

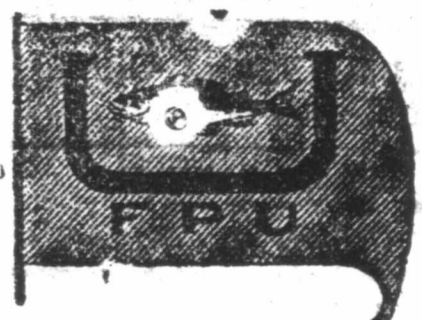
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("To Every Man His Own.")

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Company Limited, Proprietors.

Editor and Business Manager:
JOHN J. ST. JOHN.

ST. JOHN'S, N.F.L.D., AUGUST 14, 1916

The Catalina Project

THE MARINE RAILWAY

IN addition to the shipbuilding plant at Catalina, and adjoining it, will be constructed a Marine Slip which will be capable of taking up the largest vessel now engaged in our mercantile marine. It will be the best-equipped and most up-to-date dock in the country. Apart from the local advantages in the way of employment, this dock will afford vessel-owners facilities which are now non-existent. It has a guarantee to investors of a five per cent. dividend; but it is believed that the investment will yield a very much larger margin.

At present the only available docks are located in Harbor Grace and at St. John's; so that northern vessels are forced to avail of these when repairs are needed. As the great bulk of our shipping is found north of Bacallieu it goes without saying that in future, when the Catalina plant is in operation, that all the repairs and overhauling will be done there.

Apart from its proximity to the great northern shipping centres, this plant will be able to supply everything that is needed to effect repairs, little or great, as close by will be a thoroughly equipped mill where moulding, fitting and other essentials will be done, and done without delay. The site of this dock is second to none. It lies in a basin where neither winds nor sea can incommode the progress of the work. Then comes the advantage of lessened cost, as, by the utilization of the shipcarpenters of the dockyards who will be regularly employed, it will not be necessary to seek labor outside. This, from a marine standpoint, is a utility second only in importance to the shipbuilding plant.

It is quite possible that the dock at Catalina will not be the only one to be operated by the F.P.U.; and we believe that another of similar equipment will be located at an early date on the South Coast, possibly at Harbor Breton where conditions seemingly warrant such a convenience as is being established at Catalina.

At present vessels along the South Coast (there are one hundred banking vessels alone between Marystown and Burgeo) are forced to go to St. Pierre for repairs and overhauling sometimes twice every season. This means an expenditure of from \$30,000 to \$35,000 annually for, in addition to actual expenses incurred in repairs, every crew (aggregating for the entire fleet, some 1600 men) spend money very freely in the French Colony. Most of this passes into the treasury of suppliers and tavern keepers. So that from this point of view alone, the establishment of a second dock is opportune.

So far, Mr. Coaker has been unable to give as much attention to the South and West Coasts as he would wish; but he will soon direct his attention to this important

section of the Island; and we feel that the fishermen there will respond to his efforts just as they have done elsewhere. Hitherto, they have been stuffed with all manner of silly stories about Mr. Coaker; but they are now, notwithstanding the infamous tactics of certain heavily-salaried politicians interested in his policy of uplift. The fishermen of Placentia and Fortune Bays have been treated to an amount of political dope by the aforesaid scatterbrains such we would not care to print. We have in our possession some of the "speeches" delivered in certain localities three years ago by one of the impecunious individuals who has been sponging on the Government since he entered the House of Assembly.

The F.P.U. has one of its brightest members in Fortune Bay—one who has built up an extensive business, and who is universally esteemed. With such a representative, it is only a question of time when the F.P.U. will be as well known along the South Coast as it is now in the Northern outports.

FISHING SUPPLIES

ON the completion of the buildings, now in course of erection at Catalina, along a 400 feet breastwork, the Trading Company will handle everything that is needed in the prosecution of the fishery as well as general supplies. A salt store with a capacity of 8,000 tons will meet all the demands for the codfishery and the herring industry. As it will have its own vessels in the trans-Atlantic trade, there will be a regular and unfailing supply of salt, Liverpool, Izvia, and Cadiz; and fishermen from northern outports will not be dependent on St. John's for their supply; nor will they be forced to wait days and days for it such as has happened recently. Furthermore, salt can be purchased more reasonably at Catalina as the expense of handling it will be minimized, for a permanent staff of laborers will be kept on the Union premises. Shipping expenses will be much cheaper than in St. John's; and everything will be in the fishermen's favor.

During the present season we had an illustration of the inconveniences and the losses to northern fishermen who came on here for supplies. Had the Catalina plant been in operation, northern skippers might have got down to the Straits, and the Labrador coast fully three weeks, or at least, a fortnight earlier; and we would not have now to report that "the big fleet arrived too late." These are but a few of the advantages that will be derived by fishermen when the huge plant at Catalina is in operation.

As regards provisions: The Company will import all that is needed, except such articles as can be purchased locally. It is the intention of the Company to patronize home industries provided that such are not identified with Combines such as they are in many cases to-day. The policy of the organization is to serve the people along legitimate commercial lines. It will handle no product that is the result of the sweating process; but it will purchase only from institutions where a "fair wage" scale is operative.

One of the most important items in the line of supplies is hard biscuit. This will be manufactured on the premises, and the best possible product will be turned out. To illustrate the importance of this special industry we quote an item which appeared in an evening contemporary a day or so ago: "It is said that several parties in the city are going to organize a company to equip a bakery for the manufacture of biscuit."

There are already three bakeries in the city; and the price charged for their output is practically the same. Why? Because there is no competition. Fishermen have been paying through the nose for this much-needed item in their list of supplies; but the combination will have to meet competition from Catalina within a brief period.

There are few industries in St. John's which are not controlled by mercantile interests; and everything tends to keep up the price of the fishermen's supplies.

We had an instance of the Combine system in the case of the manufacture of tobacco some years ago. A fully equipped factory was never operated, as it was made worth while for the promoter of the enterprise to keep it closed.

We have an instance to-day of combination in other lines; and whilst the shareholders are waxing rich and opulent, the toiler is forced to pay exorbitantly for the products of the factories. We

Hughes and Wilson

COMMENTING on the forthcoming Presidential election in the United States in November next the Toronto Mail and Empire has a well tempered article on the situation which we republish herewith.

What Pres. Wilson has done the world knows. What Mr. Hughes might do no one knows. So far the Republican nominee has kept mum on the European situation and has confined himself to a campaign of abuse of what he and his backers call "Wilson's Muddling," without offering any suggestion for the rectification of such muddling. Hughes seems to be chiefly concerned over the Mexican question and hopes to stampede the voters on the Democratic administration's attitude on this vexed problem. Quite a large number of those who are backing Hughes financially are responsible for the present condition of things across the Rio Grande.

According to William H. Seamon, late of Chihuahua, who has had a life long experience in Mexico as a mining engineer, the whole trouble is caused by dollars and they tell the story. The amount of money invested in Mexico is as follows:

American, \$1,057,770,000
English, 321,302,800
French, 143,446,000
Mexican, 793,187,242
Other Nations, 118,535,380

Those who argue intervention by the States should keep these figures in mind. Senator La Follette in La Follette's Magazine for August asks "Shall these powerful interests be permitted to succeed in their plot?" It is not American policy to have the flag follow their investments. The article from the Toronto Mail and Empire to which we refer is as follows:

The attitude of ex-Chief Justice Charles E. Hughes toward Germany and the Entente Allies in their controversies with the United States has been purposely obscure. In his first broadside at the Wilson Administration, nominating the Republican nominee, he still covers over his disposition. He assails President Wilson's wordiness in dealing with Germany, and blares forth a call for the championship of United States rights, by whomsoever violated, but he dexterously keeps away from the vital ground of what he would have done had he, in the White House, had to deal with the concrete problems faced by Mr. Wilson.

Political strategy would require the Republican candidate to veil his predispositions in the earlier part of the campaign, at least, while attacking the course of the President on all of its many vulnerable points. In a series of difficult positions such as were presented to Mr. Wilson, any policy adopted would be open to sharp criticisms. It was mortally impossible to devise a course not objectionable in some important feature. There was always the risk of holding Germany in its proper place. No doubt the President wasted much notepaper, and used "grave" diplomatic language when the fist to back it up was hanging loosely. But when Mr. Wilson finally made up his mind to break off diplomatic relations he made it up firmly enough, and Germany had to crawl on the submarine issue, in the face of a strongly-united support of the President by the United States people. Looking back now, at the twin results achieved—German backdown and the maintenance of peace—the people of the United States have good reason to feel satisfied with the Administration's attorneyship for them in the crisis. No doubt President Wilson missed a great moral opportunity when he failed to protest, in the name of international good faith, against the violation of Belgian neutrality, but even Mr. Hughes does not dare criticize him for that abstention.

So far as the Allies are concerned, Mr. Hughes, if elected, might not be more disposed to put real difficulties in their way than Mr. Wilson has been. But the Allies at least know Mr. Wilson, his ideas and policies, his reasonableness and his cautious moderation! All they could ask, now that Germany has been forced to stop wholesale and ruth-

less submarine warfare, is that they be left as free as possible to "finish their work." They would not fare better at the hands of a Republican President in that respect.

We shall discuss other activities in a subsequent issue.

**REVEILLE
BY CALCAR**

"MEASURES for the development of the peat areas of the Island by sun-drying, to begin with, and ultimately by such mechanical process as seem most desirable, are now being actively entered. In several places in Newfoundland peat is already used as a fuel and with much satisfaction to those who avail of it; and the immediate project is to secure the services of expert peat cutters from Ireland, who will be sent into localities in the Colony where peat is available and instruct the residents how to utilize the deposits to the best advantage, as thereby the Colony's forest resources can be preserved longer, through the diminution of the demand on them for fuel, while the expenditure of money for coal can be avoided, which has now to be made in many places where wood is not available. It is thought that it may ultimately become possible to manufacture peat on a scale large enough to make it a substantial local industry."

Did anybody ever before read such drivel? You may perhaps in some prospectus, for it has somewhat of the essence and tone of some cheap jack promoter's scheme. But this is no promoters prospectus. We quote these words from "The Mineral Wealth of Newfoundland," a pamphlet issued by no less authority than the Government of this unfortunate country. The issuing of silly writings on the natural wealth of the country is one of the high light spots in the Morris activity.

This paragraph on the peat beds which we have just quoted is one of the most glaringly assinine of the whole series. It is ungrammatical and we were going to say illogical, but it is worse than that, it is utterly stupid and self-contradictory. As for the grammar of course we are not sedent enough to find fault with that if the passage had some common sense, for after all sound sense is superior to grammatical usage, and when a man has something good to say it matters not if he said in language a little uncouth but when you get nonsense dressed in awkward language you get something to disgust. Particularly is this the case when the gabbling comes from a high source.

We are laying our guns against the volubility of the Morris organs not because we want to be captious but because we believe this to be the best mode of attack. At election times you know that the batteries which win the battle are the rolling word batteries. These play upon certain targets, but are meant to distract for they never hit the target of sound sense. If we can show the people what kind of guns they are that are used and how silly the knaves behind them there will be less disposition to be carried away by mere sound. When you know that it is the braying of asses you hear and not the voices of the gods your Olympus will resolve itself into a mole heap.

Let us examine note for note this ass's braying who wrote the words with which we began this essay. Let us dissect it, cut the words from the skeleton and see for ourselves what form the frame takes whether it be of sense or nonsense.

The first sentence which we strip off is openly deceptive. It is a lie pure and simple. It mistakes and exaggerates facts. "Measures for the development of the peat areas of the Island by sun-drying, to begin with, and ultimately by such mechanical process as seem most desirable, are now being actively entered."

In what manner let us ask were they being "actively entered." Does Morris consider that a lot of braying about the value of peat bogs constitutes an active enterprise. Well it may be for it exercises the lungs of the ass and fits him for future braying. Neither do we consider the importation of two peat cutters from Ireland as anything in the nature of an active enterprise.

That sentence containing the choice bit of puerility about the burning of peat to preserve our timber areas a year or two longer we have already spoken of in a former essay. Of course our readers will remember that this less submarine warfare, is that they be left as free as possible to "finish their work." They would not fare better at the hands of a Republican President in that respect.

idea about our forests has been repudiated by Morris who now claims inexhaustibility for our timber. No matter how you hack, no matter what draughts may be made upon our forest areas the trees will forever cover the land. They cannot be exhausted for they reproduce themselves in thirty years.

The closing sentence is the choice one of the lot for it conveys a prophecy and more than a tinge of irony if not of sarcasm. "It is thought," says this delectable tit-bit of a pronouncement, "that it may ultimately become possible to manufacture peat on a scale large enough to make it a substantial local industry."

In other words the Morris Government foresaw the day as they thought when it would no longer be competent for a man to put his axe on his shoulder and go to the woods for his fuel. Did they foresee the gobbling up of our forest areas by their friends the timber sharks and the denudation of the fisherman's reserve by the patriotic pit prop hawks.

Is the word "scale" in the venture put there as a choice bit of diabolical humor. Does it furnish a key to the prophecy, as it were. Does it hint at the coming of the day when Newfoundlanders would be so reduced in the scale as to forget all other industry for peat digging. Does it hint at the ruin of our fishery and lumbering industry and the desolation of our land by the timber shark.

We can imagine Newfoundland with her people a nation of bog cutters. What an industry to be in this country, that he can see no better employment for our people than bog cutting. What about our fisheries, what about our farming, what about our paper mills, our mines and the countless industries that might be developed here. Have they reached the ultimate, are they on the down hill, that our population must overflow into the bogs there to become a nation of bog cutters.

**GLEANINGS OF
GONE BY DAYS**

AUGUST 14
PRESBYTERIAN CHURCH first organized in St. John's, 1842. Foundation stone of old Congregational Church laid, 1851. Battle of Metz, 1870.

Frederick Wyatt, agent Inman Line at St. John's, died, 1872. Spanish brigantine Mayaquezana lost near Blackhead; Capt. Fiol, wife and child drowned. This vessel was signalled from the block-house at 4 p.m., and was lost at 9 p.m.—five hours after, 1876.

The Southside Hill was on fire this day and night, from Syme's bridge to the Narrows. During the night the picture made by the fire attracted thousands of citizens by its wild grandeur. The smoke from this fire—the wind being from the west—filled the bay, and largely brought about the disaster to the Spanish ship, 1876.

Regatta at Topsail, 1884. Rev. S. O'Flynn died suddenly near Lunatic Asylum, while driving in carriage, 1890.

"Wanderers" (Cricketer Club) left for Halifax, 1898. Steamship Thingvala collided with steamship Geiser 40 miles from Sable Island; the latter sank and 119 souls went down with her. The Thingvala, though much damaged, reached Halifax in safety, 1888.

Richard Allen, of Bowring's employ, died, 1899.

READ THE MAIL & ADVOCATE

The "Earl of Devon."

Sandy Carter is Despised and Hated by Residents of the Treaty Shore—People Long for Union Govt.

(Editor Mail and Advocate)
Dear Sir,—Allow me to make public the opinion of most men on the Treaty Shore respecting a person named Sandy Carter. This fellow is master of Bishop's Earl of Devon that gave Bishop a haul of over \$5000 in 1913 for collecting ballot boxes; since then Bishop has taken \$30,000 subsidy from the people for the service of the trawler Earl of Devon. She does the work no better than a motor boat and Bishop makes a clear haul of \$10,000 each year out of her, for her freight and passengers pay enough to pay expenses. Carter is perhaps the biggest clown that ever walked a deck, when he is not stuffed with whisky, his mouth is full of oaths, and he never fails to be busy everywhere concerning people's business. He is especially interested in women's gossip; he is hated and despised by every decent respectable man on the shore. God hasten the day when a Union Government will rule and take from Bishop the Hon. and Sandy the soft blow and great seal killer, the boodle they now make by running the Earl of Devon. This Sandy Carter is the same who sailed a steamer to the seal fishery and didn't get fat enough to make a box of soap. Go ahead President Coaker, the people are with you. We long for the day to come, to vote for a Union Government.

Yours truly,
A VOTER
La Scie, Aug. 1, '16.

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Cashier - - - - - W. W. Halfyard, M.H.A.
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