

SWEATER COATS.

LADIES', MISSES and CHILDS.

Keep yourself warm during the chilly evenings, with a good warm Sweater Coat. We have a nice selection.

LADIES' WOOL SWEATER COATS

Cardinal.....	\$1.40, \$2.00 & \$3.00.
Navy.....	\$1.40, \$2.00 & \$3.00.
Khaki.....	\$2.00.
Grey.....	\$2.00.
White.....	\$2.50 & \$3.00.
Black.....	\$3.00.

Special Line

HEAVY SCOTCH KNIT COATS

Cardinal trimmed White.....	\$3.50.
Emerald trimmed White.....	\$3.50.

SILK KNIT SWEATER COATS

In Cream, Saxe, Coral, Sky, Pink, and Navy..... \$13.00.

CHILDS' WOOL SWEATER COATS

22 in., 24 in. and 26 in.; Navy and Cardinal..... 40c., 45c. & 50c.

MISSES' WOOL SWEATER COATS

28 in., 30 in. and 32 in.; Cardinal and Navy..... \$1.00 to \$1.70.

Steer Brothers.

P. E. OUTERBRIDGE
Broker & Commission Merchant

Oil, Fish, etc., sold on low rates of commission. Prompt settlements.

All business entrusted to me receives personal care and attention. Acting in the capacity of Broker for Messrs. Samuel Harris Ltd., The Marystown Trading Co., and other well known out of town firms, I am in constant touch with the market and can obtain the best prices possible.

TRANSHIPMENT DEPARTMENT.

Having recently established a Transhipment Department I am prepared to handle transshipments to and from the outports with promptness and satisfaction.

Correspondence Solicited.

Commercial Chambers
ST. JOHN'S.
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PERCIE JOHNSON LIMITED.

Two may live as cheaply as one if they manage well. But, my boy, it can't be done at a fine hotel.
Kansas City Journal.

A STRANGE CASE, THIS!

How a Number of Fishermen who Saved a Ship from Total Loss and Brought Her Safely to Port Were Rewarded with a Fine and Made to Suffer Grievously in Character and Purse.

(To the Editor)

Dear Sir,—Please permit me through the medium of your esteemed paper to refer to a transaction which to the lay mind at least appears like a gross miscarriage of justice. A number of poor fishermen have, by this act complained of been made to suffer grievously in character and purse. They quite innocently got themselves entangled in the strange and incomprehensible meshes of the law.

The story as your correspondent has it from the lips of one of the victims and also from the sworn statement of one of the same victims of the court's mysterious way of interpreting right and wrong, is one to cause some alarm for it at once raises the question as to whether we are the free men we think we are or merely the slaves of a heartless and despotic ruler.

What crookedness is it in the law that can permit innocent men to suffer for an act, that, freed from the technicalities of the law appears like an act of the most splendid virtue. We have often heard of the law's crookedness, but never have the people of this or any other free (?) land seen a clearer illustration of its torturousness than this story shows.

Briefly it is this. A number of men by the exercise of the most strenuous labor and the most splendid courage save a ship from total loss and bring her safely to port, and were rewarded with a fine. It would take up too much of your valuable space were I to attempt to describe in detail all the events in this vessel and cargo saving and the evil consequences it brought to the brave men who did it.

In short the story is this. The schooner "Triton," Pettipas, master and owner, was abandoned off North West Cove, near Codroy. Pettipas when he came ashore at North West Cove reported the vessel sinking as result of explosion. He said also she had 700

barrels herring on board in barrels and in bulk. Insurance was carried on full cargo of 700 barrels.

The vessel came off N.W. Cove on Wednesday evening, June 16th. Men who saw the vessel come to could not account for it and the remark was passed that she was either bent on smuggling (there was much talking of foxes being smuggled away at the time) or else the destruction of the vessel was intended.

As the schooner floundered about (she was not sailing) a dory was seen to leave her. Shortly after this there was an explosion on board and smoke was seen to rise from her. After this explosion the dory went back to the vessel and about 9 or 10 o'clock at night came ashore at North West Cove. After this some men went on the vessel. They found her at anchor (with one anchor out). She spot where she was at anchor was judged to be from one mile to a mile and a half off the land.

WANTED!

A SCHOONER of about 70 tons to freight **BRICK** from Trinity Bay to Twillingate.

Robt. Templeton.

A Brighter Day is Dawning.

Tune: "Better Days Are Coming."
The brighter day is dawning.
The darkness disappears.
A welcome light beams on our sight,
Glad tidings reach our ears—
The world, in wrath is rising
Against King Alcohol
Who long has become a source of sin,
A blight a curse to all.

(Chorus):
Lo, the dawn is here! Lo, the dawn is here!
The day is surely breaking,
The night shades disappear:
Lo, the dawn is here! Lo, the dawn is here!
And righteousness the earth will bless,
With truth and love sincere.

The bitter hate and envy,
The tyranny and wrong
That ever seek to crush the weak,
And seem to triumph long,
Cannot forever prosper,
For tho' they all unite—
Join hand in hand, and power command.

Oh! for the higher rising,
And brighter shining too,
Of freedom's sun till right has won,
And nations all renew
Their kind and true relations
Of right, good will and peace—
Till brotherhood and all that's good
Shall evil cause to cease
—W. W. Weese.

Gananoque, Sept. 15, 1916.

There was no lights on board whereby the men could examine the vessel, but hearing the water lapping in the hold as she rocked in the swell it was concluded the vessel was sinking as Pettipas had said. It was then decided to salvage what was possible. Some of the running gear was unrove and taken ashore. Fore and main sheet blocks and fore-sail were also taken. As time was precious and it was feared the vessel would sink under them to hurry matters the foresail was cut at the luff and clues, and this cutting of the foresail away from its luff and clues is it seems the terrible crime those men committed. Another piece of vandalism was the shorting of the main sheet by about one foot when it was cut away from its block to make a mooring for the vessel at Port-aux-Basques, whence the men had sailed the vessel.

Thursday morning, June 17th, the vessel was still afloat but full of water.

After desperate labor with pumps and buckets the water was removed. It was then discovered that two taps were open in the circulatory system admitting a steady stream of water; also it was discovered that a shaft hole where a second engine had been was open. The taps were closed at once and the shaft hole plugged. No other cause for the water logged condition of the vessel was discovered. Ten hours after these were closed, the pumps were again tried and 220 strokes freed the vessel.

The suspicion arises that it was meant that the vessel should be lost. She had a full cargo it was claimed of 700 barrels of herring fully insured. The victims of the miscarriage of justice contend the vessel was not half full and that a schooner of her size (60 tons) could not contain 700 barrels of herring, not to speak of the 1400 or 1500 which it would take to fill her granting that she had 700 on board.

Now the question arises why was the vessel abandoned when there was really nothing wrong with her, and why were the taps and the shaft hole opened? The victims of this episode, the brave fellows who took the vessel to Port-aux-Basques, were willing to take her to Halifax and signified their willingness to do so when asked by Mr. Emanuel Pike if they were willing to do so. Some of those men were sea faring men of much experience and one at least had been master of a schooner for many years. Not the kind of men to commit themselves to any fool hazard.

Seemingly there is something atrociously wrong in this that those men who after taking so much risk and expending so much labor to deliver safely in port an abandoned vessel should be rewarded with a heavy fine and a stigma put on their honest names.

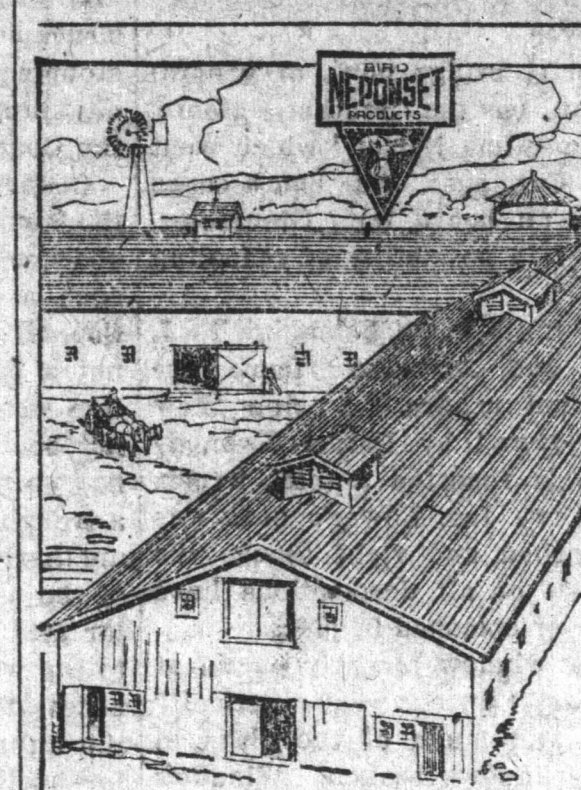
An investigation should be held into this matter if the dignity of the law is to be upheld. Evidently "there is something rotten in the state of Denmark."

Yours truly,
JUSTICE.
West Coast, Sept. 23, '16.

READ THE MAIL & ADVOCATE

Notes From Catalina

For the past week the weather has been stormy with north east wind and a heavy sea running during which time the fishermen were prevented from getting on the grounds. However the last two or three days were all that could be desired and those who were fortunate in securing bait obtained fairly good catches.



Don't Take Just Any Roofing

Get the kind that is made not on the "how fast," but on the "how good" principle. Then you will never get a poor roofing when you need a good one. The ready-to-ly

NEPONSET PAROID ROOFING

is long on the roof because long in the making. It's the only way to surely make a roofing absolutely reliable and one hundred per cent. weather- and water-proof.

Paroid is only one of the Neponset Roofings. There are others meeting every requirement and pocket-book. Granitized Shingles for picnic roofs; Prestite, the colored roofing, and other roofings for all kinds of buildings, from temporary sheds to the largest railroad buildings.

A substitute for laths and plaster—Neponset Wall Board, in different finishes—may be applied directly to studs or over old plaster. Made in Canada.

Booklet, "Repairing and Building"—Free

THE DIRECT AGENCIES, LTD.,
Sole Agents.

Protest to Sweden is Made by Allies

Her Policy on Submarine Question Not Impartially Neutral—Position is Stated—Attitude of Variance With That Which Can be Regarded as Friendly

PARIS, Sept. 18.—The French Government has instructed the Minister at Stockholm to join with the other Entente Minister in presenting a friendly but firm note to Sweden in regard to its policy of neutrality. The note takes issue with the position of Sweden in distinguishing between submarines for war and those for commerce, which the French Government affirms has "an effect contrary to neutrality, since the Swedish naval forces would hesitate to attack a German submarine in Swedish waters, under the pretext that it might be a commercial submarine, whereas there would be no similar hesitation in dealing with a submarine of the allies because they have no commercial submarines."

The note deals with a number of questions relative to navigation, and concludes:

"The attitude adopted by the Swedish Government is at variance in obvious respects with an attitude which is compatible with the duties of a loyal and impartial neutral."

Hattie E. Heckman and Paragon left yesterday for northern ports.

Several Labrador schooners put in here on their way south; some of them have done well while others have little or nothing.

The Sea Lance, Skipper Reuben George from Winterton sails for 200 qtls. and Skipper Fred Mansfield from New Melbourne, 350.

The schr. Miriam is now discharging a load of fish at the Union Trading Co.'s premises, while the Coronation, Skipper John Soper, is landing supplies.

McCormack's & Walsh's schr. Lilly A. W. arrived from the Labrador on Wednesday; she has about 350 qtls.

The schr. Quisetta, Capt. Albert Haynes, arrived here from Sydney to-day, coal laden. He will discharge part of his cargo here and the balance at St. Anthony.

Yesterday and to-day being fine everybody along the water front was exceptionally busy with fish.

Catalina, Sept. 22, '16.

Actor—Do you really think that picture looks like me?
Subrette—Yes, but I have no other fault to find with it.

J.J. St. John

The TEA with strength and flavor is **ECLIPSE**, which we sell at **45c. lb.**

ROYAL PALACE BAKING POWDER

20c. per lb. Small Tins 5 cts.

SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS, 1s. and 2s.

J.J. St. John

Duckworth St & LeMarchant Rd

NOTICE to MOTOR OWNERS

Kerosene Oil in 8 hooped bbls.
Motor Gasoline in Wood and Steel bbls and cases.
Polarine Motor Oil (in 5 gall. tins) @ \$2.95 each.
Special Standard Motor Oil (in 5 gall. tins) @ \$2.90 each.
Special Standard Motor Oil in bbls and half bbls. @ 52c. per gallon.
Motor Greases at lowest prices.
See us before placing your order.

P. H. Cowan & Co.,
276 Water Street.

LADIES' COATS

For FALL and WINTER

Now showing at

BLAIR'S.

Our Values are absolutely the best obtainable.

This year's style in Coats is distinctive. The Coat with the Flare (or Wide Skirt) is the Fashion. Coats this year are either without belts or come with a belt effect. This is quite different from last season's Military Coat which had a belt all round and was much tighter in the Skirt. Despite increasing cost of Coats, through rising prices of materials, and the Fashions demanding more cloth in each, we are able to offer you the newest goods at the lowest prices. This we are enabled to do by our early contracts and consequent good buying as also by the moderate margin of profit we put on these goods, which has built us up such a successful coat business, as it is well known our values are the best procurable. Our Prices for the Newest Styles (we don't talk old styles) or jobs) are:—

\$4.90, \$5.90, \$6.90, \$7.90 and upwards.

We are also opening a Full Selection of

Misses', Children's and Infants' Coats,

which you can depend on will be the best values obtainable.

N.B.—Customers by mail for Ladies' or Misses' Coat, please specify height, bust measurement, and length of sleeve from under arm, and enclose extra money for postage.

HENRY BLAIR.