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J. J. Rossiter

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("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., SEPT. 7th, 1916

The Price of Fish

SHORE fish (salqul cull) has advanced here to \$7 per qtl. since Saturday. The price in outports all over the north-to-day is \$7, which means \$7.50 will be the price here sooner or later.

It is now apparent that the fishery will be a short one, probably 200,000 qtls. short of last year. The August shore and bank fisheries were even worse than they were in 1915. The Labrador floaters are returning with small catches and the Labrador fishery on the whole will be 100,000 qtls. short of last year. Those considerations have been the factors in advancing prices.

The outports so far this season have exceeded the prices at St. John's. Many of the exporters are grumbling over the prospects of fish profit making this season which are not very bright at present. They must ask for higher prices abroad owing to the short catch and increasing values amongst the fishermen.

There is no change in the value of refined cod oil or common cod oil.

Flour is selling at \$9.50 to \$9.70 and very small stocks are held here at present.

Labrador fish off the coast is being sold generally at \$5; at some places \$5.20 has been paid. The fish on the coast is cured ready for shipment, hence the coast fish will arrive in Europe much earlier than usual. The direct shipments from the coast are estimated, at 25,000 qtls. short of last year. Fishermen ought to feel delighted over fish and oil values for last year the \$7 figure was not reached in outports until 15th October while the Labrador shippers off the coast were paid \$4.50 as against \$5 this year.

A steamer is shortly expected here to load fish for Europe. There is only enough new fish held here at present to load this steamer. One northern merchant is discharging a load of 1500 qtls. of last year's fish which is being shipped to Europe in bulk. This is the latest shipment of old fish abroad at this date of the year that we have heard of for many years.

The purchasing of salt bulk by American buyers will somewhat decrease the export of dry fish. If this salt bulk is really intended for American consumption, but it is said much of this salt bulk is being exported to Europe from New York as Labrador soft, and big prices are being received for such shipments. It would not surprise us to find that some of this fish is finding its way to Spain and Greece, as American shippers have many advantages over British shippers owing to war conditions.

The Government should get to work and refuse export of salt bulk to Americans unless intended for American consumption. There will be very little money made from Labrador fish off the coast this season as the first cost is high and many are paying \$2 freight per qtl. as against 70c.

Who is Responsible?

THE Sagona reports a great shortage of motor fuel all over the Labrador coast; and in consequence thousands of dollars worth of fish will be lost to the fishermen owing to their inability to get off on the fishing grounds. This has been a lean summer; and now, when there is a possibility of securing a saving voyage, they cannot use their motor craft. This is one of the most unfortunate occurrences we have ever had to note regarding the Labrador fishery recently; and we ask: Who is responsible? We have no hesitancy in answering this question. The responsibility rests with the blundering and blustering individual, or individuals, who placed a duty on motor fuels and thus made the buying of any quantity prohibitive to the great bulk of our fishermen.

During the last session of the Assembly we had an "Oil Farce" in which the chief actor was our local rival for elocutionary honours with the "Man from Nebraska" whose "noble" deeds were sung in divers tone by the laureate of the Board of Works Department and others. Now we have the tragic announcement. To rake in some five or six thousand dollars in duties, Labrador and other fishermen have been literally penalized by the Department of Finance and Customs, and the Colony stands to lose One Hundred Thousand Dollars in consequence. This we shall demonstrate in our next issue with "uncooked" figures.

Another Farce

THE lower Labrador mail boat this season is a motor boat capable of making 4 knots an hour. She has made one round trip during the whole season. For three weeks she lay at one harbor without kero oil to operate the engine. The Cabot was placed on patrol duties and went ashore under full speed and is being towed here by the Fogota. There is nothing on the coast for mail service but a motor boat.

A huge cry of indignation is being heard along the whole coast. The people are poisoned against Morris' misgovernment. Out they must go in the universal cry. Fancy fishermen in 1913 there were three splendid boats plying to the Labrador. That was election year. To-day one boat—the Sagona—is all the Labrador fishermen has to depend on.

The Government has ignored Mr. Piccott's appeals on behalf of Conception Bay and they have treated with contempt the appeals and protests of the northern Labrador fishermen. There is no one in power who cares, two straws about anything but grab and boodle. The Premier has been away over three months practically deserting the country while two or three hungry Graballs manipulate things to their own advantage, caring for no one and defying all. How much longer will the people submit to such outrages?

GLEANINGS OF GONE BY DAYS

SEPTEMBER 7

MALTA taken over by the British, 1800.

Governor Duckworth took a month's cruise to the Northward in the Antelope, 1810.

Father Belanger, first priest of the West Coast, died, 1865.

H.M.S. Captain lost off Cape Finistere; 502 went down, 38 saved, 1870.

Father Crane, O.S.A., afterwards Bishop of Sandhurst, Australia, preached in Catholic Cathedral here, 1873.

Richard Raftus, B.L., died, 1879. Flag half-masted for first time on St. Patrick's Hall, for R. Raftus, 1879.

Foundation stone Cochrane St. Methodist Church laid by Mrs. Job Shenton, 1880.

H. A. Bowring married, 1895.

Steamer Strathleven, with shaft broken, towed into port by steam, 1895.

er Delano, the former took first cargo of frozen meat from Australia to England in 1870, 1898.

PRESIDENT COAKER

Mr. Coaker is leaving for Catalina by the Sagona and will be absent from town until next Tuesday.

last year. The higher first cost, extra charges for freight and insurance will take the cream off the best sales possible.

REVEILLE BY CALCAR

THE more we look into this so-called report of the Game Board, the more are we convinced that it is just a plain case of trifling with an important public office, and a make-shift.

As a report of even what the year had witnessed it is faulty and not reliable in any shape or form, but it is when we come to analyze the thing to try to discover if in any way the Board justifies its existence that the emptiness strikes home to us.

It should be an eye-opener to us and a call to us to arouse ourselves if we desire to maintain anything like a claim upon the title of being "A Sportsman's Paradise" with which we have invested ourselves.

The first thing to be done in this respect is to institute an enquiry to discover if possible, in how far our title holds good, or if we have any warrant at all for applying it to ourselves.

To even suggest that there is a slight possibility that we are merely masquerading under a false title might seem to some people like an impertinence, but an examination of cold facts as they present themselves to us will we think acquit us of any such rudeness.

We need go no further than this so-called Report of the Game and Inland Fisheries Board for a defense of our position, for we insist that two hundred sportsmen make a very meagre population for a Paradise that is supposed to be for their particular delight.

Must we conclude from this paucity of numbers that we have been living in a Fools' and not a Sportsman's Paradise?

On the face of it, it looks that way, but our paradise is a Fools' not because we have over estimated our natural attractiveness, but because we have failed to make our attractions attract, and also because we have supidly stood idly by and seen the natural attractions of our country destroyed before our eyes.

We have done nothing to make the stay of the visitor pleasant. We have offered him wild sport but have failed in every other respect to cater to his requirements through it when he gets here are the most arduous and uncomfortable.

For hotels we have none, and not even our desire to spare the feelings of those who run the so-called hotels can serve any longer to keep this truth from us.

It were a folly to longer try to hide this fact from ourselves. Everybody knows it and the sooner the matter is publicly confessed, the sooner may we get to work to rectify the crying disability. If there is no private capital to put into the hotel business, and seeing that the Railroad Company has failed to establish those modern institutions so requisite to a civilized community, then obviously the duty devolves upon the Government.

Are we in earnest and do we mean at all what we say when we speak of the great attractions Newfoundland has to offer to the tourist and sportsmen, to the scientist as well as the idle sight-seer and health seeker? If we are then why have we not the courage of our convictions and make some provision for the comfort and convenience of the visitor? If we do not mean what we say or if we say it just because others say it and not from any knowledge we possess, then let us drop it and be honest with ourselves.

If we have not a "Paradise" to trim and to keep, if such an exalted office be not ours then let us make the most of what humble means we have. Perhaps instead of being keepers of a paradise we might grow up in the performance of a more humble duty. We may have just plain gardens to trim or fields to sow and reap or we may have mines to delve. At any rate it is time to begin to pay honest and intelligent attention to some thing or other. Let us abandon all idle talk and boasting. Let our children be given a chance to sing their songs of a sportsman's or a miner's, Lumberer's, fisherman's or farmer's paradise whichever one it is we may begin to prepare.

Hard Luck.

First Chaffeur—Bill got fined \$500 for taking his boss' car without his permission.

Second Chaffeur—But how did boss know he took it?

First Chaffeur—Why, Bill ran over him.

VARIA BY GALE

THE Arabian and the Indian seas appear to have been the scenes of the first maritime trade. At a later date the Mediterranean Sea was the chief seat of the carrying trade; and as we have already noticed the Phoenicians commanded its traffic.

Ocean commerce, as we know it, was unknown and impossible to the ancients; and it began only with the invention of the mariner's compass, or rather its perfection, by Flavio G'oja, of Amalfi, in 1302, though its first fruits were not reaped till the XVIIth century when the Spanish and the Portuguese began to trade with America and the Indies, and the Newfoundland fisheries became a factor in the economic life of England.

The Phoenicians were the great commercial nation of the old world; and the cities of Sidon and Tyre were the great trade centres. Tyre was called "the crowning city whose merchants are princes, whose traffickers are the honorable of the earth" (Isaiah, xxiii, 8). The extent and variety of their trade is mentioned in Ezechiel, xxvii).

We commend this chapter of Holy Writ to our readers, as it is a detailed description of the trade of these ancient days; it also contains a warning against the iniquities of traffic which offends the Omnipotent God (Who is Lord of land and sea).

The Phoenician colonies in the Mediterranean were great centres of trade. The greatest of these colonies was Carthage; and to the Carthaginians we are indebted for the use of Bills of Exchange and Letters of Credit. They also used to lend money on ship-mortgages. Pity they are not in the marketplace to-day; some of the ship owners would be able to follow Sir E. P. Morris' advice and mortgage things to help out the wounded soldiers! But we should explain that the Carthaginians had no metal or money as we understand it; their Bills of Exchange were pieces of cow-hide impressed with the Government stamp, but they passed current like our bank notes, and holders were not in danger of being swindled as were the note holders of the defunct Commercial Bank. The stamped cow-hide was always worth its impressed value.

Some 200 towns in Spain are said to have been founded by the Phoenicians; and we are in very close relationship commercially with some of them at the present day, viz.—Carteia (Carthage), Malaka (Malaga), and Alicante. Seville is an old Phoenician foundation known of old as Hispolis. The glory of the great Phoenician marts has long since departed; and villages now occupying the sites of the great cities of Sidon and Tyre, under the modern names of Saïde and Tsur, are but small-fishing hamlets.

The only vestige that remains of Phoenician trade is the city of Beirut (the ancient Berytus). This is still an Oriental emporium, and its traders are known far and wide. There are many Syrians in this country, and some of them have been very successful. We call them "peddlars"; but why use this term? There are Syrian merchants in our midst whose bank rolls are as large as those of some of the so-called aristocratic and citizens, they are law-abiding and industrious.

If we insist upon using the term "peddlar" in connection with the energetic Syrian, let us also apply it to the "traders" who coast around our bays gathering up partridge berries, musk-rat skins and tinned products which have been put up contrary to law! We do not see any reference to this traffic in the "Report"—save the mark!—of that heterogeneous aggregation of individuals known as "The Game Protection Society." But we leave this to "Calcar" for further dissection under his skillfully wielded scalpel.

Although the Phoenicians were essentially sailors, yet their inland trade was extensive and valuable. With their neighbors, the Jews, their connection during the reigns of David and Solomon was very intimate. Hiram supplied

David with cedars, and sent skilful metal-workers to Jerusalem to aid in building the king's palace, and in the erection of the Temple, during the reign of Solomon. The Jews carried on an extensive inland traffic, as factors, or middlemen for the Phoenicians. Solomon, who is termed in history "the merchant-king" was a trader; for we are told that he "traded with Egypt for flax and linen and embroidery," and he imported horses and chariots, which he sold again to the neighboring princes. He built the ports of Elath and Eziongeber on the Red Sea, and Tadmor, or the "City of Palm Trees" (Palmyra) in the wilderness, as a halting place for the caravans between Syria and Mesopotamia. He likewise enriched the city of Baalbeck which was known to the Greeks in a later age as Heliopolis "The City of the Sun". It was during his reign that Jewish prosperity reached its zenith, for "he made silver to be in Jerusalem like stones; and cedars made he as sycamore trees, that are in the vale of abundance." The Jews have always been identified with trading; and they seem to ever been the predominant factors in the commercial world.

map of Europe is about to be completely remodeled. King Ferdinand of Roumania, although a member of the Hohenzollern family, and having submitted to the heaviest pressure from the German and Austrian Kaisers, said months ago: "I shall always act in the interests of my country irrespective of family ties."

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Roumania's Intervention

PARIS, Sept. 1.—No intervention in this war is more justified on every ground than Roumania's. Neither Germany nor Austria could have been expected to give up Hungarian territory populated by Roumanians because it constitutes such a valuable part of the dual empire's soil. No one can now doubt that the

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LABRADOR SERVICE.

S.S. SAGONA will sail from Dry Dock Wharf at 6 p.m. Thursday, Sept. 7th, calling at Harbor Grace, Carbonear, Trinity, Catalina, King's Cove, Wesleyville, Twillingate, St. Anthony, Battle Harbor and the usual Labrador ports as far as Nain. Last Trip to Nain this season. Freight received up to 1 p.m. Thursday

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