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(To Every Man His Own.)

The Mail and Advocate

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ST. JOHN'S, N.F.L.D., JUNE 7th., 1915.

OUR POINT OF VIEW

Tempora Mutantur

THE old saw should now be written large; and mechanics should sit up and take notice. Just read this:

Britain wants thirty Thousand skilled workers!

A few days ago this announcement was made in Ottawa; and it has exceptional interest for us, judging from the lack of employment of metal workers here at the moment.

Two British agents—G. W. Barnes, Labor M.P. for St. George's (London) and W. Wyndham representing the British Board of Trade, told the gathering here yesterday that they hope to get a good number of these men in Canada.

The men needed must be able to handle metal and lathes and assemble parts. If they remain six months, their fare will be paid back to Canada. This is a golden opportunity for skilled mechanics; and we have no doubt that there are many who would gladly avail of the employment afforded.

Times in the metal working line are exceptionally dull just now; and we believe that in the shops of the Reid Newfoundland Company there are many whom the Messrs. Reid could recommend to the British authorities.

Wake up, gentlemen on the Government benches, and get in touch with the British Labor Agents.

Apart from other considerations, the sending of even a dozen or two skilled mechanics from Newfoundland will do more to advertise this Colony than any efforts of publicity could do. So we say again

Wake up, Gentlemen!

A Contrast

WE Britishers, or perhaps we should say, Colonials, are so accustomed to hugging delusions, that the following will surprise us. We are so disposed to become very chummy when we discuss the prowess and patriotism of Englishmen, that the supposedly effete people of Southern Europe are dismissed with a sneer, if not with an opprobrious epithet.

An English newspaper of recent date has the following:—"We now realize that there are hundreds of thousands of young men in this country doing women's work. Just look about you, and you will find that there are thousands of young men doing work that should be performed by older men or by women."

"We are gradually comprehending this, but the Germans knew it in the first week of last August, as did the French who, indeed, have the frugality of the Germans with none of their meanness and fiendish cunning."

Just a few days ago, a Manifesto was issued by the Italian Parliament under the heading "Vive Italia"; and below was the following injunction:—"From to-day every citizen forms a part of the national defence. All must have implicit faith in the Government and the

courage to obey orders without discussion. "All citizens must show a readiness to make every sacrifice to insure victory for Italy. Let there be no hesitation or grumbling. Let everyone cut down on private expenditures and support our fighting forces. Let us give our all for our soldiers and their families."

The Government also issued a drastic decree, forbidding all civil and religious public meetings.

The decree suppresses the Government parcels post and institutes a rigid censorship over the mails and the telegraph. It fixes severe penalties for all violations. Volunteer recruiting offices were opened early to-day and within a few hours, 10,000 names were on the rolls. Crowds of Italian youths fought their way to the recruiting stations and offered their services. The Government already has officers to drill the volunteers.

Students not yet called to the colors but anxious to enlist besieged the military authorities. Announcement already has been that volunteers eighteen years of age or older who are physically fit will be accepted by the Government for the duration of the war.

Members of yacht clubs and boat clubs in all parts of the kingdom, almost to a man, offered the Government their services and the use of their craft. Persons in all walks of life pledged their services to the Red Cross and gifts of all kinds were received by that organization.

Another Insult To Conception Bay

THE Government permitted Reid to sell the Lintrose in order to secure a big grab of gold. They then agreed to allow the Kyle to take up the port aux Basques-Sydney route and as a result the Labrador-St. John's service will this year be operated solely by the Sagona.

Since 1913—election year—the Labrador-St. John's service has been operated by two suitable steamers. This year the Sagona will be the only ship employed. The Sagona is now owned by the Reids. The ship is unsuitable for the Labrador route. The Kyle should be placed on that route immediately. She is the only suitable ship for the service.

The Reids have actually gone as far as to charter the Erik for a trip or two to perform the Labrador service, as the Sagona is too light to contend with ice conditions in the early season, thus Conception Bay interests have been outraged with impunity by the very men whose return Conception Bay made a Morris Government possible.

Will Piccott, Parsons, Young, Woodford, Kennedy and Goodison submit to such treatment and allow the interests of their constituents to be so outraged, without making an effort to prevent it? They can prevent it if they have the courage to kick against it. They can secure the Kyle without delay for the Labrador service if they dare make the attempt.

Will they do so and protect the interests of their constituents or will they permit the Premier to allow Reid to make a football of the public coastal service, when it suits them to do so?

The fishermen of Conception Bay should closely watch the action of their members in this respect. If their representatives cannot secure the service of a better steamer than the old worn out sealer Erik, or a misquito like the Sagona, they are very little benefit to the people they represent. If they wish they can place the Kyle on the route and nothing else should be agreed to.

We will now see what sort of stuff the business men of Conception Bay and the planters of Conception Bay are made of. We believe they will not tamely submit to such an outrage. If they bestir themselves to move, and if their representatives move the Government must compel Reid to put the Kyle on the route immediately instead of the old Erik.

Fogota Stopped By Ice

The S.S. Fogota being unable, on account of ice, to get any further North than Greenspond, arrived here last evening at 6 o'clock. The Fogota reports the Prospero as having been at Greenspond Saturday and was detained there by ice conditions, Bonavista Bay—so Capt. Dillon of the Fogota says—is still full of ice, and several schooners have for weeks been awaiting an opportunity to get to St. John's. The Fogota brought a number of passengers, a large freight and several packages of mail matter.

READ THE MAIL AND ADVOCATE.

Railway Operating

WE publish to-day some correspondence re condition of the engines on the railroad and the road itself. Mr. Butler's letter will demand public attention as he writes of a matter of vital public concern and as such must prove of great interest to the public.

One question will be generally asked by those who peruse this correspondence, viz: Is the Government Engineer doing his duty and earning the large salary he is drawing from the people? He has imported an assistant to work in his office, and he has an inspector or two under his command. What results are the public receiving for the large expenditure made to provide a Government Engineer's Department?

Mr. Hall's reports re the railway have not been tabled in the House, although asked for by Mr. Coaker, nor has the instructions given Mr. Hall by the Government re the condition of the railway been tabled although the Premier promised Messrs. Coaker and Kent several times—since Mr. Coaker brought up the matter re the accident at Codroy—that such instructions would be tabled.

There is every reason to believe that the whole railway system is rotten to the core and very far from satisfactory.

Mr. Hall will be held responsible by the public for the condition of the railway and the rolling stock and he might just as well take a note now to that effect, for there will be no fooling with this matter when the House again opens.

The New Reid Deal

IN vain was the gallant fight put up by the fearless and unpurchased opposition to this infamous deal of many aliases. In vain the logical argument, and scathing rebuke. In vain the appeal to sentiments of patriotism, to sound business principles or responsibility to future generations.

Vain indeed were our words were we aiming at making any impression on the minds of traitors, so indurated by constricting, restricted development or whatever cause it may be, that has prevented normal growth of understanding, or case-hardened by blighting love of sordid gain.

There is nothing in reason that could have prevented even men of average intelligence, grasping the truth in regard to this terrible outrage upon our Country. The matter is as plain as day, nothing obscures the vision, no vague cloud interposes between the clear understanding and the painful hideousness of the crime and its consequences.

It is so clearly and unmistakably a flinging away of vast potential wealth that reason stands horrified and outraged at its contemplation. A more traitorous and contemptible act, has never disgraced a local parliament, than this gigantic giving away of the Country's assets.

It is not easy to calculate the value of a water power, for the value is increasing day by day, and it is not now that we are looking to, but the future, when people will be dependent upon electricity for heat, light and power. We have in our water powers a guarantee against all privation, in that day when it will be no longer possible to mine coal for ordinary household purposes or indeed for any purpose whatever.

The world is facing the certainty of exhaustion of all coal mines. One hundred years from now, or at the very most two hundred years, will see the complete abandonment of all coal mining, for want of further coal to delve. Then will electricity play its part, and water powers be appreciated at their true value.

The question of a future fuel supply or something to take its place is at the very moment exercising the careful attention of the best minds in every land, and water powers, and peat bogs are looked upon as the great hope of the future.

Our brainless legislators are with the most profligate abandon sacrificing what intelligent men in other countries are working hard to conserve.

It is no argument to say that the water powers will still be there for future generations, nobody can deny that. But will they be there for the free use of the Country? That is the point!

They will be owned by grasping corporations, who will squeeze all they can out of a people dependent upon them for power, light and fuel.

It is revolting to think that we have legislators so corrupt and stupid, that they reverse the order obtaining in enlightened countries in respect to such valuable natural assets, and that they fail to see that the trend of twentieth century economics is towards public ownership and operation of what may be termed national wealth, of which water-powers, mines and forests may be cited as examples.

Men who fail to grasp this patent truth are no more qualified to be at the head of the nation, than a parcel of monkeys. And this is the truth we aim to impress upon the people, that they may remember it when ever those numb-skulls with their empty rattle again solicit support at the polls.

Let it be remembered that they have through gross stupidity or greater corruption bartered away the Country's wealth to the tune of One Hundred and Fifty Million Dollars (\$150,000,000). This is a most conservative estimate based upon every day values, at the present time, but it does not represent, by any means, the real value, which is far beyond that.

No living man is able to estimate the value of a single water fall, the real worth is fabulous. And we have given all this away, for what?

The promise of menial employment for a few hundred men. Nothing more. Not only have we given away all this great wealth, but we have also exempted the corporation from taxation. Could infamy go further. Could blind stupidity commit a more glaring blunder. Could corrupt legislation evolve a greater crime or grasping monopolists more successfully engineer a supine government.

Wake Up, Newfoundland!

"There shall be false prophets amongst you!"

AT the opening of the Assembly, the Hon. John Harvey, discussing the fishery outlook made the statement that the price of fish should decline. The reasons which he alleged were of course self-satisfying; but the thinking portion of the community whilst recognizing Mr. Harvey as one of our best informed public men took his reasoning at a low valuation.

Surely, if there is any truth in the economic principle that the price of foodstuffs and all commodities, in fact, is governed essentially by the law of supply and demand the price of fish must advance. Fish is a recognized article of diet; and its use is growing more general.

The French fishery has been practically put out of commission for the present, at least; the Norwegian catch is much smaller than it was last year. Our usual customers, with the exception of Italy, are neutrals; and the demand for "salt bulk" in the American markets has not ceased.

Hence, it would seem that Mr. Harvey's utterances must be taken with an amount of salt that would suffice to pickle a quintal of our staple product.

As a confirmation of our views, the following (clipped from "The Cincinnati Inquirer" of recent date) is emphatic:—

"Large shipments of fish to Europe are being made from the Pacific Coast's fisheries from California to Alaska in order to in some degree meet the demands of the French and British peoples."

"That these sales are sure to continue so long as the war is in progress is deemed a certainty by exporters familiar with the food supply conditions, and thus the waters of the American coasts as well as the lands which lie between the Atlantic and Pacific Oceans, are now among the sources of supply of food."

Surely, if the information supplied by such a well-informed journal as "The Cincinnati Inquirer" is correct, we should wake up to the importance of the situation. If fish dealers on the Pacific Coast realize the value of the European markets, we should make an effort to supply the demand which evidently exists.

But now, what will Mr. Harvey opine? The following was yesterday received by the Board of Trade from Oporto:—

"Owing to the steady reduction of stocks in this market and the short supply, prices have been gradually raised to the level of other market and codfish is now selling at prices hitherto unheard of here. There is of course much less demand at these high prices as the poorer classes who are the chief consumers are no longer able to buy it."

The Rosina from St. John's ar-

rived here on the 1st inst. with 3000 cwt. of large and medium fish for this market and 2000 cwt. of Labrador which will probably go to Figueira. This is the only cargo from Newfoundland to arrive since Feb. 8th.

The Norwegians in the meantime have kept the market constantly supplied and obtained excellent results. We ourselves have only a few quintals of fish in our stores and much require further supplies. The present is a splendid opportunity for consigning and no outright sale should be made.

"Exchange is fairly steady in the neighbourhood of 36 1/2 D."

We notice in the Fisheries Report (Proceedings of the Legislative Council) that certain sections of the Report are accepted WITH RESERVATIONS by Mr. Harvey and another gentleman of the mercantile community except James Ryan of Bonavista. Reading the report memory is awakened to certain things in connection with the latter gentleman: is he not one of the largest shareholders in some of the Steel Sealing Fleet?

The late John Boone we believe coined the "magnus huntus," and we think the term is decidedly applicable to this legislative Solon?

Now if Mr. Ryan would only try to enlighten us about a matter which certainly knows something about, viz.—how to coin a colossal fortune out of cod's tails, we would be glad to get the information.

Mr. Ryan is regarded as a very wealthy man; and his wealth presumably came from the sweat and toil of the hardy fishermen of Bonavista, and certain points in Conception Bay. His conservatism is so well known that the subject needs no amplification.

Of course, we give him all credit for the thrift and frugality which have always been so characteristic of this new legislator; but we respectfully ask the responsible parties, what qualifications this gentleman possessed, or possesses, to legislate for the hardy toilers of this distressful country?

Morris has committed many political sins; but the "unforgivable" (by members of his own party) is the mandate which sent the Bonavista merchant to the Dumping Chamber.

The late W. T. Stead in "The Review of Reviews" many years ago coined the slogan "Wake up, John Bull." He demonstrated to a conclusion that British manufacturers were losing their hold on colonial markets, and that Germany was shutting out British products in India and South Africa.

Recent events have given palpable proofs of Stead's prophetic vision. It is now admitted on all sides that the supineness of British manufacturers made the Great European War possible. "Made in Germany" was the precursor of German colonial development. This development gave the iniquitous Hun a foothold in British colonies and elsewhere. This culminated in the establishment of a formidable mercantile marine, a navy, and the training of sailors who are now punishing British commerce, in submarines.

Newfoundland is losing her grip on the European fish markets; ultimately we shall be shut out, and then—the Deluge!

Wake up Fish Merchants and give the Toilers a Chance!

At Grenfell Hall

The illustrated lecture at the Grenfell Hall last night was very largely attended.

The topic for the evening was the "Cross" versus "Crescent" and Supt. Jones delivered a highly interesting lecture on Arabia, Persia and Asiatic Turkey, which he illustrated with lantern views of the City of Baghdad, and also the Valley of the Tigers and Euphrates Rivers. The manners and customs of the people of these regions were instanced as being almost identical with that of two thousand years ago, and to-day, as Britain and the Allies are carrying the Standard of the Cross into the territory of the Crescent enemy, let us all hope and pray for the speedy victory of Christianity, or freedom of worshipping the God of all Gods.

The lesson for the evening was the 40th Psalm; and the Hymns sung were all in keeping with the topic of lecture, the result being that a pleasant and profitable Sabbath evening hour was spent by all who attended.

Next Sunday evening (D.V.) Mr. Jones' lectures on the old Castles and Abbeys of Great Britain,

RAILWAY CONDITIONS

Mr. Butler Exposes Some Serious Matters in Connection with the System

(Editor Mail and Advocate)

Dear Sir,—In the United States and Canada there is a movement on foot known as the "Safety first movement." Now, I think this is a move in the right direction when one considers the number of casualties that railroads are responsible for. I cannot say that this movement has reached Newfoundland as yet, and I think you will agree with me after you read the following that it is time we adopted a similar movement here:

Last winter I was given an engine to run which I considered was a source of danger to myself as well as to the travelling public, and in order to avoid possible catastrophe I wired my boss—who goes under the guise of travelling engineer, but who knows more about the art of travelling than he does about engineering—telling him that the engine wasn't fit to run. I received no answer to this communication, but a few days later I was relieved of my job, whereupon I wired my boss for specified reasons for dismissal; he gave for his reasons that I neglected my engine at Clarionville by allowing it to remain in the round house short of water. I am not going to go into details, as it will take up too much of your space. Suffice to say that this happened about two months previous to my report about the engine, and I challenge the Motive Powers Department to prove that I was responsible for my engine while it was in a round house. However this is not the point I want to bring out. I want to show instead that I meant just what I said when I wired the travelling engineer re the condition of my engine, and for further proof that I considered the engine unfit to run submit the following correspondence which passed between the Colonial Secretary, the Government Engineer and myself:

Shoal Hr., April 1, 1915.

J. R. Bennett, Colonial Secty. St. John's.

Dear Sir,—In the interest of the travelling public I beg to call the attention of the Government to the condition of the Locomotive engine in service on Bonavista Branch. This engine is in such a condition as to render it a source of danger to travelling humanity and if allowed to continue in service may ultimately cause a disaster. I therefore ask you to substitute this engine with a new one.

W. L. BUTLER.

To this I received the following:

St. John's, April 6, 15

W. L. Butler, Shoal Hr.

Dear Sir,—I beg to acknowledge your letter of the 1st instant with regard to the engine on the Bonavista Branch, and I shall bring the matter to the notice of the Government Engineer at once.

J. R. BENNETT, Colonial Secty.

After I received the above letter I waited for intelligence from the Government Engineer, and on the 10th inst I received the following wire:

"Please state number of engine referred to in your letter to the Colonial Secretary. Signed Government Engineer, to which I replied:—Government Engineer, engine 62—W. L. Butler.

A few days after I wrote the Colonial Secretary, engine 62 was removed from Bonavista Branch, but for what reason I cannot say, as 3 days after I wrote the Colonial Secretary the engine and the engine house disputed the law of relativity, as a result the engine got its cab demolished, and I thought perhaps it may have been removed in order to have repairs effected. So I made enquiry to the Secretary and was informed that it was still in service on the East End of the road. Having gained this information I wrote the Government Engineer in the following strain:—

Shoal Harbor,

April 15, 1915.

Government Engineer, St. John's.

Dear Sir,—In view of the fact I received a wire from you on 10th inst. re my communication to the Colonial Secretary, leaves me to believe that you have been handed my report to deal with, and having not received any further intelligence from you, I write today asking you for a copy of the report, which no doubt you have received from the Motive Power Department of the R. N. Co., and until you have forwarded this report

you will not have carried out your obligations to the public.

I had supposed that you instructed the officials of the R. N. Co. to remove engine 62 and not allow it to continue in service until repairs had been effected, and in order to bring my supposition to account I made inquiries, and have been informed that this engine is still in service, which fact shows that you are not doing your duty to the public, by allowing an engine to remain in service that is a source of danger to travelling humanity.

In forwarding the above I avail of the opportunity to draw your attention to the condition of the road and the air brake system. I beg to add that the air brake system is in such a condition as to render a number of these cars entirely minus a brake, while some other cars are developing such a small percentage of the braking ratio as to introduce an element of danger. This very important part of the Reid system has been given absolutely no attention, for the reason that none of the Government Inspectors are qualified in the air brake house, therefore they do not know a difficult brake from an efficient brake.

Referring to the condition of the road I beg to say that I have pulled up spikes with my fingers and thumb, this would suggest that the road is not in a very good condition. Is it any wonder that the Royal Commission said that the condition of the road didn't conduce to comfortable and speedy travel. I shall expect that you will give this matter the proper attention it demands, and that you will not fail to do your duty to the public, by whom you are paid.

Respectfully yours,

W. L. BUTLER.

I would like to have you understand, Mr. Editor, that this doesn't concern me any more than it does anyone else in the country, for if engines are allowed to run in the condition that I have described this particular one, we are all subject to the same danger. The question is, did the Reids know this engine was in this condition and allowed it to run, or was it running without this knowledge. I am of the opinion that the R. N. Co. didn't know that this engine was in such a condition, but this doesn't excuse Mr. Ladley, the Supt. of Motive Power, and Mr. Hearty, the travelling engineer, for I appreciated Hearty's of the condition of this engine, and he told another man the best thing he could do was to keep quiet and say nothing about the engine, as it was bad time, and we may lose our job if we said any more about the engine.

What do you think of this readers? Are you going to travel over the Reid system at a risk of your life in order to give the Superintendent of Motive Power and the travelling engineer a chance to cut down expenses? and according to what Mr. Hearty has said, that is what it seems like.

Now if Mr. Ladley and Mr. Hearty are as good at defending themselves as they are for dismissing their employees I challenge them to come out and show their mettle.

Thanking you in anticipation for a lion's share of your space,

I am, Sir,

Yours truly,

W. L. BUTLER.

Shoal Hr., April 27, 1915.

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