

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE."

THE MAIL AND ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. III. No. 68.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, MARCH 25, 1916.

Price: 1 Cent.

Big Battles Raging French Russian Fronts

French Keep up Vigorous Bombardment Round Points North-west of Verdun... They Also Hammer German Positions East of Argonne Forest...

LONDON, Mar. 25.—It is still in the French and Russian war theatres that the heaviest battles are in progress...

The Kaiser Soon Due at Vilna

London, March 25.—Newspapers in Petrograd, according to a despatch from that city, publish the report that preparations are being made for the arrival of Emperor William in the near future at Vilna...

Another Neutral Is Torpedoed

London, March 25.—The Norwegian steamer Blaaklakken was torpedoed in the North Sea a week ago while on a voyage from England to Norway...

New Prefect

Rome, March 25.—Pope Benedict has appointed Cardinal Domenico Serafini to be Prefect of the sacred congregation of the Propaganda.

List Imports Prohibited is Long One

Proclamation Prohibiting Certain Imports After March 30 Will Be Issued Soon—Certain Goods Now Contracted For Are Allowed in Under License

LONDON, Mar. 25.—A lengthy extension of articles of importation, which are prohibited, and which was forecasted by Walter Runciman, President of the Board of Trade...

The Board gave notice that a proclamation will be issued shortly, prohibiting, after March 30th, the importation of the following goods:—Baskets, basketware (except of bamboo), cement, cloisonne wares, pottery (not including cloisonne wares), cotton yarn, cotton piece goods, cotton manufactures of all kinds (except nosiery), lace, cutlery, fatty acids, furniture, manufactures, joinery, and other wood manufactures (except lacquered ware) hardware, hollow ware, oilcloth, soap, toys, game playing cards, wood timber, beech, birch, elm and oak, and woollen worsted manufactures of all kinds (except yarns).

The importation of these goods will be allowed only under a license, but the Board of Trade states that such licenses will generally be granted only for goods on the way to the United Kingdom or goods actually purchased when the notice is issued.

Irish Papers Seized

Dublin, March 25.—The military civil police yesterday visited the publishing offices and seized copies of five Irish publications. In some cases they dismantled the printing machinery. This step was taken on the ground of disloyalty.

In Sporting Circles

New York, March 25.—In same ring here to-night two world's champions successfully defended titles. Freddie Welsh, lightweight title holder, scored a technical knockout over Frank Whitney of Cedar Rapids, Iowa; while Johnny Kilbane, featherweight champion, defeated Harry Donohue of Peoria, Ills.

Rumours

NEW YORK, Mar. 24.—A news agency despatch from Amsterdam today says, Flushing correspondents of an Amsterdam newspaper to-day reported rumours of heavy firing in the Channel from the direction of Ostend and Westende.

Allies Have Declined Lansing's Proposal

WASHINGTON, Mar. 24.—The Entente Allies, replying individually to Secretary of State Lansing's suggestion for the disarmament of all merchant ships, have declined the proposal.

Dominion Liner Sunk

LONDON, Mar. 24.—The steamer Englishman, of the Dominion Line, has been sunk, according to Lloyd's. It is stated that, thus far, sixty-eight survivors have been accounted for. The last record of the steamer Englishman shows that she sailed from Portland, Maine, on Feb. 17th for St. Nazaire and Avonmouth.

May Be; But

SAN ANTONIO, Texas, Mar. 24.—Reports from Mexican sources that Villa had been defeated by the American and Mexican troops at Elizoar near Maminiquia, were accepted today by Major General Funston as probably true, although no confirmation by General Pershing had been received.

OFFICIAL BRITISH

LONDON, Mar. 24 (Official).—The enemy exploded mines last night and to-day near Culinchy, just north of LaBassée Canal. No damage. We bombarded hostile trenches south of Comines Canal.

LONDON, Mar. 24.—Reorganization of the British forces in Egypt, following the satisfactory turn of affairs, it is officially announced this evening. The War Office statement says: "The military position in Egypt being satisfactory, owing to the failure of attempts by the Turks on the west frontiers, reorganization of the forces of that country have been effected. General Sir A. Murray has assumed sole command in Egypt. General Sir E. Maxwell left for England to-day."

London, March 25.—A British expeditionary force campaigning against German East Africa is making further progress with aggressive operations, according to an official statement issued to-night. General Smuts is in charge of operations and reported the occupation of Arusha and driving the Germans from their line along Ruwu River. Field Marshal Kitchener, Secretary of War, has telegraphed his congratulations to the Commander General.

FRENCH

PARIS, Mar. 24 (Official).—Bombardments by French and Germans of positions in the woods of Malancourt and Avocourt both on the German and French positions, on all sides of Verdun, continue, according to a French official to-night. No infantry action has taken place except in the Argonne Forest, where the Germans entered the first line of French trenches, but were immediately expelled with the loss of some men taken prisoners.

PARIS, Mar. 24, via St. Pierre, Mar. 25.—In Argonne, at Vauquois, following a mine explosion, the enemy succeeded in gaining a footing in our first line, but was immediately dislodged by our counter-attack, which secured us thirty prisoners. We still keep up a destructive fire on the German lines, convoys and roads in eastern Argonne. North of Verdun there is nothing to report, but there is an intermittent cannonade along our lines east and west of the Meuse. Our batteries are joining in most vigorously. North of St. Mihiel, our long-range batteries struck a German convoy train, causing an explosion.

Shackleton Back Antarctic Trip ---Ship Adrift

Reaches the Ross Sea Base When Party Intended to Embark on Aurora for New Zealand—Aurora Goes Adrift While Party of Ten Were on Shore—Explorer Has Apparently Achieved his Purpose of Crossing the South Pole—Present Appearance Indicate Party Will Have to Spend Another Year in Antarctic Regions

LONDON, Mar. 25.—Lieutenant Sir Ernest Shackleton arrived at his base on the Australian side of the Antarctic Continent, apparently having achieved his purpose of crossing the South Pole. Report from Sydney, N.S.W. announced the arrival of the expedition at the Ross Sea base. Later despatches, however, make it appear that the explorer and most of his party will have to spend another year in the Antarctic regions, because of an accident to the expedition ship, in command of Lieutenant Aeneas Mackintosh, which had been in the Ross Sea awaiting Shackleton's arrival. Sydney reports that the Aurora had broken from her moorings and gone adrift. If this report is true, probably Lieutenant Shackleton and his party have remained at the Ross Sea base until a relief ship comes to their rescue.

LONDON, Mar. 24.—Lady Shackleton has received no news of the expedition except the press bulletin announcing that the Aurora had gone adrift. She was greatly distressed, as this means that she cannot receive news from her husband for another year, but still has hopes that some other ship might rescue the party. A despatch received in London from Sydney indicates the point at which Lieut. Shackleton arrived, which was not brought out in the first announcement of his return, was the Ross Sea base. There the party was to have embarked on the Aurora to return to New Zealand, where the Aurora set out. Ross Sea was named for the English explorer, John Ross, who discovered it in 1842. It is between lat. 70 and 80, and is within the Antarctic Circle. The Shackleton base is probably between 1,500 and 2,000 miles from New Zealand. If Shackleton has reached this base, he has crossed the Antarctic region to a point which is perhaps 800 or 1000 miles beyond the South Pole.

Channel Steamer Towed Boulogne Badly Damaged

Steamer Sussex Bound From Folkestone for Dieppe, France, Meets With Mishap off Lutter Port—Several Lives Lost by Explosion—Had Some Thirty Americans Aboard—In all 386 Passengers—Wireless Messages Brought Help From Many Quarters—Steamer Was Owned by French State Railroads

LONDON, Mar. 24.—It is reported that a cross-Channel passenger boat from Folkestone to Dieppe, France, was sunk this afternoon. Nothing is obtainable as yet from any reliable quarter here concerning the Folkestone boat, but she is understood to have been carrying 240 civilian passengers in addition to a crew of 60 men. It is rumoured that the steamer sank at four o'clock this afternoon. The Continental traffic office on the Brighton railroad says that according to a report received by it, all persons on board the steamer were saved, and that the vessel is still afloat.

LONDON, Mar. 24.—The Central News says that the steamer was the Sussex, and that she was torpedoed off Beachy Head. The Agency gives the number of passengers as 380, few of whom were British. The vessel was under the command of Capt. Moffett, while the crew numbered, mostly French.

LONDON, Mar. 24.—Later report says that the Sussex is still afloat in charge of a tug.

LONDON, Mar. 25.—The cross-Channel steamer Sussex was seriously damaged yesterday afternoon near Boulogne this morning. Information received at Dover states that some lives were lost by the explosion, which caused damage to her, a few of the rescued passengers being brought to Dover, but the majority of those who were taken off the steamer by rescuing vessels, will be landed in France.

There were 30 Americans aboard the Sussex, which left Folkestone yesterday, shortly after noon, in clear weather. She proceeded without incident until 4.30, when she was struck amidships and a crash followed. Several hands in the engine-room were badly injured. Wireless messages brought help from both sides of the Channel, and it was thought all the passengers were rescued. Fear of mines and torpedoes, has caused special precautions to be taken by Channel boats during the last few days, and owing to their tight draught it had been generally thought they were safe from torpedoes.

LONDON, Mar. 25.—"I think it is probable there were a number of Americans among the passengers on the Sussex," said Robert P. Skinner, American Consul-General in reply to a question by the Associated Press, "because during the last few days many office received passports for many Americans going to France." Both General said there were rumours that the Sussex had been torpedoed, but neither had received any details.

The Brighton Railroad to-night issued the following account of the accident to the Sussex, sailing under the French flag, on the Folkestone-Dieppe service, which met with a mishap somewhere off Dieppe, on her passage to-day: "There were 386 passengers aboard and a crew of about 50, but it is impossible at present to give further particulars, as no passenger list is available. At 8.30 o'clock this evening the vessel was still afloat in charge of a tug. It is assumed, therefore, that all the passengers were saved. The Sussex left Folkestone at 1.20 o'clock this afternoon, flying the French flag, and met with a mishap somewhere off Dieppe at seven o'clock to-night. When the alarm signal was sent out, a number of vessels in the vicinity hurried to her assistance, while others rushed under full steam from Dieppe Harbor." The Sussex is owned by the French State Railroads, but is managed by

Earl Derby's Resignation Demanded

Manchester, March 25.—Earl Derby's resignation as Director General of Recruiting, was demanded by a resolution passed at a meeting of married men who have attested under the Derby scheme. The meeting was held for the purpose of protesting against married men being called to the colors before all available single men had joined the army. The speakers called upon Earl Derby and Premier Asquith to fulfill their pledge that every available single man whose work could be done by married men or by women would be called up. They also demanded that there be general recognition of decisions of recruiting tribunals medical certificates regarding single men throughout the country. A similar meeting of protest was held simultaneously in other cities.

Two More Ships Sunk

LONDON, Mar. 24.—Another Danish steamship has been sunk, the Christiansund, 1,017 tons. Crew saved. The British steamship Fulmar, 1,270 tons, is also sunk. Crew rescued.

WHERE'S MURPHY?

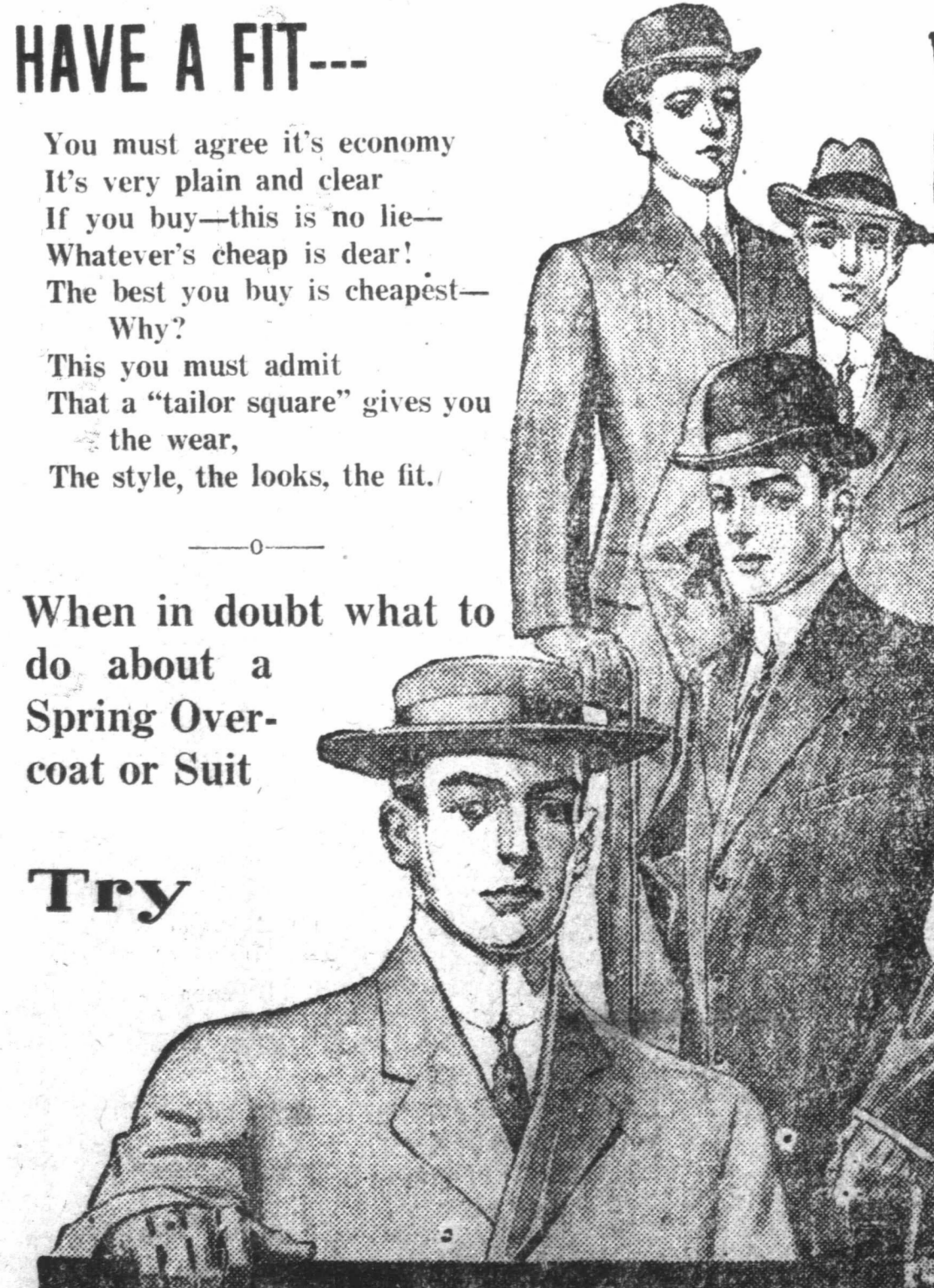
With the brave Australian troops who so distinguished themselves in the Gallipoli fighting was a stretcher-bearer with the Irish cognomen Murphy, who was himself killed in the discharge of his duties in the wounded at the announcement of the heroic Anzac stretcher-bearer's death on duty's path, a sergeant answered the question, "Where's Murphy?" by the words, "Murphy's at the Gate of Heaven, helping the soldiers through."

Day after day he had journeyed Where hillsides and valleys were red, Striving to succour the wounded, Closing the eyes of the dead, Cheery, and dauntless, and loyal, They called him the sufferers' friend; 'Twas "Murphy," when happy-go-lucky, 'Twas "God bless you, Jack," at the end.

Bring your donkeys along here, old fellow, I'm thirsting and wounded full sore, Oh, it's you that's God's own stretcher-bearer— There was never your like on the shore! Down through the dark rain of shrapnel, Safely his burdens delivered, Back again, swiftly, he turns, Bravely the dumb beasts beside him Fight every inch of the way, Struggling for footing, and holding— Victors, they too, in the fray. Here, on the side of the mountain, Tremulous voices are heard; "Can't beat good old Murphy for sure needs. He speaks like the wing of a bird.

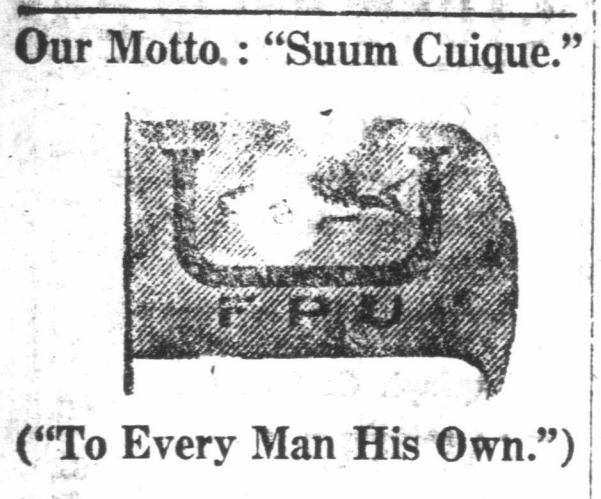
And ever and ever did Murphy Toll on through the dust and the heat, Bringing to shelter and safety All to whom living was sweet; Death sheathed his sword as he passed and him, Love gave his "Victoria Cross," Unknowing, unmindful, he hurried Through Ward's day of grim "pitch-and-toss."

But there came the lone hour when the wounded, Lying moaning and writhing in pain, For the sturdy and brave stretcher-bearer Cried out to the heavens in vain. "Where's 'Murphy'?" Oh, hasten his coming! Where's 'Murphy'? What keeps him so late?" (Ah, poor stricken lads of the trenches, Love stay not the bullet of Fate!) "Where's 'Murphy'?" the night hears them calling, "Where's 'Murphy'?" The dawn their cry— Last question on lips of the dying, Which never on earth had reply, "Where's 'Murphy'?" There's no one to answer; Yet, hush!—there's a step and a word— One word with an infinite meaning, By the living with sympathy heard. A sergeant's eyes grow misty, Then his voice rings clear and true: "Murphy's at the Gate of Heaven, Helping the soldiers through." —Marion Miller Knowles



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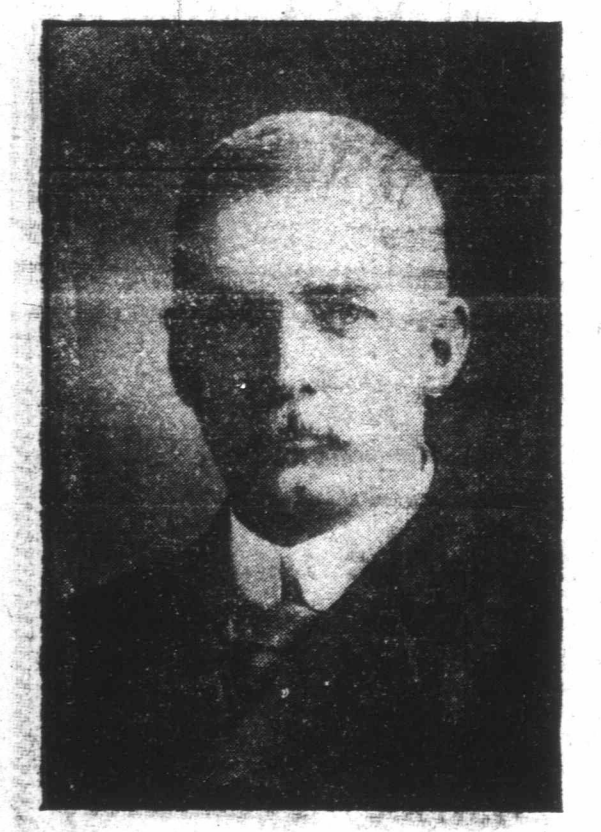
ANOTHER LOT OF 22 TUBS BEST BUTTER FROM MONTREAL On Consignment. PRICE IS RIGHT. J. J. ROSSITER,



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., MARCH 25, 1916

THE LEADER OF THE LIBERAL UNION PARTY



MR. W. F. LLOYD. At a meeting of the members who sit on the Opposition side of the House of Assembly, held on Wednesday afternoon, the question of Leadership of the Opposition was considered. On motion of Mr. Cliff, seconded by Mr. Coaker, Mr. Lloyd was unanimously elected Leader of the Opposition Party. Mr. Lloyd thanked his colleagues for the honour which they had done him and he would endeavour to fulfil the duties of the office. At a meeting last night consisting of members of the House and prominent Liberals who had contested Districts at the last Election, it was resolved unanimously to merge the Liberal Party and the Union Party into one party, which would be known as the Liberal Union Party. Mr. Lloyd will therefore assume the Leadership of the United Opposition in the House of Assembly when it meets on Monday and occupy the desk vacated by Judge Kent.

Believe me when I tell you that thirt of time will repay you in after life with a usury of profit beyond your most sanguine dreams, and a waste of it will make you dwindle alike in intellectual and moral stature, beyond your darkest reckoning.—Gladstone.

WHO IS THE LIAR?

ON Monday Mr. Jennings from his place in the House spoke strongly in reference to the deceit practiced by pit-prop contractors to entrap the Premier into allowing green timber to be cut for pit props, and Mr. Jennings quoted from two letters sent the Premier—one dated October 5th and the other dated October 9th—the one denying the other's statement. We publish these letters in order to permit our readers to form their own opinions as to which is correct.

Lewisporte, Oct. 8th, 1915.

Dear Sir Edward, In reply to yours of Oct. 5th, I beg to say as follows:— M. E. Martin of St. John's or J. O. Williams representing Evans & Reid of Cardiff is I am informed arranging to cut pit props at Lewisporte, Loon Bay, Birch Bay, Boyd's Cove, Lord's Arm, Scissor's Cove and Norris' Arm. P. LeGrow of Springdale and Rich. Quirk of Fortune Hr. are also contracting for this wood, and it looks as though operations this year will be more extensive than last year. J. Manuel of Exploits has also arranged with T. Manuel & Co. of Loon Bay to put numbers of men in the woods soon at this work.

The Horwood L. Co. will operate again at Lord's Arm, Scissor's Cove, Loon Bay, Dog and Gander Bays. The Birchy Bay L. Co. I am also told are getting ready for this work too. There have been no pit props cut in this neighbourhood since August 31st, but I am told Rich. Quirk of Fortune Hr. has men now cutting, others are about starting and in all probability by Nov. 1st pit prop cutting will be in full swing on a very large scale. I don't know that I can inform you further just now, but as operations develop, I will be in a position to give you more definite information.

I have the honour to be, Your obedient servant, (Sgd.) W. W. BRADLEY, To Rt. Hon. Sir E. P. Morris, K.C., St. John's.

52 Freshwater Road, St. John's, Nfld., Oct. 9th, 1915. Rt. Hon. Sir E. P. Morris, St. John's.

I am in receipt of your letter of Oct. 5th and in reply would say as far as I know there are no pit props being cut anywhere North this autumn nor are there any contracts made for cutting this winter. The reason for this at least as far as I am concerned is because of the new law prohibiting the cutting of green wood on the three mile limit. I will have shipped by the end of this season about 30,000 cords about 70 per cent of which is green wood. Every lot of dry wood shipped has been a cause for complaint and this Company have advised me that unless I can supply green wood they will have to go to Canada and look for next year's supply. Respectfully yours, (Sgd.) M. E. MARTIN.

WOULD EFFECT US

THE American fishing interests, says The Canadian Fisherman, are much concerned over a Bill which is to be introduced at the present session of the American Congress. This Bill (known as "The Cary Bill") would prevent the sale or transportation, in state or foreign, of food which has been held in cold storage for more than three months. The passage of the Bill would mean that fish products could only be kept in storage for three months, and after that, it could not be offered for sale either in the United States or abroad. This would have a very disastrous effect on our herring industry, as much of the frozen herring are cold stored in the United States until the requirement of the fish trade demand its being put on the market. The Bill would mean also an increase in the cost of fish to the consumer at times when fresh fish is scarce, and practically destroy the fish business for dealer and fisherman. It is a somewhat notable fact that a good deal of such legislation as this emanates from the fertile brain of some sage-brush Senator or Congressman who has little or no knowledge of the industries which his scheme would affect. It is to be hoped that this Cary Bill will meet the fate it deserves;

FROZEN FISH IN ENGLAND

THAT there is a good outlet for frozen fish in the English market is evidenced by the following item from the "Fish Trades Gazette" of London:—

"Two years ago it was demonstrated that, providing the quality was A1 and the freezing all it should be, halibut sent from Canada could be made a success with careful handling. This was in pre-war times; and certainly since the war has caused an abnormal scarcity of fish, the prejudice that existed against frozen fish has been broken down to a considerable extent, and now it is proven that frozen halibut is being recognized as a very useful commodity in the British markets, and if the same course were pursued with haddock, finnies, fillets, and other kinds of Canadian fish, it would be acceptable in the British markets. If the fish were in the first instance dressed, split, etc., on British lines and frozen hard enough to stand what delays might ensue in shipping and the passage across the Atlantic, Canadian fish should prove a success and would be a very good addition to the food supply of the country."

If this applies to Canada, it applies with greater force to ourselves. In normal years, we have a fairly abundant yield of halibut. Were the halibut fishery developed, as it should be, we would have a surplus which it would be profitable to ship across the Atlantic. At present, our halibut fishery is confined to Pass Island, Renconne, and other sections to the westward, chiefly in Fortune Bay, and is carried on by dory fishermen who have not the appliances to enable them to make a large catch. These fishermen were provided with small motor craft in which they could weather an ordinary freeze, and not be obliged to seek the shelter of the home port every evening, the halibut fishery might be conducted far more profitably to fisherman and dealers.

So far, this fishery is conducted simply with a view to supplying the local and the Sydney markets. Naturally, when any quantity of fish is caught, these markets are poor, as the demand is limited, and we the English market available, there should be a remunerative business in the halibut fishery. That there are extensive halibut grounds in the Gulf there can be not the least doubt; and we have positive proof that Americans have made a success of the northern halibut fishery.

We have been entirely too conservative in the fishery business, and have been carrying all "our eggs in the same basket." We must branch out into new ventures, and thus our toilers will find the industry far more remunerative than hitherto. It is only recently that we have "discovered" a turbot fishery. This has no assumed proportions which indicate that the turbot fishery will be regularly carried on in future. As the quality of this auspicious fish becomes better known, the demand for it will increase. Even at the present time, it yields profitable returns to those who have had the courage to venture into it.

FISH FOR THE ARMY

WE learn from 'The Canadian Fisherman' that through the efforts of the Canadian Fisheries Association and Major Hugh A. Green, Director for Saskatchewan, the Canadian soldiers in Great Britain and Flanders are being supplied with Canadian fish. Major Green has been appointed by the Canadian Minister of Militia as Director of fish supplies, Canadian Army Service Corps, attached to Headquarters in England. Officers have been appointed to assist him, and arrangements have been made to supply the fish from Canadian producers. The first consignment recently arrived in England, and Tommy Atkins is emulating Oliver Twist in asking for "more." Of course, unlike the case of O.T., the "more" will be forthcoming. Why have not we been active in this particular line? We have several times in this column drawn the attention of the Government of the Colony to the possibilities of a fish trade for army rations both in England and on the Continent. We have given data regarding the demand for tinned salmon, and tinned fish of other kinds that were required for the French army. It is really singular that our "Man of the

Hour" should be so short-sighted in this respect.

France has been buying freely of American products for several months; yet we, who are really entitled to a share of the army fish trade, have been passed by. We have been trying to find a profitable market for salmon and lobsters; yet, we have positive knowledge that there has been a brisk demand in Havre for canned fish.

"WHAT'S WRONG WITH THE WORLD?"

CHESTERTON recently published an interesting volume of which the title is "What's Wrong With the World?"; and its theme is the necessity of plain living. The lessons taught in this volume are very apposite at the moment. The present age is the era of luxury, and luxury ought to have no place in any life, least of all in the life of a child. It is certain to produce physical and moral weakness, to corrupt the noblest faculties of the soul and render its slaves fit only for pleasure. Yet this is denied to-day at the hands of unwise parents. Nothing is denied the child of the period; not pampered and cajoled, not trained. The result is that at an age when youth should possess will-power to choose wisely, that power is gone, and in its place is a crazy for evil allurement. To this we must attribute the lamentable failures which are everywhere so evident in families where the "silver spoon" has been used in our midst whose parents toiled and labored necessarily to provide for the sons who are to-day misfits in the business and the industrial world. The father was content with a modest outport home and he was not particularly fastidious as to the cut or color of garments. Nor did the mother care as to whether her bonnet was millinery creation or her own handwork. When Harrell and Mabel reached the schooling age, the old folks removed to the city; and then came—the deluge. They had plenty of means; and the inevitable happened. There must be a large and fashionable house on—Street so that the younger folks could invite their friends to social functions. Finally, the younger members broke into "society" and the old folks were relegated to the rear of the fashionable mansion. Luxury entered at the door, and domestic peace vanished.

What we need to-day is plainer living; and this can be effected by parents who will not be foolish enough to abandon the old outport homestead to meet the whims of the younger generation. Keep your young people at home, and we shall have fewer misfits and fewer heartbreakings. Luxury and its accompanying influences—wither the fortitude of the soul and make incapable of patient industry and perseverance, but simplicity of life forms the Christian character and by wise discipline builds up the strength of soul that gives us the foundations of true life and forms the pillars of society. Any other ideal or rule is evil and sure to work harm.

GLEANINGS OF GONE BY DAYS

MARCH 25
FEAST of the Annunciation. Major Wright, R.A., Fort William, died, 1867. Steamer Hawk, Capt. W. Jackson, first in, with 9,000 seals, 1869. Hon. Robert Alsop died, 1871. Power's and McLarty's houses, in Water-street, burnt, 1876. Bill passed Assembly increasing representation from fifteen to twenty-eight, to come into effect at the next following election, 1856. Mrs. Agnes Cowan, matron of St. John's hospital for thirty-two years, died, 1893. James Corcoran, Legislative Council, died, 1894. Insolvency Act introduced by Mr. Row, read first time, 1834. Petitions from R. Slade and others, Twillingate; Nicholas Godner and others, Torbay; Wm. Noseworthy and others, Pouch Cove; for statute labor on roads, received in House, 1834. MARCH 26 This day in the Assembly the committee on estimates reported that all ecclesiastical salaries ought to be disallowed, on the ground that all religious bodies should support their own establishments, 1834. John Skelton and others, Bonavista, petition for magistrate and policeman, as many crimes have been committed, 1834. Four hundred pounds reward

YESTERDAY AT THE HOUSE.

THURSDAY, March 24th. Very little business was transacted at the House last evening, the sitting only lasting one hour, which was occupied mostly in answering questions asked by the Opposition and dealing with certain Government bills in the regular red tape style.

MR. WALSH—Petitions were presented by Mr. Walsh in reference to telegraph matters in his district.

MR. ABBOTT presented a petition largely signed by the residents of Brooklyn and other settlements, asking for a sum of money to build a road to the Railway Station, and pointed out the great need of this matter being attended to at once.

MR. CLAPP also presented an important petition from LaSalle, asking that all postal work be done in the telegraph office there.

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Reid-Newfoundland Co.
COLUMBIA IGNITOR CELLS.
We have just received a shipment of the world-celebrated No 6 Dry Cells.
WATER STREET STORES DEPT.

On Monday, Mr. Coaker Petitioned the House Regarding Labrador Fishery Matters--He Also Asked What Action the Government Intended to Take Regarding Bait Depots --Asks for Logging Inspector's Report--Asks What Action the Govt. Will Take Towards Providing a Tug for Rescuing Vessels That are Driven to Sea.

MR. COAKER--Mr. Speaker: I ask leave to present a petition from the inhabitants of Lush's Bight, in the district of Twillingate, upon a matter that was considered at the recent session of the F. P. U. in connection with fishery affairs. The petitioners ask, among other things, that steamers exceeding 500 tons net, be prohibited from prosecuting the seal fishery; that auxiliary motor vessels, over 25 tons, be prohibited from engaging in the Labrador fishery; that the Government bonus for encouragement of shipbuilding be increased fifty per cent; that a guaranteed dividend of 10 per cent, be paid to all companies or individuals engaged in shipbuilding for ten years. The petition is largely signed by the inhabitants of Lush's Bight. I also have petitions on the same subject from the inhabitants of Birch Bay, Little Harbour, Ex-plains, Pilly's Island, Comfort Cove, Lewisport, Nipper's Harbor, New Day, Springdale, Stanhope, Boyd's Cove, Botwood, Summerport, Twillingate and Salt Pond. The various matters referred to in these petitions will be dealt with as we proceed with the business of the House, and in all probability will be taken up by us in connection with the Address in Reply, so that I will not now delay the House by referring to the several matters dealt with.

MR. COAKER asked the Rt. Hon. the Premier whether the Government intends to take any action during the coming year regarding the establishment of Bait Depots, to provide a bait supply for fishermen.

MR. COAKER asked the Rt. Hon. the Prime Minister whether the Government will introduce legislation at this Session providing a guarantee of dividend for moneys invested in shipbuilding yards in this Colony, and whether the Government will increase the bonus for shipbuilding in order to re-establish this industry.

MR. COAKER asked the Rt. Hon. the Prime Minister whether any enquiry was instituted respecting the alleged neglect of Light-keepers at Western Bay and Cape Spear respecting the schooner "Blanche M. Rose," if so to take the same.

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ment of a shipbuilding enterprise in the Colony, provided the proper safeguards in the interests of the public are given, more particularly with regard to continuous operation. I should not suppose that there would be any objection to that; it would only be a question of the amount of the guarantee. Of course, there would have to be a clause guaranteeing continuous operation. It would not do to give a guarantee for the establishment of such an industry, and find that after a couple of years the company had stopped building, and yet the Government remained liable for an annual guarantee on the capital. Any reasonable proposal made by any company or individual the Government will be glad to consider, and to enact legislation this session. I may say that I have already discussed this matter very fully with the Minister of Marine and Fisheries, who has considerable knowledge of the matter, and it may be possible that something satisfactory may be put on the Statute Book during the coming session.

MR. COAKER asked the Rt. Hon. the Prime Minister whether the Government proposed to provide a suitable tug for rescuing life and property driven to sea by gales, as recommended by the recent F. P. U. Convention.

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MINISTER OF PUBLIC WORKS--Mr. Speaker, I beg to table the information asked for.

MR. COAKER asked the Rt. Hon. the Prime Minister to lay upon the table of the House copies of all correspondence re pit prop cutting of green timber issued or received by his office, and copies of circulars sent out respecting this matter.

MR. COAKER asked the Rt. Hon. the Prime Minister whether the Government intend to introduce legislation dealing with the surveying and measurements of pit props.

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Ladies, Misses' and Child's WHITE WEAR.

Just Opened: Ladies, Misses & Children's American White Wear.

Blouses, Knickers, Skirts, Camisoles and Middy Blouses

Steer Bros.

Conclusion of Mr. Coaker's Speech in the House of Assembly, March 21st

(Continued from yesterday.) A Sunday I could understand why, and MR. COAKER--There are a large the Government would have been body of men that curse the day on justified in allowing her to sail per- which this Government went into haps on the Saturday night. Are you power. There is not a place where our going to violate your laws, the very men can cut an oar or a beam for laws you frame yourselves, almost be- their use. I, myself, have just travel- fore they are punished? If so, how led all along the shore in Green Bay can the people be blamed for doing for forty miles and the whole shore the same, which is only following you has been depleted of all its timber, example. This is the sort of thing thanks to this pit prop business. The that demoralizes the people. There men receive \$2.60 to \$2.80 per cord, seems to me to be no apparent justi- fication for the Florizel sailing at How can such work benefit the fisher- men when it robs them of their timber supply for operating the fisheries and building schooners. We should be getting eight to ten dollars for every cord put on board the steamers, in- stead of \$6 to \$6.50. All those men who represented the ring in England got their pitprops at \$6.50 delivered on board the vessel. They willing would have given three dollars more had the Government fixed such a price. But when they saw how many were willing to make contracts from \$5.50 to \$6.50, they saw they would be fools if they paid more.

Should Have Fixed a Price for Pit Props. If the Government had come in and put the price on every cord that price would have been paid, and the people would have received a far greater re- turn for their labor and timber. Two hundred and twenty shillings sterling is the price pit props are selling at in England. Everything we handle in Newfoundland we seem to make a bungle of and only awake to the fact when the horse is stolen. Then we lock the door. The result of all this fooling is you will have the curse of the people upon you for the next ten or fifteen years. The cure of the Premier's head. Ask Mr. Jennings who just came from that coast. Ask Mr. Stone from Trinity. Mes. Trinity. That is the place that has, perhaps, suffered most of all. Why? Because there was only a little forest left there and they made good use of it. The fishermen used this little forest sparingly and economically to turn out coopers, for it was all they had. I would have lasted them a long time. The pit prop business came, and now for ten years at the very least they won't be able to secure lumber to operate their little mill.

Florizel Breaks Sealing Law. Then, again, why was the Florizel allowed to sail before her time on the 15th. There was no occasion for her to sail at four in the morning instead of eight. Had the thirteenth come on

intelligence, contentment and esteem. These taste good to every body. And each one of them rests upon things that are distasteful, things that require effort and self-conquest.

WEDDING BELLS

At St. Mary's Church, on March 19th, by the Rev. H. Uphill, a very quiet, but pretty wedding, took place, the contracting parties being Private Martin Picco, of the 1st Newfoundland Regiment and Miss Ethel Peddle, daughter of Mr. and Mrs. William Peddle, shipwright. The bride was given away by her father and looked charming in a costume of blue silk with hat to match. Miss Caroline Peddle, sister of the bride, acted as bridesmaid, while Mr. W. Cross, of the H.M.S. "Briton," supported the groom. After the ceremony the happy couple returned to the home of the bride's parents, where refreshments were served. The bride and groom were the recipients of many valuable and useful presents. We heartily wish Mr. and Mrs. Picco many years of wedded bliss.--COR.

A COMPLETE JOB

"Do you love with all your soul" breathed the temperamental maiden as she peered through the orchard with which the table was decked at the luck fellow, whose joys and sorrows she had agreed to share.

The lady paused for a moment while he inspected the supper check just handed him by an obsequious mental.

"Yes, and with all my roll," he said fervently.

Failure after much perseverance is better than never to have had a striving worth calling a failure.

READ THE MAIL & ADVOCATE PUBLIC NOTICE

ON and after the 16th of March, the use of the Riverside Code, Fifth Edition, will be permitted in sending of telegraph messages, under the conditions applying to the use of authorized codes.

J. R. BENNETT, Deputy Chief Censor. Col. Secy's Office, 20 March, 1916.

Special Values in Stylish Tweed --Suits for Men-- WE have just opened a splendid lot of MEN'S READYMADE SUITS, that were especially selected for Spring Wear, in a handsome array of Neat, Dark Patterns. It will pay you to examine them before you buy your next Suit--you'll be able to get the particular Weave, Design, Quality, Style and Fit, in the English, Canadian, or American cut, that will thoroughly please you, from our representative stock. Here are a few prices:-- MEN'S TWEED SUITS. A good weighty quality, correctly cut, in neat, dark patterns, splendid value, latest style. Sizes: 3, 4, 5, 6 and 7. Price a Suit. \$8.00. MEN'S TWEED SUITS. A serviceable quality in dark, neat patterns, that for style, fit, finish and wear is hard to equal at the price. Sizes: 3, 4, 5, 6 and 7. Price a Suit. \$9.00. MEN'S TWEED SUITS. Splendid English, Brown and Grey mixed tweed--the qualities that most Men like. Correct style, perfect-fitting, finished with a good quality of lining and inter-lining. Sizes: 3, 4, 5, 6 and 7. Price a Suit. \$10.00. MEN'S TWEED SUITS. Excellent assortment in this bunch to select from. Here you'll find different weaves, in the finer grades of English and Scotch tweeds--in Browns, Greys, etc., in neat and dressy pin-stripes and the striped and checked shadow effects. Special care taken by the makers to give a correct fit or lay to the collar and extra pains devoted to give a shoulder supremacy not usually found in readymade clothing. You'll get splendid wear from these high-class suits and above all you are assured a perfect fit, correct style, best linings and inter-linings. Sizes: 3, 4, 5, 6 and 7. Prices a Suit. \$12.00, \$13.00, \$14.00. MEN'S FINE TWILL SERGE SUITS in Dark Navy Blue--good quality, correct style-- perfect-fitting and excellent finish. Sizes: 3, 4, 5, 6 and 7. Prices a Suit: \$10.50, \$12.00, \$13.00, \$14.00, \$16.00, \$18.00. Every item that goes to make a suit perfect is put into these Special Suits. Come in and examine them? Anderson's, Water Street, St. John's.

