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# THE MAIL AND ADVOCATE.

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## Mr. Morine Replies to the "News"

### SAYS ARGUMENTS MADE TO JUDGES WERE ILLEGAL

### Thinks Section in Election Act Should be Repealed

### Statement That "The Mail and Advocate" is Mr. Morine's Organ a Malicious Falsehood

(Editor Mail and Advocate)

Dear Sir,—The News' suggestion, this morning, that *The Mail and Advocate* is my "organ" is a malicious falsehood. Hoping that the Judges of the Supreme Court are a small souled lot, The News seeks to injure me by pointing me out as an object for their resentment.

Let my objection to The News falsehood shall be tortured into a repudiation of the attitude of *The Mail and Advocate* concerning the payment of \$1000.000 to the Judges for trying recent election petitions, I wish to say quite frankly that in my opinion the payments were illegal. There was, I think, nothing in the proceedings on any petition that amounted to a "trial."

The News says that because the duties of Judges in election proceedings differ from their ordinary work, the Election Act provides that they shall be paid \$100 for each election trial. The true explanation of the provision in the Act is this, that it was copied from the Canadian Acts, and was put into them because Canadian Judges go on Circuit to try election petitions, and thereby incur extra expenses. No Canadian Judge receives pay in respect of preliminary proceedings before an actual "trial," in the common sense of that term. We borrowed the law from Canada, but the "practice" is local. If the Minister of Justice had made any search for the law, he would not have recommended the payments.

It is said that I was Counsel for the late Sir J. S. Winter when he—then an ex-judge—sued for a similar payment and was given judgment by the late Judge Little. That case may or may not have differed in its facts from recent cases, or it may have been indistinguishable. But am I responsible for all the bad laws of Judges who try cases in which I am concerned? Are the payments justified because I was Counsel for Sir J. S. Winter? Is my conduct held in such high esteem by the present Government that it pays claims because I once represented a man who made a similar claim?

I think the section in the Election Act under which these claims were paid should be repealed, and I add that if the Government had desired to be both honest and economical, it would not have paid the \$1000 in question.

The News is welcome to any consolation it can gather from its hope that I shall be injured in some way for daring to hold an independent opinion. The manifestation of such a malicious hope is an illuminating instance of the spirit in which *The News* is conducted.

Yours truly,  
ALFRED B. MORINE.

St. John's, April 17, 1915.

At a Committee meeting of the C. M.B.C., held last night, it was decided to hold the annual social on Wednesday, the 28th inst. The Harbour Mission boat will be launched Sunday, May 2nd, when the work of distributing literature among crews of vessels in the harbour, will be taken up forthwith and continued until the early part of December.

The annual meeting of the Importers Association will be held next week, when the holidays for the next twelve months will be regulated. There is said to be a strong feeling in some quarters that the time has come to fix upon Saturdays as the time for closing, instead of mid-week.

## Life on a German Submarine

As told by a German Officer

U-47 will take in provisions and clear for sea. Extreme economical radius."

A first lieutenant, with acting rank of commander, takes the order in the gray dawn of a February day. The bulk of an old corvette with the iron cross of 1870 on her stubby foremast is his quarters in port, and on the corvette's deck he is presently saluted by his first engineer and the officer of the watch. On the pier the crew of U-47 await him. At their feet the narrow gray submarine lies alongside, straining a little at her cables.

"Well, we've our orders at last," begins the commander, addressing his crew of thirty, and the crew grin. For this is U-47's first experience of active service. She has done nothing save trial trips hitherto, and has just been overhauled for her first nighting cruise. Her commander snaps out a number of orders. Provisions are to be taken in "up to the neck," fresh water is to be put aboard, and engine room supplies to be supplemented.

A mere plank is the gangway to the little vessel. As the commander, followed by his officers, comes aboard, a sailor hands to each a ball of cotton waste, the sign and symbol of a submarine officer, which never leaves his hand. For the steel walls of his craft, the doors, and the companion ladder all sweat oil, and at every touch the hands must be wiped dry. The doorways are narrow round holes. Through one of the holes at the commander descends by a breakneck iron ladder into the black hole lit by electric glowlamps.

The air is heavy with the smell of oil, and to the unaccustomed longshoreman it is almost choking, though the hatches are off. The submarine man breathes this air as if it were the purest ozone. Here in the engine room aft men must live and strain every nerve even if for days at time every crank whereby the fresh air could get in is hermetically sealed. On their tense watchfulness thirty lives depend.

Here, too, are slung some hammocks, and in them one watch tries and what is more, succeeds in sleeping though the men moving about bump with head or elbow at every turn and the low and the narrow vault is full of the hum and purr of machinery. In length the vault is about ten feet, but if a man of normal stature stands in the middle and raises his arms to about half shoulder height his hands will touch the cold, moist steel walls on either side.

A network of wires runs overhead, and there is a juggler's outfit of handles, levers, and instruments. The commander inspects everything minutely, then creeps through a hole into the central control station, where the chief engineer is at post. With just about enough assistance to run a fairly simple machine ashore, the chief engineer of a submarine is expected to control, correct, and if necessary repair at sea an infinitely complex machinery which must not break down for an instant if thirty men are to return alive to the hulk.

The commander pays a visit of inspection to the torpedo chambers and strokes the smooth steel of the deadly "silver fish." His second in command, who is in charge of the armament, joins him here and receives final instructions regarding the torpedoes and the stowing of explosives. For the torpedo is not only an extremely complicated weapon, but also a fine work of art, and it demands a very thorough apprenticeship.

Forward is another narrow steel vault serving at once as engine room and crew's quarters. Next to it is a place like a cupboard where the cook has just room to stand in front of his doll's house galley stove. It is electrically heated that the already oppressive air may not be further vitiated by smoke or fumes. A German submarine in any case smells perpetually of coffee and cabbage. Two little cabins of the size of a decent clothes chest take the deck and engine room officers, four of them. Another box cabin is reserved for the commander—when he has time to occupy it.

At daybreak the commander comes on deck in coat and trousers of black leather lined with wool, a protection against oil, cold, and sea water. The

crew at their stations await the command to cast off. "Machines clear," calls a voice from the control station, and "Clear ship," snaps the order from the bridge. Then "Cast off!" The cables snap on to the landing stage, the engines begin to purr, and U-47 slides away into open water.

A few cable lengths away another submarine appears homeward bound. She is the U-20 returning from a long cruise in which she succeeded in sinking a ship bound with a cargo of frozen mutton for England. "Good luck, old sheep butcher," sings the commander of U-47 as the sister ship passes within hail.

The seas are heavier now, and U-47 rolls unpleasantly as she makes the lightship and answers the last salute from a friendly hand. The two officers on the bridge turn once to look at the lightship already astern, then their eyes look seaward.

It is rough, stormy weather. If the eggshell goes ahead two or three days without a stop the officers in charge will get no sleep for just that long. If it gets any rougher they will be tied to the bridge rails to avoid being swept overboard. If they are hungry plates of soup will be brought to them on the bridge, and the North Sea will attend to its salting for them.

Just as the commander is trying to balance a plate with one hand and use a spoon with the other, the watch calls, "Smoke on the horizon off the port bow."

The commander drops his plate, shouts a short, crisp demand, and an electric alarm whirs inside the eggshell. The ship buzzes like a hive. Then water begins to gurgle into the ballast tanks and U-47 sinks until only her periscope shows.

"The steamer is a Dutchman, sir," calls the watch officer. The commander inspects her with the aid of a periscope. She has no wireless and is bound for the continent. So he can come up and is glad, because moving under the water consumes electricity and the usefulness of a submarine is measured by her electric power.

After fifty-four hours of waking nerve tension, sleep becomes a necessity. So the ballast tanks are filled and the nutshell sinks to the sandy bottom. This is the time for sleep aboard a submarine because a sleeping man consumes less of the precious oxygen than one awake and busy.

So a submarine man has three principal lessons to learn—to keep every faculty at tension when he is awake, to keep stern silence when he is ashore (there is a warning against talkativeness in all the German railway carriages now), and to sleep instantly when he gets a legitimate opportunity. His sleep and the economy of oxygen may save the ship. However, the commander allows half an hour's grace for music. There is a gramophone, of course, and the "ship's band" performs on all manner of instruments. At worst a comb with a bit of tissue paper is pressed into service.

## Italy's Large Army Well Equipped

Paris, April 16.—Italy to-day has 1,200,000 of first line soldiers under arms. They are from 20 to 26 years of age, and are perfectly armed and equipped.

## Turks Defeated By British Troops

London, April 16.—The British-Indian troops have inflicted another defeat on the Turks in the vicinity of Shaiba, although at considerable loss to themselves, their casualties being about 700.

## LATEST

### Dropping Bombs On Amiens

Amiens, April 17.—Several bombs have been dropped by a German aeroplane in the vicinity of the Cathedral here. Ten persons have been killed or wounded. Material damage is slight.

### Germans Drop Fifty Bombs On English Towns

London, April 17.—During the three airship raids by Germans at least fifty bombs were sent down either by error or purposely. Airmen seem to have kept away from larger English towns where they might have been discovered by searchlights and come under fire from the land.

There is an inclination here to consider the raid only in the nature of a reconnaissance for except in the case of aeroplane bases the points of military importance were avoided, although in each case the aircraft passed within a short distance of such place.

In view of this belief, extra precautions have been taken. The Allies already are making reprisals for all German attacks over the fighting zone, and it is considered here to be likely that raids over England will receive their reply before very long.

### Bulgaria's Participation

London, April 17.—Premier Radosloff, of Bulgaria, has admitted the possibility of Bulgaria's participation in the war in support of the Triple Entente powers, says the "Daily Mail's" Sofia correspondent. This attitude is brought about by Germany's refusal to deliver munitions of war which Bulgaria has paid for, or to make the April loan advance, as agreed upon.

### Austria Does Not Seek Peace

Vienna, April 17 (official).—F. Remdenblatt declares all reports of alleged intention on the part of Austria to conclude a separate peace with Russia are devoid of foundation.

### Cruiser BombarDS Dardanelles Forts

London, April 17.—An Amsterdam correspondent wiring under date Friday, says Turkish headquarters reports that a cruiser yesterday bombarded the Dardanelles fortifications from the entrance. The Russian fleet bombarded Eregli and Eusuldak in Asia Minor on the Black Sea.

Telegraphing from Sofia, under date of Thursday, the "Times" correspondent says the Russian fleet has bombarded Kara Burun, which lies inside the Tchatalje line on the Black Sea.

Travellers from Dedeatch report that a fresh batch of German officers has arrived in Constantinople. They say also that the greater part of the garrison of Adrianople and Demotica have been withdrawn for defence of the capital.

### Expect Sudden Attack on Italy

Paris, April 17.—The belief is becoming general in Rome that Austria will make a sudden attack upon Italy as soon as she becomes convinced the latter country has determined to intervene in the war, according to a despatch to the *Matin* from Rome.

This prospect is said to be causing no alarm however, because of the concentration of large forces of Italian troops on the Austrian frontier.

### Frontier Guards Exchange Shots

Rome, April 17.—An Austrian frontier patrol is said to have crossed the Italian frontier and to have exchanged revolver shots with the Italian frontier guards.

The Ministry are not acquainted with details yet but will publish an official communication as soon as it receives a report from the local authorities.

## LONDON FEARS ZEPPELIN RAID--TAKES PRECAUTIONS

London, April 16.—Precautions taken here to-night indicate that the authorities fear a great Zeppelin raid upon London to-night. Special warnings have been sent out that any notice to extinguish light must be immediately obeyed under penalty of arrest. To assist the police in enforcing this order, and to prevent panic, if an attack is made, a special force of 7,000 constables, organized since the war began, was ordered to report at Scotland Yard at 5.30 o'clock this afternoon.

Weather conditions to-day were ideal for aerial operations, and it was apparently the belief of the authorities that the long-threatened attack of Zeppelins against the British capital was imminent.

The raids of Thursday night and this morning are regarded in official circles as reconnoitering operations, whose success would incite the Germans to greater effort. Two hostile aeroplanes are reported over the city of Canterbury 53 miles to the east of London.

## French Score A Brilliant Success

Paris, via St. Pierre, April 16.—Near La Boisselle our heavy artillery completely destroyed the enemy's shelter trenches.

On the 15th the Germans bombarded our positions, but did not attack. This occurred on the day following our artillery success, in which a counter-attack on Eparges, debouching from Combrès, was repelled.

In Ailly Woods we maintained our front, as reported yesterday. In spite of a German counter-attack, our progress left us masters of part of the main German trench, and to the north of this German trench we captured a piece of ground of 400 metres front on 100 metres depth. The new trench captured near the road from Flirey to Issy remains in our hands.

Near Foyenhayt Wood on April 13th, after capturing a part of the German lines, we maintained our gains and repulsed a counter-attack with our quick-firing guns.

In Alsace north of Lalauche we have advanced 1500 metres towards Schnopenfriedhof.

Midnight.—To the north of Arras we scored a brilliant success, which completes that of last month. The whole supr south-east of Notre Dame De Lorette, has been taken in an assault by our troops, who now occupy all the slopes from the south-east up to the border of Abbings St. Nazaire Wood. We have captured 160 prisoners, including several officers, three trench mortars and two mitrailleuses.

At Thirpval and LaBoisselle, in Albert district, the enemy delivered two

attacks, which were immediately checked.

In the Argonne at Bagatelle our artillery destroyed one of the main German trenches. Further east at Meurissons Brook, we repelled an attack.

At Eparges the enemy delivered three counter-attacks on the night of 14th and 15th, with a view to the recapture of the salient points our lines are acquiring towards the east, but the Germans were repulsed with heavy losses. At noon they hereby shelled our positions, without attacking.

In Montmare Wood we repulsed several counter-attacks and on the ground gained on the 13th April we gathered our spoils, composed of two revolver cannons, two trench mortars, a quick-firer, several hundred guns and several thousand cartridges and grenades.

In Le Pretre Wood we repulsed an attack and captured several prisoners. A German aviator threw bombs on Mourmelon Hospital. As reprisal for the bombardment of Nancy by a Zeppelin, one of our aviators dropped five bombs on the German headquarters at Metzereis and Charleville; all the projectiles struck the building which were occupied by the staff. We also bombarded the railroad station of Fribourg en Brisgau.

Finally a flotilla of 15 aeroplanes dropped bombs with complete success on the German barracks of Ostend. Our airmen ran the gauntlet of tremendous gunfire, but succeeded in returning safely.

## Great Indignation Felt in Holland Over the Sinking of the 'Katwyk'

The Hague, April 17th.—Further ministerial conferences were held today to consider the sinking of the Dutch steamer *Katwyk* from Baltimore for Rotterdam with a cargo of grain, consigned to the Netherlands Government in the North Sea, Wednesday night. The sinking of the steamer without warning has aroused the most widespread public irritation and has called forth stinging protests from all newspapers, even those inclined towards the German side.

The papers say there appears to be no doubt but that German submarine was guilty. The question asked generally is whether the captain of the submarine was acting against specific instructions to avoid sinking neutral ships or whether the orders have recently been changed by Germany.

One reason given for the submarine's action is the widespread report that 500 Belgians were crossing to England Wednesday night enroute to join the forces fighting in Belgium under King Albert. Some papers assume this report was communicated to the submarine which usually is lurking in the vicinity of the North Hinder Lightship, and that the ship carrying the Belgians. It is understood however that the Belgians crossed safely.

Amsterdam, April 17th.—The publication here of the full details of the sinking by German submarine in the North Sea of the Dutch steamer *Katwyk* with a cargo of grain consigned to the Netherlands Government intensified indignation which leading papers give expression to in strong language.

The Algemeen Handelsblad denounces the sinking of the steamer as an unfriendly act giving us full right to draw the sword and join the enemies of Germany. The paper warns the German Government it is mistaken in assuming that whatever it does as long as German troops do not enter Dutch territory, the Netherlands will maintain their neutrality and that any attacks against Dutch subjects or property will be endured.

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### Germans Repulsed At Westend

London, April 17.—A special to the "Express" from the Belgian frontier says the Germans tried to advance at Westend on Thursday in the direction

of Lombartzyde, but were repulsed by the combined fire of Belgian batteries and the Allied warships.

Simultaneously another attack towards Beningheat, south of Dixmude, was equally unsuccessful.

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