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"To Every Man His Own."
The Mail and Advocate
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ST. JOHN'S, N.F.L.D., AUGUST 28, 1916
Something Amazing

BELOW we publish a letter from Mr. George J. Snow to Mr. Coaker relative to those noble boys of ours who went forth on that memorable July 1st, offering their all upon the Altar of Liberty. Who is to blame for the anguish and suspense endured by the loved one of those who were not found, wounded or dead on that fatal day? Why have not the authorities attended to this matter? Why compel a father to write so painfully to Mr. Coaker in an effort to relieve some of the awful suspense endured by those loving mothers who sent their boys to fight for our freedom on foreign soil? Will someone in authority move and move quickly?

Where is Timewell and his assistants who cost the Colony a fabulous sum to main in their London palace? Is it possible the people must appeal to His Grace Archbishop Roche to perform a duty that a dozen officials in the pay of the people should have done weeks ago.

We ask His Excellency the Governor to give his attention to this matter immediately or failing him during his absence will Chief Justice Horwood do the needful?

Something must be done at once to secure the needed information for the delay is already nothing short of amazing.

MR. COAKER.
 Dear Sir.—During the drive which took place on the French frontier, July 1st, inst., and in which one hundred and fifty-five of our boys were reported missing, which is to be greatly regretted, up to the present time not a single word have we heard about them. Now, sir, you can imagine the great anxiety of the parents of those boys, of whom I am one. We know not whether they are living or otherwise; hence the tears and heart-burnings of mothers. I am asking your opinion and soliciting your interest in placing us in position to get into communication with the American ambassador in Germany, providing our authorities would consent to interest themselves in this matter, or would it be advisable to ask the favour of His Grace, Archbishop Roche, to communicate with His Holiness, the Pope, in Rome, in order to get in touch with his representative in Germany; or with the Swiss Ambassador in Germany, of course with the permission of the authorities. Now, sir, would it be possible by the authorities' permission, and agreeable to the afore mentioned parties. We, the parents and friends of the missing boys, will pay the necessary expenses incurred thereby, and with your approval we will collect the amount from the persons interested by an "ad." in your valuable paper.

Yours very sincerely,
 GEO. J. SNOW.

116 Pleasant Street,
 St. John's, N.F.L.D.,
 August 27th, 1916.

N.B.—You would do many of us a great kindness by publishing the above in your widely read paper.—G.J.S.

One-third of the milk that reaches Vienna is sour, owing to transport difficulties. Like the grapes that don't reach Berlin.

The Price of Cod

IT looks as though the outports will lead St. John's in settling the price for fish. Fish has advanced fifty cents per quintal in outports during the past three weeks, while the price at St. John's has been stationary; \$6.50 is the price quoted here. To-day at every port possessing a Union store fish is being purchased at \$6.60 for talqual cull; other firms are following Union prices. This is a splendid price for fish at this date. Last year \$6.60 was not paid in outports until the middle of October, consequently the higher prices will be paid for a very large proportion of the catch. At some ports a new scheme has been introduced, that of selling for the rise. It was intended to squeeze the fishermen and prevent prices from soaring. It may end in giving buyers another repetition of the cod liver oil dose. Fishermen should be careful in selling for the rise; for the law as laid down by the Supreme Court in the Labrador fish case last year leaves the price at a figure that the majority of buyers agree to, and not what is being paid by a minority of buyers. Thus it might happen that Hodge, Earle and Roberts of Fogo district may buy fish at \$6.50 and the rise, up to Sept. 15th or 20th get in 10,000 qts. The fishermen would not be paying \$7.00 or \$7.50. The fishermen would not according to the Supreme Court, be entitled to one cent rise unless two of the three mentioned agreed to pay a rise, and such rise would depend entirely upon what they wished to fix it.

Selling fish for the rise is but one way nowadays to codd the sellers. What the fishermen should do is to sell under written agreement, which agreement should bind the buyer to pay the highest price paid by any local buyer or business up to a certain date. Unless such is done the seller may wake up to find the Supreme Court's decision coming to the rescue of buyers who would combine after they had the fish net to agree to any rise but the rise they sanction.

There will be something interesting doing this fall where fish has been sold for the rise. If fish is worth \$6.50 in outports, when collected talqual, it is worth in our experience fifty cents per quintal more at St. John's, for charges for freight, commission for buying and loss by difference in cull will easily equal fifty cents. Those who have eyes to read should draw their own conclusions from those remarks and exercise their common sense for their own protection.

We advise all fishermen to sell some fish in order to get a quantity to market and into consumption, but the wise fisherman will not dispose of all his fish yet a while. It would be a public outrage to keep back all fish for some must be sent to market, and buyers cannot average the supply and competition fix the limit of prices until the voyage is near about closed, for the quantity of the catch must be the sole guide as to whether prices will go higher or decline. At present it looks like a short catch, but there remains six weeks yet for fishing on the shore which, if poor, will mean higher prices, while an average or good catch will mean very little advance in prices.

The Susu

FROM passengers who arrived by the Susu we learn the ship was ordered on here direct from Newtown. People who had booked passages for ports between here and the latter port are loud in their complaints in having to come to St. John's in order that the steamer may be rushed to the scene of the stranded Matatua.

The Susu owners are receiving a good subsidy from the treasury and the ship should perform her schedule as per contract. Crosbie no doubt like the other "get-rich-quick" of the Morris gang of hoodlers cares not a straw how the people are treated or how the Susu's subsidy is earned as long as he can get the money. With such rotten conditions existing it is any wonder the people are anxious for a change.

As far as we can gather Capt. Roberts and officers are very popular with the travelling public and are in no way held responsible for this latest piece of infamy handed out to those whom Cashin delights in calling "illiterate and cullage." This man Cashin has spent half the summer rushing up the shore to the scene of every wreck. Now then why does he? Has he no confidence in the officials of his department whose duty it is to see to these matters? or, does it pay the Minister to be on the spot personally?

We fail to see why the Minister of Customs should visit the scene of every wreck. His predecessor in office did no such thing. He left these matters for the Wreck Commissioners who are paid by the Colony for attending to these very same duties. Wrecks and Cashin go hand in hand, and unless the people want to see Cashin's masterpiece (the wreck of the Ship of State) they had better tell Michael Patrick to remain on the Southern Shore.

Crosbie and Cashin are both Executive members. They are both servants of the Colony but being both swelled with gall and ignorance they think they are free to do as they will no matter what obligations to the Crown are brazenly outraged. We wonder will Crosbie get paid the subsidy for the present month less the ports of call skipped?

The Colony is being bled white by the Morris vultures who are daily swooping down on the treasury like a pack of hungry wolves in a Siberian forest. Canada just now is learning of some ugly grafting that has been going on since the outbreak of war but we feel certain if matters here were ventilated some of the guilty ones in Canada would look in comparison with our political highwaymen, as a flea on an elephant's back.

We often wonder do people ask themselves where the palatial residences, motor cars and all the other luxuries of our lately found aristocracy comes from. Many of our new "four hundred" some six years ago hadn't a second suit to their back and were in many cases content to live over their shops. Now they own the town and some of them think they own all that's in it. Where did all the money come from? Echo answers, where?

A Nation of Refuge

ON August 1, the Swiss Republic celebrated the 625th anniversary of its foundation. Switzerland is well termed "the charitable nation," for it has ever been foremost in works of benevolence to the stricken of other nations. It has been notably so since the beginning of the present war. In an address delivered to the Cantons on the great anniversary, M. Decoppet, President of the Confederation said:

"Surrounded by powerful nations engaged in the most terrible war the world has ever known, our fatherland lives in peace. She is not indifferent to the sufferings of which echoes come to her and in the bloody conflicts devouring Europe, she takes great joy in helping all those whom she can help."

Tributes of praise and gratitude came to Switzerland from the representatives of France, Belgium, England and Italy. The Ambassador of the French Republic said: "I am convinced that no other people could have done for foreigners what the Swiss have done for my unhappy countrymen, and this with so much zeal, devotion, generosity, as well as delicacy. France will always remember this; it is a new link that has been forged in the chain existing already between the two countries."

The Minister of Belgium said: "Grateful Belgium will never forget the debt she has contracted towards the Cantons who received so kindly and with such generous help, the unhappy refugees chased away from their homes."

The Marquis de Calboli, representing Italy, declared: "If Switzerland, in truth can be proud of one glorious deeds of her ancestors and brave soldiers, who, in past ages, went to fight in order either grave or victory, to-day the Confederation can moreover be proud of its children who look out to-day on another field, and without taking into consideration any political or religious opinion, to fulfil in harmony great miracles of fraternity and love for fellow creatures."

The British Ambassador also paid an admirable tribute to the countless deeds of kindness shown by the Swiss to the members of all belligerent nations.

The President of the International Committee of the Red Cross, M. G. Ador, writes the following:

"The Swiss people in showing their sympathy to the unfortunate and innocent war victims, have remained faithful to their philanthropic and humane traditions. A great deal more could be written about what Switzerland is actually doing to help the war-sufferers; how the Swiss heart bleeds for the pitiful sight it often has to witness."

It seems to take an influx of out-of-town visitors to make us realize our beauty spots.

These Reports

THE President of the Board of Trade, R. E. Job, Esq., has sent a circular to the press complaining of certain reports emanating from this country regarding the cod-liver oil situation. He states that such reports "are very damaging to the interests of the trade."

Now we wish to say that it should not be difficult to locate the source or the sender of such reports to the foreign press. If we mistake not much, if not all of the rubbish sent out of this Colony—all the exaggerated reports in fact—are traceable to a source which is pretty close to the Government and even to the Board of Trade. We have been victimized by this same agency for many years. It is known to be a very venal agency, and it is prepared to sacrifice the Colony's good name, or anything else, for the remuneration that is offered to a sensational news-monger.

Newfoundland has suffered much from venal correspondents; yet they are permitted to send out columns of lurid reports and "news." The agency in question has access to the bulletin board of the Board of Trade and it is even rumored that he has access to other sources of information as well.

Now we dismiss this subject, we wish to say candidly that the reports issued by the Board of Trade are not taken seriously by a large number of people who are interested in the fisheries. The reason is not far to seek: its information is derived from sources which cannot be considered either competent or responsible. The Board of Trade reports are unsatisfactory.

We ask how can sub-collectors at Fogo or other northern ports send a detailed accurate weekly report of fishery conditions in the vicinity when they have to depend on hearsay for the information? How can a sub-collector at some point on the North Shore furnish a decent report of the quantity of fish taken between Black Head and Grates Cove?

Similarly with regard to the Labrador report: there is no reliable means of securing it, though we are paying sufficient money to keep a competent agency.

Just to illustrate the Fishery report, we notice that one district has the significant statement "no report" again for weeks.

Then there is the report of vessels prosecuting the Labrador fishery. This is manifestly incorrect.

Now if the Board of Trade wishes to be regarded as a reliable authority on trade conditions (as it purports to be) it should be like Caesar's wife—"above suspicion" (of being unreliable).

As far as this paper is concerned we make an effort to get the most reliable data; and as regards the cod-liver oil situation, we wish to remind all concerned that Mr. Coaker has stated that the quantity of cod-liver oil (medicinal) available will be small; so this, instead of injuring the markets abroad, should be helpful. Mr. Coaker speaks from personal knowledge of the situation so the information furnished by him has the guarantee of reliability.

ON ACCOUNT OF THE WAR

(New York Sun.)
 John Brown cannot pay me the money he owes.
 "On account of the war."
 The cook wants ten dollars a week, or she goes.
 "On account of the war."
 The baker reduces the weight of his bread.
 The butcher sends steak that could muster as lead.
 The tailor's wool suits are of shoddy instead.
 "On account of the war."

The tinker can't patch up my roof where it leaks.
 "On account of the war."
 The car that I bought will not come for six weeks.
 "On account of the war."
 The cost of my shoes mounts each time that I buy.
 The prices on drugs are prodigiously high.
 But when I demur I received the reply,
 "On account of the war."
 And what can I do when they airily say,
 "On account of the war."
 What else can I do but obligingly pay.
 "On account of the war."
 Yet often I wonder what some folk will do
 When all of the world with its warfare is through,
 And they can no longer pass by in review,
 "On account of the war."

REVELLE
 BY CALCAR

VARIA
 BY GALE

WE have just seen a copy of the Report of the Game and Inland Fisheries Board for the year 1915. The report is certainly not a wonderful production either from a literary point of view or for the information it conveys, and is, to borrow a phrase, more remarkable for what it does not contain, than for what it does contain.

There is however one remarkable thing about it besides this and it is that it frankly admits at last what well informed men have long ago contended, and that is that the caribou herds are being thinned out at an alarming rate.

Says the report:—"From information received it is certain that the herds are rapidly decreasing in numbers and something will have to be done immediately to prevent the wholesale slaughter going on in certain sections of the country."

We suppose this rather ambiguous sentence is meant to mean that the number of individual caribou composing the herds and not the herds themselves is decreasing.

We draw this inference from the fact that we would feel no cause for alarm in decreasing number of herds, if the number of caribou comprising those herds was still there. The greater speculation might arouse other speculations totally differing from a feeling of alarm over a possible extinction of the caribou.

For instance we might reasonably speculate on the converging effect on the different herds that invading industries might have.

For instance it might be asked whether the location of big lumbering concerns, such as the Harmsworth's at Red Indian Lake, could have the effect of diverting the herds from their ancient, pristine paths, or whether it was a growing sense of fear induced by the greater frequency of man on the scene that caused them to gather together in greater numbers, just as sheep are known to run together in the least alarm. When it shall have been shown us that it is this lumping together of the herds that the ambiguity of the Game Board's words is meant to show we may try our hand at finding a solution to the phenomenon, but may be the Board is decreasing. There is nothing at all surprising in this thinning out, the surprising thing is that the Board has taken notice of it.

Perhaps the reason why they at last deign to take notice of the matter is because the truth about the actual state of affairs is too well known to be longer ignored or flouted by interested parties.

It is not long since we heard it said that the "herds" were rapidly increasing. Whence this volte is becoming too well known to longer conceal, and a virtue is being made of a necessity. An alarm was sounded as to this approaching extinction of our caribou herds several years ago, but the wise ones **poor-poohed** and went their ways wondering at the foolishness of him who could mention such thing. We have examples galore of the total extinction of our caribou herds for one. We have seen the passing of the great auk, the extinction of the Red Man, the alarming depletion of our seals, the threatened extinction of the lobster, yet we are too stupid to

HENRY VIII also gave a bounty for shipbuilding of five per cent. We have no records of the conditions required for securing it; and we have no doubt that there were politicians around in those days who were interested in shipping who managed to secure it in the same way as some of local personages get it at the present time.

Henry does not seem to have any scruples (if we may use the word in connection with the profligate monarch) about the methods employed in securing workmen. Whenever he had a job on hand he simply coralled them and kept them in duration until it was completed; but it is said he fed them well and he paid them. In this he differed somewhat from "the custom of the country" in these parts; for not so many years ago shipcarpenters were fed on hard tack, tea and molasses with an occasional allowance of pork and duff. We presume he paid them more than the equivalent of 37½ cents per day.

During the reign of Elizabeth a bounty was also granted for shipbuilding; and the merchant vessels turned out in those days were larger than these turned out under the former reign. They were, however, clumsy craft and were built chiefly with a view to the carrying of large cargoes—"beats of burden and not birds of passage." The men-of-war were rather fantastically shaped forward; and they had high poop decks and deck cabins—"sluttish dens that bred sickness in peace"—they were termed by Sir Walter Raleigh. The largest ship built in England up to 1597 did not exceed 800 tons; and the entire tonnage of the Royal Navy at the time did not equal the tonnage of the Britannic of the White Star Line.

The vessels which came to Newfoundland were known as "busses," and measured from 50 to 70 tons. They must have been well built as they made voyages for thirty or forty years consecutively without sustaining any damage. They did not have to jettison cargoes so frequently as some of the schooners in our trade are doing now. They did not carry any insurance; so this likely accounts for their "making such good weather." It was only towards the close of Elizabeth's reign that marine insurance was introduced into England, though it had been in vogue among the Flemings and the Lombards long before this period.

During "the spacious days of Queen Bess" Newfoundland officially became an appanage of the British Crown, and the most important event of her reign commercially was the formal annexation of the Island by Sir Humphrey Gilbert, in 1583. Gilbert arrived in St. John's on the 3rd of August, 1583, with three vessels—the "Delight," 120 tons, the "Golden Hind," 40 tons, and the

believe that our caribou can suffer extinction. We have seen the destruction of the American buffalo that once roamed in countless numbers the Western plains, still we are too stupid to grasp the fact that our caribou may go in the same way unless we arouse ourselves in time to put a stop to the slaughter. However we are pleased to see even though the hour is getting late that a sense of danger has aroused the sleepers.

GLEANINGS OF GONE BY DAYS

AUGUST 28

THE first Presentation nuns for this country sailed from Waterford, 1833.

Cetewayo captured by the British, 1879.

St. Patrick's Church, Riverhead, dedicated, 1881.

Steamship Mary Austin arrived to C. F. Bennett, for use of Anti-Confederate candidates, 1869.

H.M.S. Bellerophon, Admiral Clan-William, arrived, 1886.

Albert Derrick, seaman on H.M.S. Emerald, killed in harbor, by accidental discharge of a gun, 1886.

Henry T. Powell, tutor, drowned at Quidi Vidi, 1801.

Mrs. John Carew died, 1897.

Mrs. R. H. Prowse died, 1899.

Ten cases of liquor, containing 300 gallons, seized by Customs authorities in basement of house in O'Dwyer's block, 1895.

"Squirrel," 10 tons. Gilbert was lost on the homeward voyage; and his spectacular performance resulted in—nothing. Meanwhile English fishermen were making regular trips to the Newfoundland "cod meadows" and were gathering good harvests; but the Spaniards, Portuguese, and the Basques carried on a more extensive fishery than did the English.

During this reign we have a record of the Basque fishing fleet being frozen in some of our harbors or on the coast of Labrador. Five hundred and forty men perished. We find mention of a shipment of a cargo of fish from Trinity; and Prowse reproduces a charter-party for Newfoundland fish at 10 shillings per 100, oil at 12 pounds per ton, and freight to Bordeaux, 36 shillings.

There is also a record of what seems to have been the first sealing venture by an Englishman—one Richard Strange—who had his headquarters at Ramea Island.

We also get our first official intimation of budding in connection with the Newfoundland fisheries. Some of the naval commanders were evidently getting a rake-off from the fishermen, for protection against marauders. So budding in official circles is by no means a modern practice, though formerly it did not reach the proportions which it has assumed in our day. They were not erecting any Marconi stations along the coast in Elizabeth's time; and spars were not in demand.

We have no record that any vessels were built in Newfoundland at this time, though we find that boats had been built as far back as 1522. As far as we have been able to discover, there was really little shipbuilding previous to the beginning of the XVIIth century; and this may be easily accounted for. The few settlers who were in the Colony had no need of vessels; they had no external commerce, and they carried on a shore fishery only.

The Bank fishery was carried on from English ports exclusively. Gradually, it was discovered that better fishing might be had inshore; and to this we may attribute the organization of such companies as the Plymouth Company in 1606 and the Guy Company in 1610.

(To be continued)

Finis.

Crawford—What do you think of peace at any price?
 Crabshaw—It seems to be all right until the time comes when you have to pay the price.

Reid-Newfoundland Co.

TORONTO EXHIBITION,

August 26th to September 11th.

Return Tickets sold at One Way and One Third First Class Fare. Good going August 24th to September 3rd, and good returning up to September 14th.

Further particulars on application to

GENERAL PASSENGER AGENT.