of the Government or are allied to it by a pact which makes it impossible for the Government to act. This is a dreadful condition of affairs. But, have we not been told by the great Chief that "economy is a crime" in such piping times as these when it is possible to reward the "faithful" services of the camp follower and the impetuous voting pawns in the Legislature.

ed. They have the faculty of disappearing very suddenly when they scent an enemy; but they bob up serenely from below when the skies above cast off the murky shadows of an investigation.

We understand that a new device is being prepared to gather in the larger specimens; and we hope it will be successful.

LOST—On August 1st, at Red Head Cove, the walls of ONE COD TRAP, 48 fathoms on round and 8 fathoms deep, double St. Peter's lines on foot, three buoys and two kegs attached bearing the initials "J.C.," the property of a poor man. Finder please communicate with JOHN COLBERT, Red Head Cove, Bay-de-Verde.—aug10,31,ead

REVELLE BY CALCAR

AN EPIC POEM (In the Vernacular)

"JOHN BULL is decadent" 'twas the Kaiser who spoke— "His contemptible army is only a joke"; Altho' we admit that his fleet on the sea Outnumbers our navy as one is to three."

G. B. heard him in silence, and spoke not a word. But he thought that the Kaiser's remarks were absurd; Till the Kaiser, mistaking his silence for fear, Cried: "A scrap of old paper is stuffed in his ear."

At that J. B. woke with an ominous growl. And his visage took on a most threatening scowl. He bared his right arm and he gartered his knee. And he called to his gallant sons over the sea.

They came at his call from the loom and the mill To fight for a just cause, as true Britons will; Till the army, "contemptible," ridiculed then, Soon swelled to an army of five million men.

Thereat, said the Kaiser, "I'm sorry I spoke, This decadent old Briton I took for a 'moke,' Has proved, to my sorrow, a very tough 'bloke.' But I'll trust to the luck of Fortune's trick wheel, Take a whack at his ships from my harbor of Kiel."

Then out came his Dreadnoughts and submarines frail. But they met, from our ships, such a terrible hail. That some turned turtle and some turned tail. Then the Kaiser he shouted in hysterical glee: "We have whipped Johnny B. upon his own sea."

It is true that some ships of old J. B. were lost— They who dance to the piping must first pay the cost. Then the Eagle flew back to his crye again While the standard of England flew over the main. —Davenport Kerrison, Member University Company, Q.O.R.

WANTED!—Experienced Male Teacher for Methodist School, Springdale. Associate Grade preferred. Salary \$170.00. Apply Chairman Methodist Board, Springdale.—aug3,121

It is quite plain that Morris had no serious thought of having our peat bogs developed, else he is very foolish, for it seems a queer way to introduce development, by just telling the people how peat may be dried for burning.

If ever peat bogs are to be utilized it can only be by the introduction of machinery and not by the laborious process of hand cutting and handling. Private enterprise will scarcely undertake the business for returns are not large enough even under the most favorable conditions to induce private capital into it. But experiments in Canada and elsewhere have demonstrated that in some cases a good return may be earned, but it is never large, and therefore is not likely to attract the "get rich quick" kind.

It is clearly then the duty of the Government to make a thorough survey of our peat beds in order that we may know exactly where we stand if it is found advisable for the country to undertake the development itself.

Some of those bogs may be quite high in nitrogen content and

GLEANINGS OF GONE BY DAYS

AUGUST 16

THE H.M.S. Bellerophon, Admiral Wellesley, arrived, 1874. William H. Mare married, 1851. Henry K. Dickinson married, 1851.

First spike driven in Newfoundland railway, 1881.

Earl Lonsdale arrived here in his steam-yacht, 1879.

Rev. Thomas Wood died, 1881. Miss Mitchell's farewell concert in Avalon Rink, 1876.

Fire at St. Pierre, 30 houses burnt, 1879.

Richard Hanley, jr., died, 1865. Catholic picnic at Mount Cashel, 3,211 children attended, 1899.

The Mosquito registered, W. Norman, proprietor, 1881.

A boy named Walsh killed by running under train at Holyrood, 1899.

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IMPORTANT WARNING!

The Rifle Range on the South Side Hill will be in constant use from daylight till dark for Musketry Practice until further notice. All unauthorized persons are therefore prohibited from approaching the Range within 200 yards from either side or within 1,000 yards of the Targets to the eastward. Any unauthorized persons so doing will be liable to arrest, besides incurring serious danger from rifle bullets. This prohibition does not extend to any part of the hills west of the 1,000 yards firing point.

(Signed),
JOHN SULLIVAN,
Inspector-Genl. Constab.
W. H. RENNIE,
Captain (in charge of Musketry Instruction).

PRELIMINARY NOTICE.

Courses of lectures covering the requirements of the Licentiate in Arts of the Council of Higher Education and of the Second or Sophomore year in certain Canadian Universities will be organized for the next Academic year, beginning October 1st, 1916, and ending April 30th, 1917. The following and possibly other subjects will be included: English, Mathematics, Latin, French, Physics, Chemistry, Geology and Mineralogy. Candidates passing successfully through such of these courses of lectures as are required for the Second Year in Arts in the Universities, will be admitted as Third Year students in the Universities, provided they are otherwise qualified. Each of the lecture courses will be open to qualified students, whether they have graduation in view or not.

For further information, application should be made as early as possible to one of the Superintendents of Education.

It may be good policy to develop them for the sake of this valuable fertilizing element. And it is not quite understandable how the Morris Government in pursuance of their "agricultural policy" have so far neglected this matter, unless it be put down to stupidity or indifference or both.

Not an enquiring eye has been turned to these bogs or their possibilities. This seems very stupid on the part of a Government that has made such boastings of their agricultural policy and their activities.

What could be done to make those bogs useful to the farmers and the country? This is a question which the Government should at once try to solve, and idle taking is not helpful in any way. Wake up!

READ THE MAIL & ADVOCATE

Reid-Newfoundland Co.

South Coast Service.

S.S. GLENCOE

will sail from Placentia on Thursday, Aug. 17, after arrival of morning train from St. John's, for the usual ports of call between Placentia and Port aux Basques.

Reid-Newfoundland Co.

We a fun CHO TAL This best island Can But keep wint S R. 33

DEFIANCE is all sured, if flame home YOU HA NO INSU Don't g to-day insuranc chattel PREMIU CHEAPE PER Ins

Rev. Mrs. ways be v Miss Tuck that tell. Nellie— small siste