

FOR SALE

that
Freehold Dwelling
situated on Signal
Hill Road, owned
by Mrs. Robert
Murphy. Bargain.

J. J. ROSSITER
Real Estate Agent

The Mail and Advocate

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OUR POINT OF VIEW

Dissatisfaction At Greenspond

THE residents at Greenspond are indignant over the landing of freight by the S.S. Susu on Sunday. Several who had goods on board refused to take delivery and the goods went North.

We trust the mail contractors and owners of the ship will arrange a sailing day similar to that of the S.S. Fogota in past years and remove this stumbling block out of the way of the people of Greenspond who bitterly oppose handling freight on Sundays.

We trust the agents will give this matter close consideration and adjust the sailing day and prevent any further agitation upon the matter.

Greenspond Cable

THREE weeks ago President Coaker brought before the Colonial Secretary the grievance of the people of Greenspond respecting the manner in which the Telegraph Department was doing its duty to Greenspond.

The Colonial Secretary at once replied, stating that satisfactory arrangements would at once be made for dispatching telegraphs to and from Greenspond while the cable was broken and the Department would be ordered to make the necessary repairs at once.

That happened three weeks ago, yet to-day absolutely nothing has been done to repair the cable and the people are compelled to send messages by a paddle punt some miles distant to connect with the main line.

We cannot believe that Mr. Bennett omitted to carry out his promise; will he therefore be kind enough to explain why his instructions have not been carried out by the Telegraph Department?

Even if the cable was not working a service could have been established without much expense to transmit business in a manner that would satisfy the people of Greenspond. A motor boat should have been placed at the disposal of a male operator and he should see that business taken at the office should be transmitted every hour by crossing to the main and connecting with the end of the line.

This cable trouble began in April and the repairs should have been attended to two months ago.

Surely someone can be found in the service qualified to splice a break in a cable laid in shallow water? Is the whole service to be permitted to become a disgrace to the Colony because the Government desire to hold on to the incompetents responsible for the unsatisfactory operation of the service?

We await an explanation from Mr. Bennett in reference to this matter.

Grate's Cove Railway

THE people of Bay-de-Verde District are indignant over the bluff put up by the Government respecting the operation of the railway from Carbonear to Grate's Cove. The line was completed twelve months ago. Most of the stations and roads connecting the settlements with the railway were constructed as long ago as October 1913, when the election campaign was on.

Those stations are standing as silent witnesses to the deceit and bluff practiced by the Morris Party to secure the reins of power.

Some 1500 electors of Bay-de-Verde District were employed in connection with railway building right up to the day of the election, notwithstanding such a tremendous act of intimidation and bribery the Morris Party secured the return of one candidate only by a majority of ten votes, and but for the fatal illness of poor Natan Barrett—the colleague of Mr. Hickman—those ten votes would have disappeared.

The railway was built at a cost of over \$1,800,000. It should have been in operation one year ago; yet to-day there is no sign of its being operated, and it lays unused and useless, costing the Colony a sum of nearly \$60,000 a year for interest on the capital expended on its erection, and this \$60,000 will have to be paid by the Colony for ever.

The fact that it is not operated, although ready for over a year, proves very convincingly that it was built—not for commercial purpose or because of its convenience—but simply for political purposes, solely to return to power for the second term the first Graball Government that ever ruled Newfoundland.

The Premier on several occasions during the sitting of the House of Assembly the past spring stated in reply to Mr. Coaker's questionings, that this road would be operated in the early spring, but while Heart's Content road has been operated Grate's Cove road, which serves five times as many people, has been ignored and the rails left to rust and decay.

Can it be that Mr. Crosbie—the chap that sold the spars—is too busy attending to the securing of charters for his whaling steamers, and the supplying of coals to the public institutions, to protest to the Premier and the Reids against the outrage perpetrated against his constituents by the failure to operate Grate's Cove branch railway.

Let us hope that this standing disgrace to the Government and the Reids will immediately be remedied and the Colony no longer compelled to endure the sight of seeing a railroad costing \$1,800,000 in gold, going to decay and uselessness.

Will someone explain why this crime against the Colony has been permitted to exist for over a year? Will someone do their duty and compel the Reids to live up to their public obligations to the Colony and operate this road?

Well may it be asked whether the road is permitted to remain unused in order to save the Reids the cost of operation. It looks as if the Government was aiding Reid to save \$20,000 a year in spite of the conditions of the contract which binds Reid to operate this line as soon as completed.

One thing is certain and that is the road would not be lying idle to-day if votes for Crosbie were to be gained by its operation.

The significant trickery practiced by the Government against the people of Bay-de-Verde District is a positive indication of those concerned as regards their political chances at the next elections. It is the sure and certain indication of the abandonment of those electors of Bay-de-Verde.

Agricultural Question

NEVER was a "Bigger and Better Crop more necessary" says The News of Saturday morning in referring to a letter on agricultural matters by Mr. Frank Simms which appeared in its columns.

It is rather late in the season brother Robinson to talk about bigger and better crops, the matter should have been taken up last spring, when we urged the necessity of some action in respect to encouraging people to plant and sow more extensively. To cultivate potatoes now when the vines are in blossom would not help the crop any.

The News sees helpfulness in such articles of that Mr. Simms' now when the season for effort is well nigh spent, but he ignored our appeal during the late winter and early spring months. Our remarks went unheeded, as of no account, but that paper wakes up now when too late to help the crop, but of course not too late to make it appear as if he had the interest of the country at heart. If Mr. Robinson really was sincere he would have backed up our appeal last spring, but he was silent then, because he figured out that to support an idea coming from our side of the political fence, would, in a way, be taking wind out of his own sails.

When the House opened some of the Government members advocated in a luke warm way, and just for appearances just such an idea as we had voiced months before the opening, and an attempt was made by The News to take the credit to his side, again, as in this Simms' case, ignoring us.

When the paid parasites of the Agricultural Department were asleep and indifferent to the interests of the country and the need of special effort on the part of the people to raise bigger crops, we were agitating the question, but we got little support.

Now when the matter is forgotten as The News thinks, up crops the highway man of that paper to rob us of due credit. We were not anxious for any fame in connection with our advocacy of a policy of bigger cropping, we had only the interest of the country in our thoughts, but we are not going to allow any sleepy individual to claim credit for what he was too dull to apprehend.

We tried hard last winter to arouse an interest in the greater cultivation of the soil and the sowing of every vacant plot with small seeds, but the dormouse of The News slept on, serene in the comforting and cunning thought that filled his little brain when he retired for his hibernation, that he could by resort to low down sneaking ways later on reap the harvest of other people's sowing. But he is a long way out, when he reckons without us, in this connection.

We do not want any thanks for what we do in the public interest, but we reserve to ourself the right to keep others from claiming what our foresight and intelligence has built up.

It is time now that brother Robinson be made to understand some of the amenities of journalism. It does not follow that because we are prodigal of our thoughts, and "run our thought sprinklers" through the thirsty community, that we are therefore indifferent as to what treatment the essence of our thinking receives, or whether some ravaging parasite attempts to monopolize the refreshed fields, or some prowler from the political desert set himself up as the god to whom praise should be rendered for having moved the healthy idea.

Our suggestion and our thought sprinkling was for the benefit of the whole country, and we are here to see that neither Robinson nor his sleepy and indifferent political cronies take the credit to themselves.

President Coaker Invited to Attend the Trades and Labor Congress of Canada

PRESIDENT COAKER has been invited by Mr. Jas. C. Waters, President of the Trades and Labor Congress of Canada, to address the Convention which meets at Vancouver, September 20th. The Congress contemplate establishing a Labor Party for the Federal elections and hearing of the great success of the F.P.U., and the Union Party in Newfoundland, the officers resolved to invite President Coaker as the first leader of a Toilers' Party in British America.

President Coaker has intimated his inability to attend. The duties of the President of the F.P.U. are daily being added to and as the Trading Co.'s business has greatly extended this year, Mr. Coaker's duties have consequently been added to.

The Company recently purchased one lot of 10,000 barrels of

flour, 1000 barrels of beef, and 1000 barrels of pork, while the "Can't Lose is die this week at Halifax to load 1500 casks of kero oil to supply Union stores North.

The Company is now negotiating for the purchase of an auxiliary vessel of 150 tons to be used as a coaster to carry supplies to Union stores, and another such vessel will be purchased next year to engage in the same work. Those vessels will be used in the Brazil fishing carrying trade in winter.

Next week the Trading Co. will open its Gent's Furnishing Store to the public. Mr. Grimes has purchased a splendid lot of goods for this store during his visit to the United States and the public may look for gent's furnishings at prices that will astonish buyers and curtail the excessive profits so long being reaped by the trade on such goods.

Germany's War Motive

(From The Ottawa Citizen)

With a nation so apparently prosperous, industrious and progressive as Germany what was the impelling cause which prompted her to defy Europe, after weighing carefully the chances for and against her success? The question has, of course, been answered many times in many ways. Some point to the huge standing army of Germany as the chief cause, but obviously the army and navy were but instruments to enforce the will of the war lords when the conditions made war a necessity.

In 1870 Bismarck brought on war for political reasons—the expansion of Prussia and the consolidation of the German confederacy. In 1914 Wilhelm, it seems clear, precipitated war because of internal economic conditions. Germany's development economically, under a tariff system, was enormous from 1888 to 1913. Her population increased from 48 million to 66 million and the national wealth or accumulated savings of the people reached 75 billion dollars, according to Dr. Karl Helfferich, director of the Deutsche Bank, and now secretary of the imperial German treasury. He figured the income of the German people to be 10 billion dollars in 1913 as against about half that sum in 1895. But 1913 marked the zenith of German prosperity.

A depression occurred for which, according to the reports of the American consular department in Germany, was not the true cause of the trouble. During the years from 1910 or a little earlier not only did trade, commerce and agriculture make large demands upon accumulated money supplies, but states and cities had drawn so much upon the fountain of national credit as to make it impossible to replenish the supply in anything like the measure of the overflow, and there was a consequent increase in interest charges and a general stringency in the money market, so that for the first time in the history of united Germany conditions became serious. The fiscal system of the country, so long an apparent success, was breaking down, and drastic measures were necessary if Germany was not to suffer a disastrous economic collapse.

The German national debt is less than that of France or Great Britain though the year of strife just concluded has added greatly to it. The daily cost of the war to Germany, according to Teuton admissions, is about 8½ million dollars. A year of this would mean the doubling of the normal national debt of the country. This is what has actually happened. Moreover, the losses in human life—a direct drain upon the future industrial life of the nation—have been enormous. What

has been gained? Absolutely nothing. Belgium cannot be retained; the German colonies are lost, perhaps forever. The German maritime trade has been paralyzed and her export trade, totally 2½ billions yearly, is ruined. The inevitable end spells national bankruptcy and desolation.

The wars of to-day are trade wars—a fact easily demonstrated by the territorial bribes offered neutral nations to either participate or refrain from taking part on the one side or the other. The nation that places no restrictions on her commerce is interested in the prosperity of all other nations with whom she trades; the world is her market and anything which disturbs or restricts that market is to be avoided. The free trade nations seek no war. The restricted trade countries are concerned only with the success of their own trade at the expense of other nations—anything which regards the others helps the protected country.

And when depression comes or other nations outstrip it in the struggle for commercial supremacy the art of diplomacy is invoked to secure the share of commerce which restricted industry cannot of itself secure in the markets of the world. Diplomacy is the velvet glove on the mailed fist, and sooner or later it is drawn off. Germany prosperous was Germany at peace; but a country depressed and industrially failing is in a fighting mood and any excuse will do to provoke a quarrel.

Big Guns Of A Century Ago

It would scarcely appear feasible that a shot weighing 800 pounds, could have been employed a century ago, yet the Turks, who used the largest cannon in Europe, actually used guns of such calibre at that time. When Sir J. Duckworth passed the Dardanelles to attack Constantinople in 1807 his fleet was dreadfully shattered by the immense shot thrown from the batteries. The Royal George, of 110 guns, was nearly sunk by only one shot, while another cut the mainmast of the Windsor Castle almost in two; a single shot knocked two ports of the Thunderer into one; the Repulse (74 guns) had her wheel shot away and twenty-four men killed and wounded by a shot, the ship being saved only by the most wonderful exertions. The heaviest shot which struck our ships was of granite, weighing 800 pounds, and was 26 inches in diameter. One such shot, to the astonishment of the tars, stove in the whole starboard bow of the Active, and having crushed this immense mass of timber, the shot rolled ponderously aft, the crew standing aghast at this singular spectacle. One of these guns was cast in brass. It was composed of two parts, its breach resting against massive stonework, and the difficulty of charging such a monster would not allow of its being fired more than once.

KNEW BETTER THAN TO GO.
Mrs. A.—But, honestly, what was your reason for refusing her dinner invitation?
Mrs. B.—Experience. I used to have her cook.

Fishermen' Protective Union of Newfoundland.

Established, 1908.

President—W. F. COAKER, M.H.A.
Vice-President—ANDREW BROADERS.
Sec.-Treasurer—W. W. HALFYARD, M.H.A.

District Chairmen

Port-de-Grave, Geo. Grimes, M.H.A.

Harbor Grace, A. Morgan.

Conception Bay, W.F. Coaker M.H.A.

Bay-de-Verde, A.G. Hudson.

Trinity, J. G. Stone, M.H.A.

Bonavista, R. G. Winsor, M.H.A.

Fogo, W.W. Halfyard M.H.A.

Twillingate, W. B. Jennings, M.H.A.

Number of Local Councils—240.
Membership—20,000.
Disaster Fund—\$6,000.
Reserve Funds—\$11,000.

Fishermen's Union Trad- ing Co., Ltd.

Cash Capital Subscribed and Reserve—\$125,000

Managing Director—W. F. COAKER, M.H.A.
Secretary—W. W. HALFYARD, M.H.A.
Inspector of Outport Stores—J. G. STONE, M.H.A.

Head Offices, Warerooms, and Water Front.
Premises, 167 Water St. ST. JOHN'S.

BRANCH STORES IN OPERATION:

PORT-DE-GRAVE	CLARK'S BEACH
BAY ROBERTS	BAY-DE-VERDE
WINTERTON	PORT REXTON
CATALINA	BONAVISTA
KEELS	GREENSPOND
NEWTOWN	CAT HR.
DOTING COVE	SELDOM
TILTING	JOE BATT'S ARM
MAIN TICKLE (Change Islds.)	NORTH END (Change Islds.)
HERRING NECK	BOTWOOD
LEWISPORTE	TWILLINGATE
EXPLOITS	NIPPER'S HR.