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40 Cases
SARDINES, 1-4S
30 Cases
SARDINES, 1-8S
 In pure Olive Oil.
 Best Norwegian pack.
J. J. ROSSITER,
 Our Motto: "Suum Cuique."



The Mail and Advocate
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BOARD OF TRADE

It is rather too funny for anything to read the learned disquisitions of The News on the Daylight saving scheme, especially when the editor dares to say that the Board of Trade "does not speak for the toilers." We have been saying this for quite a long while; but it seems that this very patent fact has only recently dawned on the Sanctum of The News. The Board of Trade represents a class, at least in its policy; and it arrogates to its august self the right to dictate to all and sundry who are striving to make a living in this country. If the Board of Trade were a live body even, we should not now be suffering from its disgraceful callousness with regard to fishing supplies, notably in the Molasses incident. If we understand the *raison d'être* of a Board of Trade it means the protection of our trade interests, and not the mere listing of stocks and bonds and the occasional publication of statistics. The Board of Trade has allowed the wage-earners of the country to be hoodwinked by a gang of sharpers in Barbados, some of whom are "Agents of Newfoundland Buyers"; at least this is the statement of The Trade Review.

Who is really responsible for this episode? It must be placed largely at the doors of the Board of Trade, as they should have kept tab on the agents there who did the trick which is going to cost our hardy toilers a good penny during the season. Importers will lose nothing by the transaction, as the "phenomenal price of molasses" (as The Trade Review puts it) must be borne by the consumer, and the largest consumers of molasses in the country are our working classes and especially the fishermen.

NEW CANADIAN ICE-BREAKER SOLD

THE ice-breaker "J. D. Hazen" which was launched a few days ago from the Vickers yards at Montreal has been sold to the Russian Government, precisely at cost—\$1,000,000. She will, when ready, proceed to Archangel to be engaged in traffic on the White Sea. This, we believe, has been accomplished through the Imperial authorities, and the new vessel will, it is hoped, with the others now operating in the same region, enable the Russian Government to keep the port of Archangel open for two months longer than formerly. Alterations will be made in the vessel, so that she can also be utilized as a passenger vessel, presumably for transport purposes.

It is said that Vickers will turn out other vessels of a similar type during the coming year.

REVEILLE

BY CALCAR

DURING the last session of parliament much discussion took place on the question of the preservation of our sealing industry. During those debates much conflicting of ideas was evidenced, both as regards the prosecution of the industry in large or small vessels, the use or non-use of fire arms, and the best way to take in order to preserve our seal herds.

Some have it that our herds are decreasing in numbers, others seem not to hold this view. Even those who maintain that the number of seals is growing less are not agreed among themselves as to the cause of this diminution, and this divergence of opinion is quite the logical outcome of our neglect to instigate a systematic enquiry.

Legislating from loose fag-ends of knowledge, such as we possess of our seal herds, we may possibly arrive at wise decisions, but then on the other hand it is just as probable that we may not.

Where men essay to make laws, who are possessed of just fragmentary knowledge of that for which they would legislate, they reach common ground of understanding among themselves, in deference perhaps to the personality or the forcefulness of some debator among them, or they strike an average as it were and make a compromise, the result, one way or the other is unsatisfactory when the stadium is not from exact knowledge.

If our legislators would only agree among themselves that they know very little of the seal herds and awake in themselves a desire to know more, and postpone their debates until the knowledge so urgently needed shall have been furnished them, it would be well. Without in any way casting reflections upon the gentlemen who have striven so zealously to surround the seal herds with protective legislation, it might be said that they could have done just as well and have had far less vapoury talk.

Empty cans make most clatter and it seems that those who had the least knowledge made the most noise.

It seems idle to be year after year amending or altering our laws or introducing new ones to govern the sealing industry while at the same time our information respecting the seal herds or our knowledge of the natural history of the animal is of the most shadowy kind. Our laws increase, it seems, and the volume of our talk augments in adverse ratio to our knowledge, fill what we really do know is threatened to be lost in a fog of verbosity.

It would seem the obvious thing for us to do would be to authorize a thorough investigation of our sealing industry by some competent authority. It would be more in keeping with our claim to being rational beings.

The government should fit out an expedition for the purpose of studying our seals. A year or two of such work as could thereby be carried on would furnish us with all the information needed. Armed with this information laws might be enacted that might reasonably be expected to conserve our seal herds. A fisheries board might then recommend laws to the legislature for ratification. This would eliminate a whole lot of useless and idle talk on the part of certain windy gentlemen of the legislature, these would die of ennui and so a reform might be brought about without the introduction of any drastic measures.

This is strongly recommended to the gentlemen who would abolish the Upper House.

One thing I notice when reading the debates on the seal question and that is the entire absence of any reference to disease among seals that might possibly be a contributing cause to decimation.

Fish often die in great numbers through the ravages of a parasite which infests its intestines and Mr. Arthur English tells us that our old seals have this same pest in great numbers. Referring this matter to Prof. Prince, Chairman of the Canadian Fisheries Board, Mr. English learns that these parasites are identical with a nematode worm which ravishes fish of different kinds. Prof. Prince during his fisheries investigations in New Zealand found that this worm was the cause of an serious epidemic among the trout of the Taupo and Rotorna waters. The shag Prof. Prince says is the or-

A WAR-TIME MEASURE

THE demand for gold for war purposes has become so acute that the Mint at Ottawa is to be extended and enlarged immediately, and work has already begun to meet the emergency. A larger amount of Canadian gold will be refined than hitherto.

An extension of considerable size will be provided; but it is said that it will be only of a temporary character, as under normal conditions, the Ottawa mint is capable of supplying all the gold required.

The authorities at Ottawa, it seems, have great difficulty in securing men to perform the work and prominent organizations are being asked to help secure them. The labor situation at the capital and elsewhere in the larger Canadian cities at the moment is acute; and several large jobs are being held up owing to the scarcity of workmen. Even the City Corporation has had to abandon much-needed civic improvements owing to inability to secure labor. Men are being advertised for every day, and it is said that in some instances 37 cents an hour is being offered for ordinary work. Such a condition has never before been experienced. But, judging from reports, the laborers, even with this increased wage will find it difficult to secure the two ends meet, as the cost of living has advanced alarmingly within the last few months. We understand that foodstuffs are still advancing.

GLEANINGS OF GONE BY DAYS

JUNE 5

CHURCH OF ENGLAND CEMETERY, Petty Harbor, consecrated by Bishop Field, 1849.

Brig Selina sunk in Narrows, by collision with U.S. warship Ashuelot (double-ender); one man drowned, named Pomeroy, 1866.

Capt. James Jackman drowned at Catalina, 1867.

"Escasoni" cottage, Portugal Cove road, burnt (first time), 1874.

Neil McDougall died, 1875.

Archbishop McHale, of Tuam, celebrated golden jubilee of consecration, 1875.

Fire in McCarthy's block, Springdale Street, 1893.

John Vasey, tailor, and his daughter (Mrs. Mearns) died, same day, 1896.

A meteorite found near Salmon Cove, brought into town by conductor Spence, 1895.

AN INTERESTING RELIC

Capt. Coward of the Alembic has an interesting relic in the shape of a piece of the covering of a Zeppelin brought down in the Thames on April 1st last. He has also photos of hostile air ships during a raid in the old land. They were sent him by Mr. Bristol who was with him on the Earlshall.

THE SAGONA'S PASSENGERS

The S.S. Sagona arrived at Port aux Basques 3 p.m. yesterday with the following passengers:—Capt. Cave and wife and four children; Miss P. White, Miss F. Farrell, Miss J. Fleming, Miss A. Barnes, S. B. Clarke, Mrs. A. Brown, T. Barron and wife, A. J. Burke, T. B. Cleveland, A. J. Burke, H. Elliott, E. R. Marks, M. Burke, C. McKay, C. F. Cowney, H. L. Goodman, J. Healey, J. E. Buskirk, H. S. Somerton, G. Ramsely, F. Reginald, Miss M. McLellan, Miss E. M. Collins, Miss L. Hickman, Mrs. Hayward.

NURSES CONTRACT MEASLES

Two of the nurses of the Fever Hospital contracted measles last week and are confined to their beds as a result. Only Miss Duncan, the matron, and the charwomen were left to look after the patients.

TOM HOLLETT'S BIG TRIP

The banker Gordon W., Capt. Tom Hollett, arrived at Burin for bait last week and reported for 1000 qts. cod taken at Quero and in the Gulf. He landed 1200 qts. of the spring trip and now has 2200 qts.

iginal host of this parasite. Here is a matter of serious concern to us that not all the debates of all the ignorant legislators between the two poles can enliven or help. It behooves us to make a proper enquiry into this matter and that without delay.

READ THE MAIL & ADVOCATE

KING DEPLORES LOSS OF BRAVE NAVAL LADS

Mourns for the Loss of Brave Men, Many of Whom Were his Personal Friends—Events of Wednesday Justifies his Confidence in Valor and Efficiency of the Fleet

LONDON, June 4.—Before the fleets came into touch with each other, it was made known to-day, Admiral Beatty, with his Battle Cruiser Squadron, got between the German fleet and its base. He was compelled to withdraw following the discovery of the presence of battleships with the German fleet. Admiral Jellicoe reports that on the morning after the engagement he made a thorough search of the waters on which the battle was fought without encountering any sign of hostile ships.

Message were passed between King George and Admiral Jellicoe on the occasion of the King's birthday. Admiral Jellicoe's message reads: "On the occasion of Your Majesty's birthday, the officers and men of the Grand Fleet, in humble duty, send their respectful, heartfelt good wishes with their loyal hope and determination that through victory for Your Majesty's arms and those of our gallant Allies, the blessings of peace may be restored."

The King replied: "I am deeply touched by the message you have sent in behalf of the Grand Fleet. It reaches me on the morrow of a battle in which once more was displayed the gallantry of officers and men under your command. I mourn the loss of brave men, many of them personal friends of my own, who have fallen in their Country's cause, yet even more do I regret that the German High Seas Fleet, in spite of its heavy losses, was enabled by misty weather to evade the full consequence of the encounter they always professed to desire, and for which, when opportunity arrived, they showed no inclination. Though the retirement of the enemy immediately after the opening of a general engagement robbed us of the opportunity of gaining a decisive victory, the events of last Wednesday amply justify my confidence in the valor and efficiency of the Fleet under your command."

THE SUSU HERE

The S.S. Susu arrived here Saturday evening at 7. She had a fine run, made all ports of call, including Bonavista and reports fish plentiful for hook and line right down the shore.

Britain Mourns the Loss of Over 4,000 Seamen

German Loss is Estimated at Between Three and Five Thousand Men.

LONDON, June 4.—Latest reports of vessels which witnessed parts of the great naval battle in the North Sea, from the British fleet, from neutral and from survivors, cause the British public to believe that the engagement was not so near the defeat as at first appeared, and was in no wise a disaster. The British losses, with all the craft engaged accounted for, were three battle cruisers, three cruisers and eight destroyers. The German losses are believed to be about the same in number of ships, although much less in aggregate tonnage. British naval experts maintain that Great Britain continues to hold the supremacy of the seas by a safe margin; that the enormous Navy could more afford the losses suffered, than could the Germans. First reports of heavy loss of life, unhappily, have now been reversed. Britain mourns for more than four thousand of her seamen, while the German loss is variously estimated at between three and five thousand.

Germans Admits Loss Of Dreadnought

LONDON, June 4.—The German Admiralty admits the loss of the Dreadnought Westfalen, according to a wireless despatch received here today from Berlin. The Westfalen displaced 18,602 tons.

Ships Went Down With Whole Crews

No Survivors Are Reported From Either the Indefatigable, Defence or Black Prince.

LONDON, June 4.—Admiral Lambert Hood, second in command, Vice-Admiral Sir David Beatty, and Captains Sowerby, Cay and Prowse were lost with the many others whose names are not yet known, because the Government has not so far issued any casualty list. There were no survivors. The ships which went down carried with them their whole crews. Only the Warrior, which was towed part of the way from the scene of battle to a British port, was the exception. Of some thousand men of the Queen Mary, only a corporal's guard is accounted for. The same is true of the Invincible, while there are no survivors reported from the Indefatigable, Defence or Black Prince.

Marlborough and Warspite Are Safe

LONDON, June 4.—The British Admiralty says that the battleship Marlborough was hit by a torpedo, but was towed to port. The Dreadnought Warspite was damaged by gun fire, but escaped torpedoes. The official statement shows that with few exceptions, all the officers of the Invincible, Queen Mary, Indefatigable, Defence, Black Prince, were lost. All the officers of the Warrior, except one, were saved. Four midshipmen were saved from the Queen Mary, the Commander and one officer being rescued from the Invincible.

Heavy German Offensive Round Verdun

PARIS, June 2.—The battle of Verdun reached a point of unprecedented violence in the last 48 hours. The Germans made a formidable effort to mass reinforcements on the right bank of the Meuse, supported by a great number of heavy pieces drawn from the fronts. The concentration of the German forces is taken here to indicate a supreme effort to bring the long drawn out attack on the fortress to a successful issue, and to prevent a general offensive by the Allies. Despite the intensity of the attack, involving enormous losses, the French official accounts show that the main lines are not essentially changed. The furthest point reached by the Germans was houses on the outskirts of Damloup.

Around Verdun

PARIS, June 4.—On the right bank of the Meuse grenade fighting lasting all night, west of Beaumont Farm. Yesterday evening after a violent bombardment the enemy made several attempts to turn the Vaux fort by the S.E. A very powerful attack was launched at 8 p.m. in the ravine between Damloup and the fort. This attack enabled them to gain a footing in our trenches. Our immediate counter attack dislodged the enemy completely. A second German attack on this same point was also unsuccessful. Artillery activity on left bank of Meuse. On the remainder of the front medium artillery activity.

PETROGRAD, June 2.—Phenomenal cold weather for this time of the year prevails throughout Russia. The street cars at Kazan have been stopped by snow.

Reid-Newfoundland Co.
Wednesday Half Holidays
Excursion to Kelligrews.
 Leaving St. John's Station at 2.30 p.m., returning leave Kelligrews at 8.07 p.m.
Reid Newfoundland Co.

GEORGE KNOWLING

Men's and Boys' Clothing Dept.
 Our Men's and Boys' Clothing Department has always been noted for
Best Value for the Money.
 We keep the largest and best selected stock in the City. We now are showing
Spring and Summer Clothing
Raincoats Macintoshes
Shirts Caps Ties Footwear

PROVISIONS and GROCERIES.
 We have the best selected and lowest priced stock obtainable.
Flour Pork
Molasses
Seeds Teas
Medicines.
 Call and get our prices or write if you cannot come.

Largest and Best Selected Stock - Lowest Prices.

Hardware Department.
Fishery Supplies, Manilla Rope, Coir Rope, Hemp Rope, Marlin, Fish Hooks, Patent Logs, Ship Side Lights, Steering Wheels, Anchors, Motor Ignition Batteries, Spirit Compasses, Dory Compasses, Motor Engine Oil and Grease, Washing Machines, Wringing Machines, Garden and Farm Tools, Carpenters Tools, Fish Beams and Weights, Electric Lanterns, Pocket Flash Lights, Oil Cooking Stoves, Office Safes.

Women's and Children's Clothing
 We have now open and ready the largest and best selected stock of
Costumes Blouses
Underclothing
Skirts Corsets
Raincoats
Dressmaking and Millinery
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Dress Muslins Linens and Silks.

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