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**J. J. ROSSITER
Real Estate Agent**

Our Motto: "SUUM CUIQUE."



("To Every Man His Own.")

The Mail and Advocate

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JOHN J. ST. JOHN

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OUR POINT OF VIEW

The W.P.A.

THE inspired reply of the W.P.A., which appeared in today's News, will not satisfy the friends of the lads serving the Flag in Turkey. The reply deals only with clothing.

What about all those little comforts mentioned as sent to the Scotch and Australian troops, which make our own brave lads feel so ashamed of their own dear old Terra Nova?

The W.P.A. must take the blame unless they publicly can show they have done all that is possible.

We learn that one gentleman yesterday sent a cable to England, ordering friends there to forward an outfit to his son at the Dardanelles, which cable and outfit will cost him \$50.

All Native Fathers with Sons serving our King and Empire at the Dardanelles will not be able to spend even one dollar for necessary comforts desired by their sons; but the Country will demand that the Patriotic Association or the W.P.A. should have seen that such comforts were afforded long ago and are continued from week to week.

We are taking it easy, enjoying ourselves and living just the same as though no war existed; but the 2500 lads who volunteered and the 1000 Naval Reservists who protect Britain's interests in the North Sea, who risk life and limb hourly and are experiencing all sorts of discomforts and enduring all sorts of suffering and hardships, must have their little comforts attended to, or Newfoundland citizens will be ashamed to face those who will live to return after the war.

An investigation is demanded. There must be no room left for such blunders in the future. The whole Country know that blunders have been made—blunders that will later on be exposed.

Those high up in authority have been blamed for committing big blunders, and apparently they are not all innocent of the charge; but the public must make sure that the Brave Sons of Terra Nova, who have so nobly offered ALL for King and Empire, are not left to die in Turkey uncared for, unforgotten, or neglected, while so many strong robust men just as capable have shirked their duty and have stayed behind to drink whiskey, and amuse young girls.

That is our first duty, and we ALL must see that it is not shirked.

Must Be Investigated

WE request Mr. Piccott to institute a searching enquiry into the charge made by Captain Clements of the ill-fated schooner Blanche M. Rose, respecting the conduct of the lightkeepers at Western Bay and Cape Spear light house.

Capt. Clements says he anchored at Western Bay Point at 9 a.m. on the 16th and at 10 a.m. he tied the Union Jack to the rigging as a signal of distress. He saw the keeper and another man walk out occasionally from the light house, but no attempt was made to communicate with the schooner in distress.

If the light-keeper, Edmund Butt, had thrown a small rope attached to a piece of wood into the sea the wind would have swept the rope towards the schooner, for the wind blew direct from the shore to the schooner, and a rope sent in this way would have been caught by the crew of the schooner and used to haul ashore the schooner's big line, which would have ensured the safety of the vessel and crew and prevented the chains from breaking. The schooner was no further than fifty fathoms from the shore.

The failure of the light-keeper to respond properly to the signal of distress, caused a loss of \$8000 worth of cargo on board the schooner belonging to poor fishermen of Grois Island and was responsible for the suffering and mental torture that those 19 souls endured during the four days they were drifting about the ocean expecting to meet death.

The schooner was 3 miles from Cape Spear on Wednesday morning at daybreak and could plainly see what was transpiring under the Cape. The schooner was not further than 10 miles distant from the Cape at dark that Wednesday. Why the keeper at the Cape did not see the schooner and inform the authorities is a matter that must be attended to at once, as the matter is about as serious as could be brought against any light-keeper.

The fate of 19 souls lay in the balance on that 17th day of Nov., and someone at Cape Spear, as well as Western Bay, blundered.

Punishment must be administered for such criminal neglect of duty, and the sooner Mr. Piccott sets to work to apply the medicine the better the fishermen will appreciate it.

The Fishery Department blundered by not communicating with the Florizel from Cape Race, requesting her captain to take a few cuts in and out the coast in order to make sure none of the missing vessels lay in that section of the coast.

Capt. Clements informs us that he did all possible to keep in the Florizel and Stephano's track rounding Cape Race, as he expected to see one or other of those steamers on the usual passing day—Thursday. He did see the Florizel's lights, not far distant, after they had been safely stowed away on board of the Mary Duff.

The crew of the Blanche M. Rose did not find a very liberal supply of food on board of the Mary Duff. Some of them were allowed but three slices of soft bread per day. The cook acted rather stingy, and said there was no stock of grub on board—whether the cook's story was correct or not they were not in a position to verify—but if the cook's statement as alleged by the men is correct, the owners of the Mary Duff ought to give up keeping foreign going ships. This part of the matter should also be investigated.

The experience of the passengers of the Blanche M. Rose might be seriously considered by Bowring Bros., for had the Prospero been ordered to call at Grois Island a couple of trips this fall and a couple of trips in the spring as advocated in the House the past two years by Messrs. Clapp and Coaker, all the women and children would be enabled to go and

come from here to Grois Island in a passenger ship, instead of facing the risk to life entailed in travelling on schooners.

The Prospero passes near Grois Island each trip, and Capt. Clements says the Island is absolutely safe for the Prospero to call and anchor, and it is understood that while Bowring Bros. are willing to allow the ship to call, Capt. Kean absolutely refuses to do so, on the plea that it would not be safe for the ship to approach the harbour. This feature of the matter should also be investigated by the Fishery Department, and the calling of the Prospero decided one way or another. If the Prospero cannot call there is surely nothing to prevent the Earl of Devon from making Grois Island a regular port of call.

Will Mr. Piccott please attend to this aspect of the matter?

Cod Oil

COD OIL jumped from \$145 to \$150 per ton yesterday. Very little oil now remain in the hands of the smaller men and fishermen, and as there is a great demand abroad for cod oil, those who hold any locally are demanding a heavy figure for their holdings.

All the Norwegian output for the coming winter has been contracted for by German interests at a very high figure, consequently by the month of April there will be a cod oil famine in America and England.

Prices here are expected to soar to \$160 before the close of the year.

The Union Trading Company hold three-fourths of all available cod oil now in the market here, which is about to be sold to an American concern, for transportation to America.

The Department Of Agriculture and Mines

THERE seems to be no effort made to clean up this section of the Government mess. From recent Canadian sources we learn that there is likely to be serious trouble for this Department owing to certain irregularities in connection with land deals.

Of course the McMartin-Job case is familiar to everybody, but there are some smaller transactions which are likely to come in to the courts which will involve certain smaller people and the consequences are likely to be disastrous for some of the officials of the Department. Men cannot live always "at a wine rate on a beer income."

We think the Executive (if there is such a thing left in the Colony) should get down to business at once and save us the opprobrium of public disgrace.

Time To Halt

WHILST everywhere else the press is clamouring for economy and a policy of saving, we seem to be quite oblivious of the fact that we are now in the throes of a terrible conflict and that we must economize if we wish to get through with the terrible

effects of the war.

We know people who are running automobiles and conducting other society functions who are not able to pay their house rent! Yet they carry on this business of keeping pace with Mr. and Mrs. So-and-So with a recklessness which is not only stupid but worse.

We trust these people will take a bit of advice from us and stall their machines until their financial conditions warrant their being brought forth again. We do not wish to be personal, but we may have to be presently if the automobile procession and other things continue.

Will Be Beneficial

RECENTLY the Manager of the Educational Press visited this city and though his stay was brief it will have a very good effect. One of the magazines published by this organization is "The Canadian Fisherman"—a journal that promises to have an influence for good in fishing circles in the Colony. This journal has one of our most brilliant writers here as its regular correspondent, and short though the time has been since the Newfoundland end of the work has been in existence, the influence of the periodical is quite noticeable.

Mr. Harpell, so we are informed, was very favourably impressed with things in this Colony and during his brief stay here he met some of our most prominent people. We understand that the Educational Press will shortly issue a Supplement dealing exclusively with Newfoundland affairs, and as this will be written by one of our most competent and brilliant writers, it will certainly be an interesting affair.

The fact is that we are almost unknown even to our friends in Canada, so that the venture of Mr. Harpell will have the effect of disabusing our Canadian friends of much foggy information.

Some years ago the Rev. Dr. Harvey—one of the most brilliant and informative writers that the Colony has ever had—wrote a regular weekly contribution to The Montreal Gazette. Since his death we have never had any such contributions regarding affairs in the Colony. Hence it is that so much buncombe finds its way into the foreign press. This we trust will cease now as the "Canadian Fishermen" will keep our friends informed as to what is happening in the Colony.

The Mail and Advocate will devote special space and prominence to these efforts of the Educational Press as we believe the articles which will appear will make for general benefit of the toilers of this Colony. Never before was there such an interest taken in the discussion on fishery matters, and we hope as the days go by that there will be more discussion on fishery subjects.

Our local press has been wasting a tremendous amount of energy in discussing subjects that have no interest for our people, and as far as we are concerned we shall devote all available space to

the discussion of the one subject that really makes Newfoundland an actuality, viz., fishing.

Of course we have certain other industries which are helpful; but we must not forget that first and foremost we are a fishing people.

It is all very well to talk of Caribide propositions and other subsidiary industries; but we must not forget when "the cods" tails cease to wag in our waters Newfoundland commerce must cease to exist." This is an expression which we heard very many years ago, and we find that it is the basis of our economic existence.

We believe that with educational facilities for our fishermen along proper lines that we are destined to become a people of considerable importance. The Mail and Advocate has this policy as its raison d'être and we hope that our readers will realize this to the fullest extent.

The W.P.A.

WE have received a communication from Mrs. John Browning in reply to our editorial remarks of yesterday dealing with the condition of our Soldiers Boys on Gallipoli. We will publish this letter to-morrow.

This Is Interesting

SOME days ago we received the accompanying advertisement which appeared and appears in a Canadian newspaper. What are our supposed live fish exporters doing? If an English firm finds it profitable to advertise for "Dry Salt Fish" in such a far off section as Montreal, surely we should be able to get hold of the trade.

We have regular connection with London and the Furness-Withy boats surely should deliver fish cheaper from St. John's than from any Canadian port. We have not made any enquiry as to the difference in rates between Halifax and St. John's, but we believe that we can deliver fish in London more cheaply than any other people can.

As we have frequently discussed in our columns, we must take care of the package. Some weeks ago we noticed a consignment of fish that was put up in birch rind bundles. This should be more extensively practiced.

DRY SALT CODFISH

We are regular buyers
The St. Dunstan's Oil Co.,
84 Lower Thames St.,
London, E.C., England.

BANKERS:
London City and Midland Bank,
Eastcheap, E.C.

Germany a Window-Dresser

London Daily Chronicle:—Germany is an adept in window-dressing, and relies much on it to discourage our Allies and impress neutrals. And a section of our Press is much too eager to take her at her own valuation. That is at least as great a mistake as over-confidence. We have no need to lose faith in our ability, if only we persevere, to pull her down.

READ THE MAIL AND ADVOCATE.

**Special Showing of
NEW DRESS GOODS**

DRESS VENETIANS, all colors, 50c. up
COSTUME TWEED, assorted, 50c. "
DRESS SERGES, Bl'k & Navy, 70c. "
Plain and Fancy, Black, 40c. "

For Evening Wear

COLOURED VOILES, All Shades and Prices.

Nicholle, Inkpen & Chafe

Limited.

315 -:- WATER STREET -:- 315

Agents for Ungars Laundry & Dye Works,

Write For Our Low Prices

—of—

Ham Butt Pork
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Boneless Beef
Special Family Beef
Granulated Sugar
Raisins & Currants

—and—

All Lines of General Provisions.

HEARN & COMPANY

St. John's, Newfoundland.

**GOOD COTTON BLANKETS,
CHEAP.**

We have purchased a clearing lot of COTTON BLANKETS, which includes odd lines, and some with slight defects. We are selling them by THE POUND at prices which will bring the cost to you down to about two-thirds of the usual price.

You will save by buying now.

ROBERT TEMPLETON,
333 Water Street.

Reid-Newfoundland Co.

South Coast Service.

The S.S. GLENCOE will sail from Placentia on Wednesday, Dec. 1st, after arrival of train from St. John's, for the usual ports of call between Placentia & Port aux Basques

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EVAPORATED MILK

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