

THE MAIL AND ADVOCATE

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TURKS GET SEVERE SET-BACK--BOMBARDMENT WITH HEAVY GUNS

IS FOLLOWED BY BAYONET ATTACK

Which Results in Complete Failure and Terrible Loss of Life--No Impression on British Lines

London, July 8.—The Turkish forces completely failed in the big attack which they began on July 4th against the Anglo-French forces in the Dardanelles...

Carrulous Haldane Taken to Task By Lloyd-George

Who Speaks of Evident Unwisdom of Bringing Tales

OUT OF SCHOOL

Manufactures Blame Labor Troubles For the Shortage of Munitions

London, July 8.—Lloyd George, British Minister of Munition authorized the statement tonight that he takes issue with Viscount Haldane the latter's version of what took place at a meeting of the committee of the Cabinet in October...

FRENCH DECIMATE ASSAILING TURKS ON GALLIOLI

Mowing Them Down By Machine Gun and Rifle Fire

A TURKISH CRUISER

Takes Part in the Engagement and Aviators Drops Bombs on Devoted French

Paris, July 7.—The French War Office this afternoon gave out the following:— "In the Dardanelles on the 5th July the Turks delivered a general attack, the most important they have undertaken since their effort in the early days of May...

Germany Puts All Her Efforts In Shipbuilding

Into Construction of Submarines Says Earl Selborne

IF FATAL BLOW IS NOT STRUCK

To British Commerce it Will Be No Fault Germany Admiralty

London, July 8th.—Earl Selborne, President of the Board of Agriculture, moving in the Lords this evening the second reading of the Bill which empowers the Government to prohibit the slaughter of young stock so as to preserve the meat supply expressed the opinion that Germans are putting their whole shipbuilding strength into the construction of submarines...

CANADIAN MARINE DEPARTMENT ISSUES WARNING TO MARINERS

GERMAN SUBMARINES IN THE ST. LAWRENCE

Captains Asked to Keep Sharp Lookout and Report Suspicious Craft

Montreal, July 8.—Rumors that German submarines might cross the Atlantic for the purpose of attacking ships leaving the St. Lawrence and Maritime province ports, probably are the cause of the warning being issued to mariners by A. Johnston, Deputy Minister of Marine and Fisheries, Ottawa. The notice reads:— "Suspected craft reported. Masters of all vessels navigating Canadian waters are warned as to the necessity of keeping a sharp lookout and reporting any suspicious craft they may sight. It is not desired that any hearsay evidence should be forwarded, but only definite facts."

Morgan's Assailant Attempts Destruction Atlantic Liners

New York, July 7.—Frank Holt, who attempted to assassinate Morgan, planned to destroy the trans-Atlantic liners Saxonia and Philadelphia by dynamite, which it is believed he had placed aboard the vessels before they sailed from New York for Liverpool on July 3rd.

Holt Intimated His Intention To Blow Up Liners

Dallas, Texas, July 7.—The admission that Mrs. Frank Holt had received a letter yesterday from her husband, intimating that he had planned to blow up one or more trans-Atlantic liners with timed bombs, was made today by Mrs. Holt's Attorney here. Mrs. Holt had denied receiving the letter.

Severe Battles In Bredil Pass

Udine, Italy, July 7.—Fighting along the Austrian frontier continues with uninterrupted violence, consisting chiefly of artillery duels with heavy guns. Especially severe are the battles around Bredil Pass, and Malborghetto, where the Italians are attacking in an attempt to open the way to Tarvis, which is considered the key to the interior of Austria.

German Spies Get Ten Years

Venice, July 7.—Capt. Liebscher and Engineer Hoffee, of the German steamer Lemnos, under detention by the Italian authorities since the outbreak of the war, have each been condemned to ten years' imprisonment, in solitary confinement. They were convicted on a charge of spying. Other members of the crew were acquitted.

Italian Troops Continue Successes

London, July 7.—A special to the Daily Chronicle from Lugano, Italy, says that the battle on the Carso tableland, and beyond the Isonzo is developing more and more favorably for the Italians, who continue to occupy the enemy's positions.

Songs & Music

G. KNOWLING'S STATIONERY DEPT. There Never was a Coward Where the Shamrock Grows... We're all Plain Civilians... I'll Make a Man of You... Come Along, Can't You Hear...

RUSSIAN HAVING ADVANTAGE OF RAILROAD COMMUNICATIONS

RUSH UP STRONG REINFORCEMENTS

And Inflict Serious Defeat on Austro-Germans In the Region of Krasnik Guarding Approaches to Warsaw

German Onslaught On Western Front Still Hangs Fire

But Crown Prince Takes Offensive Against the French

ST. MIHIEL REGION

Where Some Successes Have Been Achieved—Enemy Also Takes Some Trenches North of Ypres

London, July 8.—By the employment of strong reinforcements, the Russians, temporarily at least, have checked the Austro-German advance toward the Lubin railway, which, if successful, would seriously imperil Warsaw. The Russians yesterday claimed to have inflicted a serious defeat on the Austro-German army in the region of Krasnik, south of that railway, while the Austrians tonight state the battle was invigorated by the participation of strong Russian reserves. So far as communications are concerned the Russians now have the advantage of positions, as they have a splendid system of railways behind them, by which they can quickly move troops and guns to threatened areas. According to despatches received at Geneva from Austrian sources state the Russians, thus far, have had the best of it since Monday. They have inflicted heavy losses on the invaders. These despatches state that thousands of wounded are continually arriving at Lemberg, Przemysl and Jaroslau. The much-heralded German onslaught in the West, thus far, has been confined to the Woevre region, where the army of the German Crown Prince is on the offensive, making efforts to regain the ground which it lost to the French in April, when the latter attempted to force withdrawal from what is known as the wedge of St. Mihiel. The Germans won some trenches in the tip of the wedge, but at other points, according to French accounts, they were repulsed with heavy losses. Artillery combats continue from Arras to the sea. It is stated tonight, as a result of the German bombardment, Arras is in flames, and its Cathedral destroyed. The Germans also claim to have retaken the trenches which they lost to the British north of Ypres yesterday. However, fighting here appears to be of a desultory nature, despite reports from Holland of the arrival of large German reinforcements, for another effort to reach Calais. The Gallipoli Peninsula again has been the scene of very severe fighting, the Turks on Sunday having made a third attempt within a week to regain the ground which the Allies took from them in their last attack. Sunday's offensive, like those which preceded it, resulted, according to the British and French reports issued tonight, in the complete discomfiture of the Turks, who are said to have suffered again severely. The Allies are only six miles from their goal, the Narrows of the Dardanelles, but the country between is strongly fortified and a gain of a few hundred yards is all that can be expected at one time. There is talk of a new combined general attack by land and sea forces.

OFFICIAL

BRITISH.

London, July 7.—General French reports that the Germans on the 5th rushed a barricade on the Ypres-Roulers railway. Our troops recaptured the position by a counter-attack. Two hundred yards of enemy trenches were captured north of Ypres on the 6th and eighty prisoners were taken. The French Government reports activity at various points. A trench on the heights of the Meuse where the enemy had gained a footing on June 27th, was recaptured, and German counter-attacks repulsed in disorder with heavy loss. The Russian Government report the hostile offensive, east of Krasnik, stopped by an attack on the enemy's flank. Over 2,000 prisoners were taken, about 2,000 enemy dead remaining before the Russian front. The Italian Government report fighting developing in the Isonzo zone, the enemy offering very stubborn resistance.—BONAR LAW.

RUSSIAN.

Petrograd, July 7.—The following official statement was issued last night from the headquarters of the army of the Caucasus:— "In the coast region, there has been an artillery duel. A Russian motor boat sunk a Turkish sailing vessel south of the Karad-Dagh range. A Russian detachment encountered a regiment of enemy infantry with artillery, machine guns and two squadrons of cavalry. The enemy force were defeated and heavy losses were inflicted upon them. West of Ahlavat the Turks attempted an offensive, but failed. On the rest of the front there has been no change.

Frank Holt Commits Suicide

Glen Cove, New York, July 7.—Frank Holt, who shot J. P. Morgan, in his home here, on Saturday last, was found dead tonight in a pool of blood, in his cell, in the county jail. He had evidently shot himself in the head with a revolver.

British Scientist Makes Discovery Great Importance

New York, July 7.—A London cable to the Tribune says that, according to a famous British scientist, an Englishman has just made a discovery which will revolutionize submarine warfare. He states that the inventor is one of the members of the Committee appointed by the Royal Society to deliberate on scientific problems arising from the war. The invention is an apparatus whereby a submarine can locate another submarine within a radius of twenty miles and keep in touch with it while within the radius. If the device is successful, then, henceforth, British submarines will be able to run down and fight German undersea craft. Scientists gave the story as an instance of what scientific men are able to do when attention is concentrated on war problems, predicting that within a few months, as a result of Lord Fisher's appointment as chairman of the Naval Inventions Board, which will include the cream of British scientists, new discoveries will be made that will astonish the world.

Has Identified The Assassin As Erich Munter

Chicago, July 7.—The identification of Frank Holt, the assailant of J. P. Morgan, as Erich Munter, the missing Harvard Professor, who was suspected of having caused the death of his wife, was made here by Professor Chester N. Gould, of the University of Chicago. Professor Gould, in a statement made public today, admitted that he has identified Munter, who was a former student at the University of Chicago. While at Cornell University last November, he said, he had decided for several reasons not to expose the man, as he seemed to be getting along so nicely, and he thought it would be better to let well-enough alone.

German Subs. For St. Lawrence

New York, July 7.—The Tribune says that Germany plans to carry her submarine warfare into American waters. According to a reserve officer of the German navy, who is understood to be cognizant of his intentions, Admiral von Tirpitz's plan, as outlined, provides for the establishment of a submarine basis off the Canadian coast, with the view of sinking every vessel leaving Halifax and Quebec for British ports. In well-informed German circles, rumors of an important submarine campaign against contraband laden ships have been rife. It has been generally known that von Tirpitz has given all his energies to the revision of the methods by which, it is understood, the fleet can prevent great quantities of munitions, shipped from Canada to England, from reaching their destination.

French Soldiers' New Weapon

London, July 7.—To meet a renewed German offensive in the West, reports from Northern France state that the French have been supplied with a new weapon of defense which is expected to achieve astonishing results. No hint is given of what this weapon is, but it is described as a new weapon of defense which is expected to play "an important part in coming fighting."

A Busy Time For French Destroyer

London, July 7.—An Athens correspondent telegraphs the following:— "A French destroyer made a tour of the Asia Minor coast from Chios to Klobama, visiting all the bays and harbours. The warship destroyed twelve vessels acting as enemy supply ships, and set fire to Birmin Forest. Another French destroyer bombarded Hesia Chesme and Agallor, destroying the lighthouse and custom station, and sinking several ships.

Jeanne D'Arc Shoots Down German Flag

London, July 7.—The French cruiser Jeanne d'Arc has again bombarded the Turkish town of Alexandria (near Cape Baba.) The Turkish authorities, the despatch adds, refused to haul down the German flag flying over the German Consulate, and it was shot down by the French warship.

British Govt. Forbids Export Certain Metals

London, July 7.—Steps have been taken by the British authorities to prevent further exportation from Britain of lead, spelter, nickel or any other metal necessary for the manufacture of munitions of war. This announcement was made by the Munition Minister, Lloyd George, in the Commons this afternoon.

Turks Fearful Of Withering Fire From British Lines

London, July 7.—Sir Ian Hamilton, in his official report of the struggle in Gallipoli, says it seems plain from the disjointed nature of the enemy's attack, that he is finding it difficult to drive his infantry forward in the face of the opposing fire.

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THE BOASTFUL GERMAN TONE NOW MISSING

New York, June 30.—A cable to the Herald from London says:

The newspapers reaching London from Germany are particularly interesting just now. For the first time since the war began the old boastful tone seems to have subsided, and while in many quarters there are significant allusions to peace prospects—significant because they are in accordance with official sanction—there is a general realization that the naval and military outlook is not so promising for the Fatherland as appeared a few months ago.

In the course of a lecture on sea power of Germany's enemies, which was delivered by Herr Geheimrat Flaminia at Berlin a few days ago, the following statement was made:

The British Fleet.

"Today the strength of the British fleet in ships of the line and cruisers is hardly less as compared with ours than at the beginning of the war, for they possess ninety-five of the first class and sixty-nine of the second class, in spite of the losses which they have incurred which amount to sixteen and thirteen per cent. respectively. The reason for this is that Britain retained all the ships which she was building for foreign states. Our submarines still have a great deal to do."

Only Half a Truth.

This, of course, is only half the truth. Since the war ships have been completed in British yards and the strength of the British navy is greater today than it was a year ago. It is becoming clear to the German critics their submarines are not likely to conquer the sea from British control.

In the Dardanelles.

The terrible effect of the British warships in the Dardanelles also was described. He visited the town of Tschaneke Kaleh, which he found a heap of ruins. The forts are still standing, just as complete and strong as they ever were. But the whole town inside is a smoking mass of ruins.

"Where his shells could not reach, the enemy sent airmen to destroy any life that was still left in the town and supplies that could be concealed in the deserted buildings. These unwelcome guests no longer throw the old-fashioned dynamite bombs but cleverly devised machines which are the last word of technical science.

A Terrible Broadside.

"And now, on the other side of the straits, in the town of Malids, a great flame shoots up from a cloud of smoke, for a great building is on fire. The place is burning at many other spots and the reflection of the fire dances on the foam-crested waves with ghostly movements. Above the hills on the European side, the searchlights of the British warships play. Suddenly there is a flash of light as clear as day over the entire horizon and a terrible broadside is delivered at Malids, to be followed by two sharp detonations.

Make Existence Difficult.

"A fresh fire starts, new and meaningless destruction is inflicted on the peaceful inhabitants, with the idea of making all existence as difficult as possible in the Dardanelles. And now, as the inhabitants, with the help of the soldiers, put out the fire, the rattle of the machine guns sounds on the ear, broken by the thunder of the ships' guns, which sends a hail of shrapnel on the attacking ranks of the Turkish infantry, or attempts to destroy their camps. The roll of the machine guns sounds for an hour at a time without any break.

Night Battle and Bomb.

"And if, for an instant that guns are silent, there one knows that on the other side of the waters the night battle with the bayonet and the bomb, the revolver and the side arm, that bloodiest conflict of man with man, is going on, and one recalls the fact that the Turkish troops have proved themselves the most terrible combatants with the bayonet in these night affairs. In spite of all his efforts the enemy still stands where he landed, under the fire of his ships. Plan the allies have, what resources they may be able to develop, no one can say. Perhaps they do not know at Tenedos. No one can say what significance the illness of the French general, d'Amande, may have for the operations on the Dardanelles."

Exploits of E-11 Show Pluck in Danger Zone

London, June 30.—The Daily Chronicle publishes the following account, by one of the crew, of the exploits of the British submarine E-11, for which Lieut.-Commander Nash received the Victoria Cross and each of his men the D.S.M.

"We left Imbros one morning about 3 a.m. and steamed toward the Dardanelles, and dived as day was breaking and—well, got through the Narrows O.K. Arrived on the other side and saw two battleships. We were getting ready to torpedo one of them, when they spotted us, opened fire on us, and nipped, bunked, and ran away.

"We then journeyed on for a mile or two and went to the bottom and rested until about 8 a.m., when we came up. It was dusk. We looked around; nothing in sight. We broke the surface and entered the Sea of Marmora and bumped around for a few days without sighting a thing until Sunday morning, when we were diving outside of Constantinople, and saw a big gun boat, and at 6.25 a.m. she gave her a 'tin fish.' By 6.30 a.m. she was no more; but before she sank, while listing over they opened fire on us. The second shot hit our periscope and 'done it in.' That gunner must have been a cool card, eh?"

Some Yankee Bluff.

"On Monday we sighted a steamer, came to the surface alongside her and told her to stop. She stopped, and the men were so anxious to get clear that one boat capsized. No lives were lost. There was a Yankee correspondent aboard who tried to bluff. No good, though, 'cos an officer and two men boarded her and discovered a six-inch gun, several gun mountings and 16-inch ammunition aboard. So we blew her up. 'A few minutes after we sighted another steamer and told her to stop. She would not. We chased her into the harbor and when she was securing along a pier we torpedoed her.

"Soon after we sighted another steamer and chased her until she ran ashore. We were about to board her when some cavalry came up and opened fire. We replied and dropped a few, then dived and torpedoed the ship.

"Next day (Tuesday) our skipper decided on entering Constantinople. To make a long story short, we got into the harbor without mishap and fired two torpedoes, one of which sank a transport loaded with troops, and the other exploded on shore somewhere. We learned afterward that it caused some panic. The troops refused to go to another transport, the shops closed, and people ran up the hills—in fact, it caused uproar for a time.

Caught Them Napping.

"The following Friday morning we saw five transports escorted by destroyers. We banged the first and biggest one, which sank in about three minutes.

"A few days later we went back to our old corner, where we sank those other three, and caught a supply ship napping.

"A few days after, we torpedoed a German transport, and then we got no more blood until last Monday morning, on our way back, just before entering the Narrows, we sank another transport. That was our farewell smack.

"When we broke surface that evening we found a mine hanging over our bows. We chucked it off as quick as possible, when our escort came up, gave us three cheers and off we went.

"When we entered the harbor, it was dark. Had it been daylight the admiral would have made us steam around the fleet. All the ships we passed as we were making for the Adamant cheered us. The Adamant, although the smallest ship of 'em all, gave us the best cheers. It was good to hear and to know that we had at last done something worthy of praise."

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Nicholas said with a smile: "Oh, we'll beat you a mile, FOR THERE'S NOTHING AS GOOD AS THE BEAR."

Things have been looking black for the Russians the past week or so, but they're not downhearted. They know that eventually victory is certain. In the East, certainly, there is nothing as good as the Bear.

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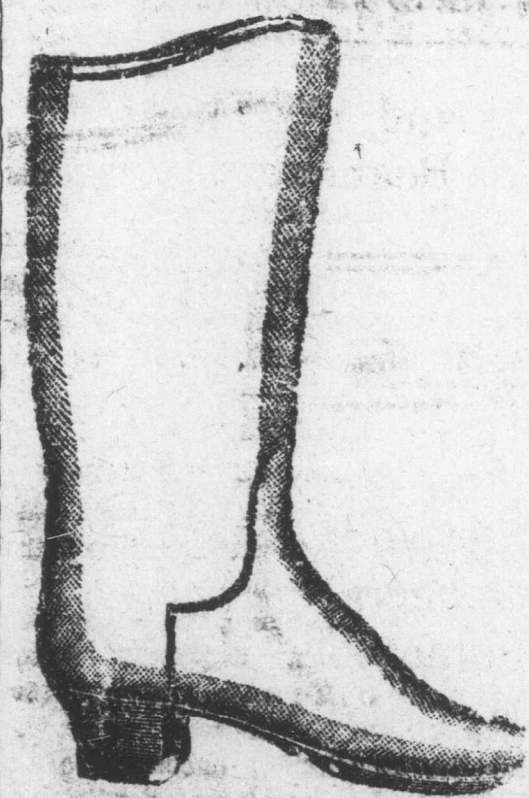
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Oderin with 2 1-2 per cent on duties not to exceed \$500	411.00	
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AT THE NICKEL

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Blanc Sablon, two men	320.00	
Belleoram, one man	390.00	
Bonavista, two men	480.00	
Bonne Bay, one man	390.00	
Burgeo, one man	240.00	
Burin, two men, one at \$390 and one at \$360	750.00	
Botwood, two men, one at \$390 and one at \$400	790.00	
Cape St. George, one man	300.00	
Carbonear, three men at \$390	1,170.00	
Catalina, one man	200.00	
Channel, one man	360.00	
Fiona S.S., one man	390.00	
Fogo	150.00	
Fortune, one man	150.00	
Grand Bank, one man	170.00	
Grand Falls, one man	390.00	
Greenspond, one man	150.00	
Harbor Breton, one man	480.00	
Harbor Grace, one Gauger	408.00	
Harbor Grace, three men at \$360 each	1,080.00	
Harbor Grace, two men at \$195 each	390.00	
Kelligrews, one man	200.00	
Lamaline, two men at \$390	780.00	
Lord's Cove, one man	100.00	
Lorries, one man	120.00	

Oderin, one man	60.00	
Placentia, one man	390.00	
Port aux Basques, four men one at \$500 and three at \$390	1,670.00	
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(k) LABRADOR		
Revenue Protection Service—		
Travelling Expenses	600.00	
Miscellaneous	2,900.00	
	\$3,500.00	
(l) MISCELLANEOUS		
Bank Fishermen's Insurance	1,000.00	
Fines and Forfeitures	2,000.00	
Customs Refunds	20,000.00	
Perctg on Outport Light Dues	1,400.00	
Surveying of Coastwise Passenger Steamers	400.00	
	\$24,800.00	
(m) COAL AND WATER REFUNDS		
St. John's Coal Duties	\$65,000.00	
St. John's Water Rates	3,000.00	
	\$68,000.00	
Harbor Grace Coal Duties	\$2,550.00	
Harbor Grace Water Rates	450.00	
	\$3,000.00	
Carbonear Coal Duties	1,550.00	
Carbonear Water Rates	500.00	
	\$2,000.00	
Placentia Coal Duties	500.00	
Placentia Water Rates	200.00	
	\$700.00	
Bell Island Coal Duties	\$1,000.00	
Total	\$74,700.00	
CONTINGENCIES		
Amount Voted, \$10,000.00		
Amount to meet possible shortage owing to unforeseen Contingencies	\$10,000.00	

ROSSLEY'S THEATRES

EAST END. WEST END.

EAST END

Closed for the season. Will open in September with first-class Company, in Tit Bits from Opera, Drama, Comedy and Burlesque.

Fresh Arrival of Films. The Best Seen Here.

Complete Change Again To-Day.

Hear the finest song from the London Halls, "Somebody's Boy Has Gone to the Front."

Note: This beautiful song has been and is the rage in England, and will be heard at Rossley's West End Theatre first time this side of the Atlantic.

5c. CRESCENT Picture Palace 5c.

A BUNNY COMEDY TO-DAY.

"AUNTIE"

A Vitagraph Drama with George Cooper and Margaret Gibson.

"BUNNY BACKSLIDES"

A comedy with John Bunny and Flora Finch.

"JIMMY HAYES AND MURIEL"

A Western tragedy drama.

"THE MAN IN THE DARK"

The story of a man who would not see.

"THE MAN HATER"

A Selig Farce Comedy.

GOOD MUSIC AND GOOD SINGING. A WELL VENTILATED THEATRE.

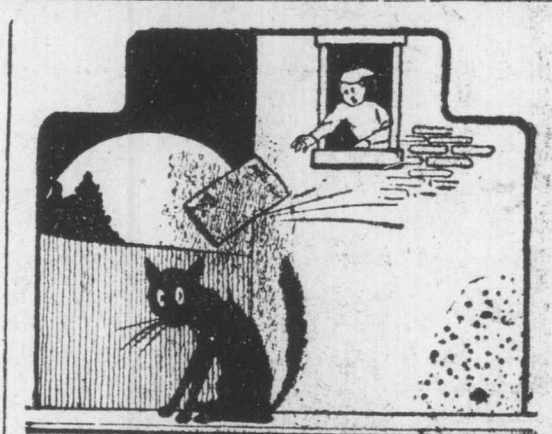
Weird Trip Of a Schooner

Hoquiam, Washington, June 30.—Laden with a cargo of four thousand and old-style Springfield rifles and 1,000,000 cartridges, loaded with dum-dum bullets, according to the captain, the three-masted schooner Annie Larsen arrived at Hoquiam, today short of provisions and water. She was seized by Deputy Customs Collector Sebastian and is in charge of deputies pending receipt of instructions from the customs collector at Seattle. Some of the authorities believe, though her manifest cleared her from San Diego, Cal., for Topolobampo, Mex., the Larsen's cargo was intended for one of the European belligerents. The cargo, it was said, originated in Kansas City. It was to have been transferred at Socorro Island, a barren Mexican island, 800 miles off the Mexican coast, to the former Standard Oil tanker Maverick, now under charter to the Jensen Company. The Super-Cargo.

While her manifest was for Mexico, Captain Paul H. Schuller was instructed that a super-cargo, Walter Page, would be aboard and that he would get his sailing orders after he got to sea. The schooner was towed 200 miles off shore by a tug and after being out of port 24 hours, he super-cargo took charge and told the captain to lay a course for Socorro, where his cargo would be transferred to the Maverick. The schooner reached Socorro in 11 days from Dan Diego and lay there a month waiting for the Maverick, but the tanker did not arrive, and as the Larsen was running short of provisions, Capt. Schuller sailed for Acapulco, Mexico, to replenish his supplies.

At Acapulco the Carranza troops attempted to confiscate the vessel and her cargo and the captain was only able to clear through the assistance of the captain of the U. S. cruiser Yorktown, which was in port.

The Larsen's cargo from Kansas City was shipped to New York city; from there by steamer to Galveston, and then by rail to San Diego, and transferred to the Larsen. The cargo is valued at \$300,000.



FIRE INSURANCE

DON'T THROW AWAY your chance to get insured because so far you have escaped a fire. Your turn may be coming tonight as far as you can tell. Come in to-day and let us write you a FIRE INSURANCE POLICY in one of the strongest and safest companies. The premium charged will be ridiculously small compared with the protection given.

PERCIE JOHNSON, Insurance Agent.

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SMITH CO. Ltd.

READ THE MAIL AND ADVOCATE

Specially Low Prices in LUBRICATING OILS.

Up to the 15th June, we will deliver "POLARINE" Oil at the following prices:—

5 Gal. Can POLARINE OIL, Imperial Measure, for \$3.60. Original Price, \$4.50.

2--5 Gal. Cans POLARINE OIL, Imperial Measure for \$7.00. Original Price, \$8.80.

This is strictly Non Carbon, Non Freezing Oil and is strongly recommended for Motor Cars and Motor Boat engines.

TESTIMONIALS:

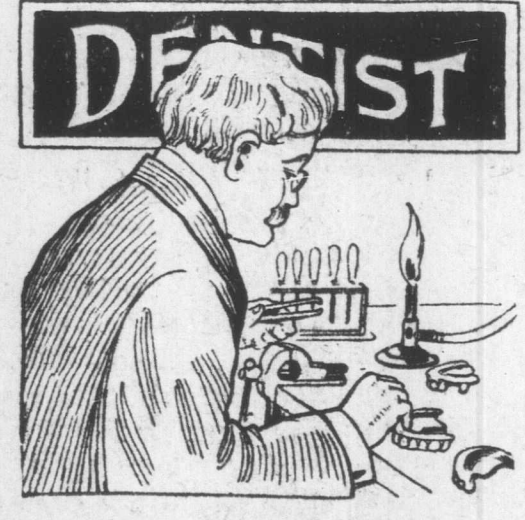
From The Acadia Gas Engine Co., Ltd.
"We consider "Polarine" Oil to be the best and most suitable for our engines and recommend it to our customers."

From Swim Bros., Fish Merchants.
"We have used all kinds of Cylinder Oil in our Motor Boats and are now using "Polarine" which gives us better satisfaction than any oil we have ever had."

Yours truly, (Sgd.) SWIM BROS.

A. H. Murray

ST. JOHN'S



ESTABLISHED 1891.

For nearly a quarter of a century I have practised Dentistry in Newfoundland, and to-day there are many thousands perfectly satisfied with my services.

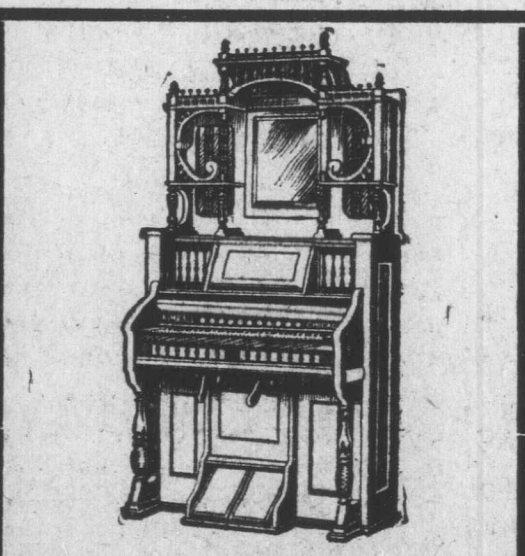
Our Artificial Teeth are now, at a first, the very best obtainable but the fee has been reduced to \$12.00.

We repair broken plates and make them just as strong as ever at a charge that will surprise you.

If you want a new set, or the old ones repaired, consult

DR. A. B. LEHR,
(The Senior Dentist)
203 WATER STREET.

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Kimball Organs

Highest Awards in America.

ILLUSTRATED CATALOGUE ON REQUEST JOIN OUR ORGAN CLUB

Musicians' Supply Dept. ROYAL STORES FURNITURE

Published by Authority Stamp Duties Act

NOTICE is hereby given that under an Act passed during the recent session of the Legislature, to amend the Stamp Duties Act of 1914, it is provided that:—

- (1) Cheques upon a bank issued by the authority of a Department of the Government, or issued by any person or body with authority by order of His Excellency the Governor in Council to issue unstamped cheques, and Post Office Money Orders or Postal Orders are not required to be stamped; and such cheques upon a bank, Post Office Money Orders or Postal Orders not stamped may be pleaded and given in evidence and shall be admitted to be good, useful and available in law and in equity.
- (2) Receipts for any sum of money exceeding ten dollars, must be stamped, the duty thereon being two cents.

JOHN R. BENNETT,
Colonial Secretary,
Dept. of the Colonial Secretary,
July 6th, 1915.

STEBAURMAN'S OINTMENT

To Whom it may Concern:—

Here is evidence of the wonderful healing power of Stebaurman's Ointment to the public:—

My little boy suffered terribly from eczema, and this Ointment made a perfect cure of him. I would not be without Stebaurman's Ointment for anything.

Yours truly,
MRS. J. HARDING,
64 Flower Hill, St. John's.
Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 651 or 15 Brazil's Square.

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Smoking Tobacco
The Best 15 cent
Plug
For Sale at
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Our Motto: "SUUM CUIQUE"



(To Every Man His Own.)

The Mail and Advocate

Issued every day from the office of publication, 147 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S N.F.L.D., JULY 8, 1915.

Another Outbreak

WE were under the impression that The New Daily had mended its ways with regard to maligning our toilers; but, evidently, it has again lapsed into evil ways—the deflection being due possibly to the heat of the last few days.

In Saturday's issue we find the following sentences which are certainly not very creditable to any scribe who has pretensions to even modest qualifications. We do not wish to wade through the literary mess; but we give the following as characteristic of the utterances of our e.c.:

"Reader, if you want to know how deplorably uneducated so many of our young men in the outports are... just go down to Bowring Brothers' and Jobs' offices... and see the large number of signatures with 'his mark' appended... The man who cannot read or write is necessarily a menace to civilization... No completely educated man will become a criminal."

There are sundry other animadversions; but these will suffice to indicate the mentality of the writer who fills so much space with exhibitions of furor scribendi.

Now before we set down some very patent instances of criminality amongst the EDUCATED (completely educated, presumably, according to Daily Mail standards) we quote the following words of an eminent American:

"It does not appear that vice recedes in the United States in proportion as education advances. Statistics go far to prove the contrary to be the fact. The newspapers published in our large cities are filled daily with startling accounts of deep-laid schemes of burglary, bank defalcations, premeditated murders, and acts of refined licentiousness. These enormities are perpetrated FOR THE MOST PART NOT BY UNLETTERED CRIMINALS, but by individuals of consummate address and skill."

"We Americans had lately a cause celebre, known as the Rosenthal murder. One Becker (who knew how to READ AND WRITE) employed four gunmen to kill a dangerous enemy. They did their job. The four gunmen are long since rotting in quicklime; but Becker, his case carried on from appeal to appeal, still lives. The judges and others interested all, of course being able to read and write."

"Britain calls that a miscarriage of justice, and declares that the man who conceived the crime, was the most dangerous criminal and the most guilty man of the lot. Apply the same test to this historic crime of State. For a

generation the Germans have been brutalized in emotions and in opinions by education which prepared them for the brutalities which are now so much in evidence.

"When the Roman Empire had reached the highest degree of mental culture (the desired of The Daily Mail, seemingly) it was sunk in the lowest depths of vice and corruption... The voice of conscience was drowned amid the more eager and captivating cries of passion, and they grew up monsters of lust, rapine, and oppression, governed by no law save the instincts of their brutal nature."

One of the greatest criminals in history is "The Assassin of Potsdam," Wilhelm II. He has deluged Europe with blood, destroyed tens of thousands of peaceful homes in Belgium and France; and he has condoned the MURDER of innocent babes and helpless mothers who went to their doom in the ill-fated "Lusitania."

And Wilhelm II can READ AND WRITE.

The Serbian enthusiast who assassinated the heir to the Austrian throne twelve months ago, and became the unconscious cause of the great European War was able to READ AND WRITE.

The great assassins whose names are writ upon the pages of European and American History, Ravailiac, Charlotte Corday, Luchesi, Wilkes Booth, Guiteau, Closzoz and others had been educated according to the norm and patter which The Daily Mail would set up for imitation.

The Greatest Blasphemer of modern times, Ingersoll, was an educated man (always, of course, according to Daily Mail standards. The erratic writers whose books have been the poison of so many unsuspecting readers are likewise educated!

Now we do not need to go so far afield. An event occurred in this country—a very calamitous episode—in the year of grace, 1894. If memory serves us right the Directors of the Union and the Commercial Bank wrote splendidly, and they were evidently great readers!

We fear that the Pierian spring, of which a master of epigram writes, is several miles distant from Adelaide Street; we would recommend a visit to this source on Labor Day, for

"A little learning is a dangerous thing."

Is It Wise?

WE doubt the wisdom of the publication of fishery reports such as are being daily dished up by the Department of Marine and Fisheries. These reports are served up by the sub-collectors in the outports many of whom get their advices at second hand. The catch generally is exaggerated by some of the parties whom the collectors interview, and much of the information supplied is hearsay.

Foreign purchasers naturally watch these reports, and they govern themselves accordingly; and we say without prejudice that the price of fish is largely influenced by these reports.

We know positively that a certain firm of foreign buyers last season instructed their local agents to offer from fifty to seventy-five cents per quintal less than they had actually contracted for in the early part of September. When one agent remonstrated with his principals, the firm sent him notice that they had had private advices that in a nearby settlement certain merchants were offering less for their fish cargoes. This is but one instance of many.

Exaggeration of the catch will mean a slump in the price, for a while at least; and foreign buyers will hold off purchasing so as to cause local congestion, and the result must be a depreciation in the value of fish.

We beg to suggest that before the fishery reports of out-port sub-collectors are published, that they be verified.

MOSDELL'S BOOMERANGS

PRESIDENT COAKER'S APPRECIATION OF THE PUBLIC NEEDS OF THE COUNTRY IS STRIKINGLY SHOWN BY THE PLATFORM ADOPTED BY THE F.P.U. IN THE RECENT CAMPAIGN.—MOSDELL, in The Advocate, Dec. 20, 1913.

For the F.P.U. has come triumphantly through the fire of affliction and grievous Persecution and COAKER, THE MAN WHO HAS LED IT ALONG THE DIFFICULT WAY has proven his right to the TRUST AND RESPECT AND CONFIDENCE OF THE TOILERS.

—MOSDELL, in The Advocate, Dec. 20, 1913.

What more needed by this Colony than a practical re-organisation of the Marine and Fisheries Department and the extension of the Pension scheme until it is applicable to all aged and incapacitated of both sexes? Of what more desirable than Bait Depots; Free Education; State Insurance and Long Distance Telephones? It is for these that COAKER STANDS IN PUBLIC LIFE and for the accomplishment of these ends he (COAKER) IS BACKED BY A FOLLOWING OF TWENTY THOUSAND FISHERMEN.

—MOSDELL, in The Advocate, Dec. 20, 1913.

Another Lie Nailed

THE Bottlewasher on Tuesday stated that Coaker had sold flour in February at \$8 that had cost \$6. The statement is another of Mosdell's black falsehoods—something that is a part of his nature.

The following sale contract will prove that Mosdell is a liar and but a tool in the hands of Crosbie and Squires, who will not refrain from uttering anything to injure the F.P.U.

St. John's, Jan'y. 27, '15.

Sale contract from Steer Bros. to Fishermen's Union Trading Co. Sold to Fishermen's Union Trading Co., per W. F. Coaker. 2000 brls. Purity flour at \$8.00 per brl. nett. Duty paid. 2 mos. note, adding interest. Storage and insurance free to April 1st. (Signed) STEER BROS.

W. F. Coaker, pro F.P.U. Trading Co. Ltd.

This above flour was purchased by the Trading Co. and sold the past spring at \$8.25. It cost \$8 plus interest for 3 mos. 12c. per brl., cartage 3c. Total \$8.15. Why should the Company sell flour February as the Bottlewasher states if it bought 2000 brls. in January at \$8. Surely no sane man would sell flour in February at \$8 that cost \$8 in January in view of the fact that other firms sold the same quality of flour at \$9 at that time.

Only a conceited fop like Mosdell could be guilty of uttering such a base low down deliberate falsehood. He is a worthy tool of his most worthy and esteemed employer—the Graball General Crosbie.

A Look Ahead

"DON'T change horses when crossing a stream" runs an old adage, the application of which is being put to the test today in the different nations of Europe. France, Russia, and England, have taken the leap from one equestrian seat to another, in defiance of the admonition embraced in the old saw with which we open these few remarks, even as their governmental mouths ploughed their way through the most dangerous and turbulent national waters.

That the new mounts are riding smoothly we are not asked to believe, especially in regard to the British Coalition Cabinet, but that they are doing good work in the face of gigantic odds we must all admit.

If the new ministries can succeed in bringing their respective countries to that harmonious state which will ensure the greatest good they will have relegated to the scrap heap one old saw at any rate.

Another thing in connection with this coalition business, that strikes us, is that it required a great national crisis to bring home to all the very palpable fact that there is more than a little wrong with the present form of representation and system of carrying

on a country's affairs.

It is quite plain that it does not afford the strongest, best and wisest administration possible, and this fact must give all true lovers of native land considerable food for reflection.

Party politics is bad, not that we say it is bad in principle, but in that it has induced the pernicious doctrine that to the victors belong the spoils, and has drawn into its wake, not the very best of a country's manhood, but has rather been a lure to unscrupulous, and a deterrent often to honest men.

The trouble has been to find some system that would work with better results, and let us hope that the necessity which has forced a unification and a welding together of parties may suggest before the end of the war a workable system that will prove a blessing to all distracted countries. Good can always be gathered from even the greatest seeming evils, and we have no doubt that much good may come from this terrible world affliction.

According to every indication at present the Austro-German armies are making a desperate effort for the capture of the Polish capital—Warsaw, and it is admitted that they are likely to attain that object very soon.

The Russians are continuing their retreat, but in seeming good order, fighting all the time a stubborn rear guard action that is giving the enemy considerable trouble and checking his advance. By retreating Russia is conserving her powers, and by and by will come back on her enemies with redoubled energy.

We cannot see that even the taking of the Polish capital will afford Germany any opportunity to withdraw any large forces from before the Russian lines. The line is so extensive that it will require all Germany's efforts to guard it, for behind the seeming Russian weakness of to-day lies the recuperative power of the giant.

Let Germany take Warsaw and she may find herself in the awkward position of being in a state of siege, with large forces shut up there.

Tuesday's dispatches convey the intelligence that Russia has yet a card up her sleeve, and that she will yet make it mighty hot for the invaders.

The S.S. Kyle At Port aux Basques

S.S. Kyle arrived at Port aux Basques 6 a.m. yesterday with the following passengers:—D. and Mrs. Mallard, and 4 children, Miss A. Noseworthy, Mrs. J. C. Bastone, J. Bastone, Miss A. D. Cather, R. A. Tremaine, H. F. Thorey, C. W. Artz, A. A. Saunders, A. Hayward, J. V. and Mrs. Rattlesdorter, A. H. Webb, Miss B. Smith, Miss DeChung, G. and Mrs. Stewart, F. R. Messervey, T. Tattalion, H. J. and Mrs. Bulley, Miss F. Ingraham, H. G. Chestnut, C. M. Jaek, F. D. and Mrs. Nobler, Miss C. Cassidy, Miss M. Reid, Miss E. Rogerson, Miss R. Keegan, Miss Hedgson, Miss M. Connolly, A. Bruce, R. C. Lorye, M. M. McLean, A. A. Syme, C. P. Holden, Miss A. Henderson, W. C. McDonald, W. E. Arran, C. Gregory, Capt. C. T. S. Sullivan.

Honest Toil

MATTHEW ARNOLD says: "It is better that the body of the people with all its faults, should act for itself, and control its own affairs, than that it should be set aside as ignorant and incapable, and have its affairs managed for it by a so-called superior class."

The philosopher of the new daily luminary thinks otherwise, and he bewails the fact that we actually permit honest workers to sit in the House of Assembly, to participate in public affairs, or to dare associate with such paragons of political virtue as sit on Government benches!

We are disposed to accept the dicta of such as Arnold preferably to the platitudinous laborings of a writer whose horizon is decidedly limited and blurred.

The Toiler is now coming into his own; and the stigma attached to honest labor is fast being obliterated; for labor contributes to the prosperity of the country, and whatever conduces to a country's welfare, is most worthy of commendation. It is not the office that dignifies the man, but it is the man that dignifies the office, for

"Honor and shame from no condition rise; Act well your part—there all honor lies."

Cincinnatus lent dignity to agriculture by working at the plow! Caligula, by an infamous life, degraded his crown and the imperial purple.

The honest, industrious man is an indispensable factor in the country's progress. He is the bee in the social hive; he is the benefactor of his race, because he is ever producing something for the common weal.

"God bless the noble working men Who rear the cities of the plain, Who dig the mines and build the ships, And drive the commerce of the main. God bless them! for their swart hands Have wrought the glory of our lands."

Says an American publicist: "As an evidence of the esteem in which the thrifty son of toil is held among us, we see from daily observation that the humblest avocations of life are no bar whatever to the highest preferment in the Commonwealth, when talent and ability are allied to patient industry. Franklin was a printer; Lincoln's early youth was spent in wielding the axe and in handling the plow on his father's farm. President Johnson in his youth was apprenticed to a tailor. Grant was the son of a tanner, and Garfield once drove a canal boat."

In honoring and upholding labor, the country is strengthening its own hands as well as paying a tribute to worth. For a contented and happy working-class are the best safeguard of the nation, while ill-paid and discontented laborers, like the starving and enslaved populace of Rome in the time of Augustus Caesar, would be a menace and reproach to the country.

"Labor," says the same writer, "has its sacred rights as well as dignity. Paramount among the rights of the laboring classes, is their privilege to organize, or to form themselves into societies for their mutual protection and benefit. It is in accordance with natural right that those who have one common interest, should unite together for its promotion. In Union there is strength in the physical, moral, and social world."

The public recognition of the right to organize implies a confidence in the INTELLIGENCE and HONESTY of the masses; it affords them an opportunity of training themselves in the school of self-government, and in the art of self-discipline; it exposes to the light of public scrutiny, the constitution and laws of association, and it inspires its members with a sense of their responsibility

as citizens, and with a laudable desire of meriting the approval of their fellow-citizens.

"I am constrained in the interests of truth, humanity, and religion, to protest against the actions of employers of labor who will assent in their corporate capacity, to measures from which the dread of public opinion, or of the dictates of conscience would prompt them as individuals to shrink."

No friend of his race can contemplate without painful emotions, those Heartless Monopolists exhibiting a grasping avarice which has dried up every sentiment of sympathy, and a sordid SELFISHNESS which is deaf to the cries of distress.

Their sole aim is to realize large dividends without regard to the paramount claims of justice and Christian charity. These monopolies, like the car of Juggernaut, crush every obstacle that stands in their way. They endeavor, not always, it is alleged, without success to corrupt Legislatures and municipal councils. They are so INTOLERANT of honest rivalry as to use unlawful means in driving from the market all competing industries. They compel their operatives to work for starving wages in sections where protests have but feeble echo. In many places corporations are said to have the monopoly of supplies, where exorbitant prices are charged for the necessities of life; bills are contracted which the workmen are unable to pay from their scanty wages, and their forced insolvency places them entirely at the mercy of their task-masters."

These burning words have a local application.

A century ago, Pitt, in the House of Commons said: "The time will come when manufactures will have been so long established, and the operatives not having any other business to flee to, that it will be in the power of any one man in a town to reduce the wages. Then when you are goaded with reductions and willing to flee your country, France and America will receive you with open arms; and then farewell to our commercial state. If ever it does arrive at this pitch, if Parliament cannot reduce your grievances, its power is at an end."

"The supreme law of the land should afford ample protection to legitimate competing organizations as well as to the laboring classes against Unscrupulous Monopolies." Live and let live is a wise maxim, dictated by the law of trade and by Christian charity."

The author whom we have quoted says in conclusion of his discourse on the Dignity of Labor: "To the hardy sons of toil I would say:—

"1—Cultivate a spirit of industry without which all the appliances of organized labor are unavailing.

"2—Foster habits of economy and self-denial. Most of the alleged wants of mankind are purely artificial, and contribute little or nothing to the sum of human happiness.

"3—While honestly striving to better your condition, be content with your station in life, and do

not yield to an inordinate desire of abandoning your present occupation for what is popularly regarded as a more attractive avocation. A small income is suggestive of abstemious habits, and abstemious habits are conducive to health, while wealth is a powerful incentive to excessive indulgence which is the fruitful source of complicated diseases.

"4—Sobriety will be an angel of tranquility and comfort to yourself and your family; for intemperance has brought more desolation to homes than famine or sword, and is a more unrelenting tyrant than the monopolist."

Greenspond Cable

THE telegraph office at Greenspond has been silent for months. The cable connecting Greenspond Island with the main land was damaged some weeks ago and no effort has yet been made to repair it.

The telegraph business is therefore bungled and delayed. The operator has to cross over to the main land to dispatch all business. It is only once or twice a day that a message can be sent or received. Why is this? How comes it that the department cannot maintain a competent operator at Greenspond who would be supplied with the necessary outfit for repairing the cable?

If the positions of sub-collector and operator were held by the same official a good salary would be available to support a competent operator. The Greenspond cable is continually going wrong and each trouble entails large expense, for men from the head office must be sent to make repairs.

The sub-collector at Greenspond who draws about \$1000 per year as salary and perquisites, spends most of his time asleep or somewhere worse and is an official that might easily be dispensed with so far as Greenspond's welfare is concerned.

A first class operator capable of repairing the cable, and transacting all the telegraph and customs business could be secured at \$50 per month and perquisites which would enable the treasury to save about \$700 per year and supply a service 1000 per cent. ahead of what now exists.

Who is to blame for the outrage ous delay in repairing this cable? No one but the superintendent can be held responsible. What explanation has he to make?

Will Commissioner Knight please take a note of this outrage upon the people of Greenspond and apply a remedy at once.

Most of the Greenspond business is sent to outside offices by the public as opportunity offers. We received a message yesterday sent by Mr. Stone who is at Greenspond, and it was mailed at Greenspond on the Fogota for Newtown and sent from Newtown.

Why should such conditions exist at this season of the year. Surely the department could have sent a man from here a month ago to make the necessary repairs. The only sure cure for those cable troubles at Greenspond is to place an operator in charge, competent to make repairs and connect the positions of operator and sub-collector.

GEORGE SNOW

SHIP AND GENERAL IRON WORKER AND MACHINIST

I am extending my business by the installation of up-to-date machinery whereby all kinds of the following work will be turned out with dispatch and satisfaction.

FORGING IRON AND BRASS CASTING OF EVERY DESCRIPTION & PATTERN MAKING.

Saw Mill Work and Repairs to Motor Engines and all kinds of Machinery, etc.

With our equipment we are enabled to guarantee every satisfaction and ensure prompt delivery.

Large Stock of Material always on hand.

Brazing broken parts of machinery done by special process.

Note carefully the address:

GEORGE SNOW
SPRINGDALE STREET (WEST SIDE)

Anderson's Great Removal Notice.

THIS week we are busy removing our complete stock of dry goods from the Old Stand at Grace Building to our New Modern Store—one of the best lighted stores in the city—just opposite the Eastern End of the General Post Office.

By Saturday, July 10th, we hope to be ready to meet our Customers in the New Store, but of course it will take a few days before our stock will be thoroughly arranged, therefore we will ask you to overlook any inattention on our part during our removal days? Come and see us in the New Store.

Anderson's, Water Street, St. John's

CURRENT PRICE OF CODFISH

Lorenzo Noseworthy
vs William A. Munn
Supreme Court

Thursday, May 20, 1915
GEORGE KENNEDY examined by W. R. Howley K. C. on behalf of the defendant, having been first duly sworn, said as follows:

I live at Avondale. I have been associated with my father in the Labrador fishery for a number of years. My father is Edward Kennedy. I have been connected with him in the Labrador fishery since the year after the Bank crash, 1895. We have been purchasing fish and exporting it from the Labrador ourselves. We have been purchasing fish from the Conception Bay fishermen who go down to the Labrador in the summer time. As to the terms of purchase we have adopted, sometimes we would give the fishermen receipts at "current price" and at other times a fixed price for cash. Sometimes we would pay them the cash down for the fish as soon as it was brought. On different occasions we have purchased at the current price and on others at a fixed price.

(Mr. Howley proposes to hand to the witness some memoranda taken from witness's own books, with which to refresh his memory in replying to the questions he purposes to ask.)

(Mr. Kent objects to any evidence as to what the prices of fish were in former years. His objections covers both the evidence and the means for refreshing witness's memory.)

Q. Could you tell any years in which you paid a fixed price and what years these were.

(Mr. Kent) A. Looking at the memoranda produced, in 1901 we paid the fixed price of \$3.50. When we bought the fish in 1901, the receipts were marked expressly \$3.50 a qtl.

Q. Have you an idea what quantity of fish you purchased that year.

A. No.

Q. Do you know the current price of fish in 1901.

(Mr. Kent objects to the use of the words "current price." That is not the question at issue in the case.)

A. \$3.30 and 10 cents bonus was the current price.

Q. Do you know if the fishermen who sold their fish at current price in that year, received more or less than you paid.

A. Some of the same fishermen got the fish receipted at the current price. They got \$3.30, that is the current price and 10 cents bonus, and some fishermen had some fish sold at \$3.50.

Q. What do you mean by current price.

A. That was the price fixed by the Board of Trade, or, before that was instituted, by the merchants in St. John's. That is what we always say.

In my experience, some years current price was more than the price paid, and some years it was less. Some years it was the highest price and some years it was not. We did not buy any fish last year.

Cross-examined by Mr. Kent K.C. on behalf of the plaintiff, the witness said as follows:

We had dealings last year on the Labrador. We had fish sold on our account last year. I have no experience myself of what the prices were last year. The current price of fish is the price fixed by the merchants of St. John's, or by the Board of Trade since it came into existence; that is what we acknowledge. Our firm acts on that. I don't know how we get word of it. Usually we used to hear it from Mr. W. A. Munn; he would communicate the price to us, and sometimes father would get notice to attend the meeting to fix the price of fish. Sometime my father would get this notice from Mr. Munn. We did a lot of business with him and he would communicate with us as he would with all the shippers. Sometimes, I think, we would not know that price until the fishermen came here, perhaps not until October. I cannot say the dates at which it usually happened that we would be informed of the price.

I do not think it would be earlier than September or later than the middle of October. I mean between the 1st of September and the middle of October. I think some years it might be earlier than the 1st of September and the middle of October. I don't remember any time it was later than the middle of October.

The price paid has varied, either more or less, from the price fixed by the merchants or by the Board of Trade. The reasons for that is we would be down at the Labrador and want the fish; we would not know the current price; it had not been settled, and probably about the end of August we would want fish, so we would offer the fishermen such and

such a price, and they would be willing to sell at that price.

At the time we would know the price fixed by the merchants or by the Board of Trade; we would not have received the price. I bought no fish on the Labrador myself last year. Last year the prices varied on the Labrador. The highest we got paid last year was \$4.00 for some fish; it was shipped in our name by our dealers; the lowest price was \$3.60, as far as I know. \$3.60 was the lowest we got paid.

When I speak of the current price I mean the price fixed by the merchants in St. John's, or by the Board of Trade. I don't mean by "current price" the price paid, I mean the price fixed; that is what we always acknowledge as the current price. I have never attended any of the meetings for fixing the price.

Thursday, May 20, 1915
THOMAS DUNN, examined by Mr. Howley K.C. on behalf of the defendant, having been first duly sworn, said as follows:

I live at Harbor Grace. I have been all my lifetime engaged in the Labrador fish business. I was purchasing fish on the Labrador last year. I exported my own fish. We exported about 3000 qtls. We caught about 1000 qtls on our own rooms, and bought the remainder. We bought about 2500 or 2600 qtls. We bought it at current price and paid off all our people at current price. The current price was \$3.60.

There was no objection on the part of any of those people to that price. As a rule my people are satisfied with the current price whatever it may be. I did not fix any price for them. I always buy at current price. I have been buying at current price for about 17 or 18 years; since I exported fish. I always settled up at current price.

During the period that I have been buying at current price I do not know myself if other prices have been paid for Labrador fish than the price I paid. When I came home from the Labrador last year I went to McRae's to know what the current price was, and McRae told me \$3.60. I had heard that before I came home. My wife who was on her way home from the Labrador sent me a message that the current price was \$3.60.

Cross-examined by Kent K.C. on behalf of the plaintiff, the witness said as follows:

I don't know what prices other people paid on the Labrador last year. I heard that Grieve's people paid \$4.00 at Battle Harbour. I have been paying the current price for 17 to 18 years. Sometimes the price varies from that and sometimes it does not. By the current price I mean the price

paid by the majority of the people who ship from the coast, and for the bulk of the fish shipped from the coast; that governs the current price. As far as I know the current price is fixed by the Board of Trade, or the merchants. The price is fixed at different times; in October as far as I know. It may be fixed in September.

I don't know if the price paid on the Labrador is different from the current price. We are governed by the current price, that is by the price fixed by the Board of Trade, or the merchants, or whoever it may be. I don't know that the Board of Trade fixes the price. I suppose the merchants fix it. I suppose a bonus must be paid in addition to the current price. I could not tell whether it is or not. I have paid a bonus. I paid it in addition to the current price years ago, to finish up a cargo.

Saturday, May 22, 1915
ROBERT DUFF examined by Howley K.C. on behalf of the defendant said as follows:

I belong to Carbonear, and am a member of the firm of William Duff & Sons Limited. I have been engaged for about 30 years in the Labrador fishery business. I was engaged in the business last year. Last year we purchased and shipped between 7000 and 8000 qtls. We did not ship that from the Labrador; we shipped it after we came home. Of that amount we purchased between 5000 and 6000 qtls on the Labrador. It was all purchased by us at the same price.

We did not make any price for the fish at the Labrador. It was generally understood that the price was \$3.60. We gave \$3.60 for it, and for all our fish. We gave receipts for the fish as we received it.

Our receipts showed no price; no arrangement at all appeared on the receipt. On the receipt appeared just the man's name, our name and the quantity of fish. There was no verbal arrangement either before, or at the time the receipts were given, as to what price we would pay. We paid \$3.60 for the fish purchased. All our receipts were silent as to price. During the time we were buying the fish we had communications from Europe as to the market conditions. From my knowledge of the conditions of the markets, I thought \$3.60 per qtl—the price we were paying—was altogether too much for it. We were informed there was no mode of exchange between the European markets and London, the War was on, and we did not know if the stuff would reach its destination or not. I thought we were taking big chances in paying \$3.60 for it. We had to freight home a lot of the fish to Carbonear and I thought we were likely to meet heavy losses because we could not get it off the Labrador quickly enough. We have always purchased our fish on the same terms as last year. Our receipts are always silent as to price.

The price we paid was the current price, that is the price paid by the majority; the common price paid by the merchant exporters. At the time I was buying this fish, I knew just in a general way that the price had been fixed at \$3.60. When the mail came down to Labrador I had letters saying the price had been fixed at \$3.60; that would be the first of October or the last of September. We also heard from the fishermen—the men selling the fish—that the price was \$3.60.

We have always bought and paid for our fish at this so-called current price; that is the price paid by the majority of the fish buyers. In my experience, by paying that price, during the last seven years we have lost money down to last year. I have collected quite a bit of fish from the Battle Hr. section. We consider the Battle Hr. fish is better fish than the fish further north. By that I do not mean fish from the harbour of Battle Hr. alone. I mean from that section of the coast. It is better for the reason that very often the men are more careful. I think; they dry it drier; wash it a little more and take more care. They get the fish a little earlier, and, therefore, have better weather for drying it. It is a very difficult question to answer what difference the superiority of the Battle Hr. fish would make in the value of a quintal. It varies.

The Battle Hr. fish is, perhaps, worth 50 cents a quintal more on an average. I would not swear that Battle Hr. fish is better than all the fish on the Labrador to that extent, but in the main it is better fish than that caught further North.

We took fish at Merchant's Hr. last year. When we got down to Munn's place with it we said "this is rubbish; this is going to ruin us" and he said to me our fish was worth \$1.00 a quintal more than the fish we were shipping. There would be a difference of between 40 and 50 cents a quintal in favour of the fish bought in St. John's as against that bought on the Labrador. Freight, insurance and other incidental expenses would go to make up that difference. So that \$3.60 on the Labrador is worth \$4.00 in St. John's or Conception Bay; in fact it will cost us more.

(To be continued)

FAT BACK PORK

100 Barrels in stock.

50 Bags American Pea Beans
15 Bags Lima Beans
100 Boxes 'Margerrie' Brand Macaroni
1 lb. long packages.

50 Cases 3's Tomatoes
50 Cases 2's Tomatoes
50 Cases 2's String Beans
50 Cases 2's Sugar Corn
100 Cases S.S. & Co's Pickles

Steer Bros.

HALLEY & CO.

Wholesale Dry Goods and Commission Merchants, 106-108 New Gower St.

We are well known to the trade, and we make it a point to give SATISFACTION in our dealings with them. We only ask for a chance to quote prices, and are therefore sure of your order in almost every case. We are SPECIALISTS in DRY GOODS, having TWENTY-FIVE YEARS' EXPERIENCE in the business. All we ask is to 'phone or write us for quotations before placing your orders. By so doing, our benefits will be mutual.

HALLEY & CO.

113, m. eod.

"Victory" Flour

MADE IN A NEW MILL

TWICE as much "Victory" Flour has been sold this year. Why? Because as the flour becomes known the demand increases. "Victory" Flour is the highest grade imported to this Colony and nothing better milled.

Get out of the rut of always asking for the same brand that you bought ten years ago, as we represent a new and up-to-date mill, and the old known brands of flour cannot be made from a new mill, unless they have a fire, as it would cost too much to pull down a fairly good mill to build a new mill, with all the latest machinery, such as the mill we represent.

Remember the name and ask for "Victory" Flour, sold by all the leading merchants, and well and favorably known by the F.P.U.

Franklin's Agencies, Ltd. St. John's

113, m. w. fr. tu, th, sat

SPLENDID COASTING AND PASSENGER STEAMER FOR SALE

AUCTION on Thursday Next,

At 12 o'clock noon

At the wharf of the undersigned, I will offer for sale by Public Auction the Steamer

"CITY OF GHENT"

Gross tonnage 199, nett tonnage 119, freight capacity about 240 tons. Fine passenger accommodation. New Boiler in 1910; docked, cleaned, painted, new tail shaft and propeller in May, 1915. Inspection invited. Intending purchasers will be shown through ship by applying to Captain on board, or to

GEORGE NEAL, AUCTIONEER.

REALLY GOOD NEW GRASS -BUTTER-

Wholesale in 56lb. and 14lb. Boxes and 30lb. Tubs, also retailing at 45 cents pound.

—also—

- 5 cases SPANISH APRICOT PULP, 10lb. tins.
- 5 cases STRAWBERRY PULP.
- 5 cases APPLE PULP.
- 5 cases GOOSEBERRY.
- 25 cases PEELED and CORED APPLES, 1 gallon tins, at 35c. tin.
- 2 cases CRYSTALIZED GINGER, 1lb. & 1/2lb tins.
- 1 case PARROT FOOD.

W. E. BEARNS HAY MARKET GROCERY
PHONE 379

"THE FACTORY THAT IS TURNING OUT SUCH SPLENDID WORK"

This is what President Coaker wrote in a recent Editorial in *The Mail and Advocate* of the BRITISH CLOTHING CO. LTD., and if you insist on your dealer supplying you with one of their suits you will agree with him that for distinctiveness of style, perfect fitting, qualities and superiority of goods they cannot be equalled in this Country.

Insist on BRITISH Suits
Made by
THE BRITISH CLOTHING Co., Ltd.
Duckworth Street, St. John's.

Thoughtful People

Are stretching their Dollars by having us renovate the old garments, and make up remnants of cloth.

C. M. HALL,
Genuine Tailor and Renovator.
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MEAT

YOUR ORDER for meats will be filled with the best the land offers, providing you place it with us.

We carry nothing but ABSOLUTELY PRIME MEATS

and you will never have cause to complain of our service or quality. The day you place your order with us, you take a sturdy step towards pure food and true economy.

M. CONNOLLY,
Phone 420. Duckworth St.



SO NECESSARY,

Yet so difficult, is perfect filing and indexing of records that Office Managers would be compelled to devote much valuable time and thought to this important subject were it not already solved by the "Safe-guard" system originated by the Globe-Wernicke Company. Are you not interested?

The Globe-Wernicke Co.
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ADVERTISE IN THE
MAIL AND ADVOCATE

OUR THEATRES

THE CRESCENT

The Crescent Picture Palace is out again to-day with an exceptionally bright and catching program. There are some screaming Bunny comedies, one of which—"Bunny Backslides," must bring down the house. "Auntie" is a Vitagraph drama of very thrilling and realistic character, and an other very effective dramatic show is "Jimmy Hayse and Muriel," typical of the wild and woolly west. Other dramas and comedies, with excellent vocal and instrumental music make up a bill which none should miss.

ROSSLEY'S IN THE WEST

Crowded at each and every performance yesterday, the popular West End Theatre had a great programme. The new shipment of films seen at Rossley's are even better than ever, all new and splendid subjects, and were loudly applauded at each performance. The little singers made a big hit in their Scotch number "Maggie McLaren," while their dancing pulled down the house. There will be one of the best songs ever published sang to-night. It swept like a cyclone over Great Britain, and Mrs. Rossley secured it from the publishers entitled "Somebody's boy has gone to the front. Somebody's boy is hearing the brunt." A great song and all new pictures.

Football

The Stars and St. Bon's teams will meet in this evening's League football game. The line up will be: STAR—Goal, Rolfs; backs, Walsh, J. Hart; halves, L. Kavanagh, T. Duggan, W. Hart; forwards, Brien, Caul, Morgan, Whelan. ST. BON'S—Goal, Knight; backs, Power and Ryan; half backs, Rawlins, Higgins and McGrath; forwards, Walt Callahan, W. Callahan, Smith, Furneaux and Devine.

A Pleasant Surprise

Letters received here recently from some of our Volunteers say that while a party of the boys were in Glasgow not long since, in passing down a street they were accosted by an old lady who asked them if they were not Newfoundland soldiers. Being answered in the affirmative she invited them to her home and entertained them in true Newfoundland style. She was a Newfoundland girl who formerly resided on Carter's Hill, this city, and left here on her 16th year, locating in Glasgow. She asked for all particulars as to that street and neighborhood and the names of present day dwellers there so reminded her of her youth and home that she could not suppress her tears. She loaded the boys with tobacco, cigarettes and dainties, made them return to tea and also extracted a promise from them to call again if they could or tell their comrades who might later visit Glasgow to come and see her.

Laid to Rest

ALFRED HARRIS

The funeral of the late Alfred Harris, engineer of A. E. Reed Co., Nfld. Ltd., took place at Bishop's Falls on Saturday afternoon last July 3rd, the Rev. Gardiner (Church of England) officiating. After a short service at the Company's Staff House, nearly all the residents of Bishop's Falls and Bishop's Falls Station followed in procession to the graveside. The deceased was borne to his last resting place by his workmates, by whom he was much respected and esteemed. The floral tokens of sympathy and affection were numerous and beautiful. The Staff and Mill departments sent several; others were received from Mr. and Mrs. Hampton, Mr. and Mrs. Dove, Mr. and Mrs. L. B. Taylor, Mr. and Mrs. Cromier, Dr. and Mrs. Smith, Mrs. Petrie, Friends at the Hotel, Mr. Twinner and Family, Mr. and Mrs. J. Wentzell (Botwood). The late Mr. Alfred Harris was a native of the city of Oxford, England, and came out to this country about three years ago as engineer for the A. E. Reed Co. Nfld. Ltd. at Bishop's Falls, at which plant his brother Mr. A. E. Harris is Manager.

'Khaki' Prisoners' Fund

Already acknowledged \$484.22 T. Peel 2.00 "Heartfelt Sympathy" 2.00 Mrs. B. T. Shortall 2.00 \$490.22

Royal Bank of Canada, St. John's, Nfld., W. H. CROWDY.

Everybody's doin' it now. What? Selling Elastic Cement Paint. Your dealer sells it in 1, 2, 5 and 10 gallon tins, also in barrels.—ap14,eod

Schooners Collide On the Banks

Schooner Gordon M. Hollett Badly Damaged Returns To Port

On Tuesday morning at shortly after one o'clock the banking schooner "Gordon M. Hollett," Capt. William Hollett of Burin, was run into by the banker "Rucania," Capt. Russell Hebb. At the time of the occurrence the Gordon M. Hollett was coming to land for a supply of bait and the other vessel was running out for the Grand Bank having baited on the Southern Shore. The night was fine and clear. Capt. Hollett says he first saw the overtaking ship about half a mile away and showing her port light. As the vessels approached, one another, the Gordon M. Hollett's course was altered to show her port light, according to the "rule of road." Instead of keeping on her course, the Hollett's crew saw the course of the Rucania was also altered to port—hence the collision. Considerable confusion resulted and for a few minutes Captain Hollett and his crew thought their ship had received a fatal wound. She was struck with terrific force just abaft them ain rigging on the port side. The bow of the colliding ship hit a cross beam fair and square and thus, providentially, a marine tragedy was averted. Though sorry for the damage to his ship, Capt. Hollett feels that once again his proverbial good luck did not forsake him. The Lumburg schooner's crew refuse to give any information as to the identity of the ship or the name of her skipper, but there is no doubt that the vessel was the banker Rucania, Capt. Russell Hebb. Repairs to the G. M. Hollett will take about a week and cost four or five hundred dollars. The work is being done by Mr. Stephen Butler. The vessel has 700 quintals aboard and has already landed 2500.

SHIPPING

The Lake Simcoe is due at Barbados. * * * The S.S. Portia left Lamaline at 7.30 a.m. and is due here to-morrow night. * * * The S.S. Prospero is North of Concho. * * * The S.S. Stephano is due to dock at Harvey & Co.'s at 2 p.m. to-day. * * * The Fogota left Cat. Hr. this morning early bound North. * * * The Alexandria from Halifax with general cargo for Earle & Sons arrived at Fogo yesterday. * * * S.S. Pomeranian, from this port for Halifax, was delayed by fog and did not reach Halifax until 3 p.m. Tuesday. * * * S.S. Mary sailed for Fogo yesterday morning with a load of salt to Earle Sons & Co. * * * The dredge Priestman sailed at 10 a.m. today for Sandy Point, Bay St. George to begin summer operations. * * * The Hump left here yesterday at 8 a.m. to take up the mail service on the lower Labrador. Magistrate Hy. Dawe, Sgt. Dawe and a Constable went in her. * * * The French banking fleet, because of the war, is reduced to about 50 this year. The normal number of French vessels fishing the Grand Banks is between 250 and 300. * * * A small load of ploughed and tongued lumber, from Reid's Mill, Heart's Delight, is being discharged at W. & G. Rendell's from the schr. Hagar. * * * A message was received yesterday from Capt. Burgess of the Erik saying that the ship arrived at Batteau at 7 p.m. Tuesday. She reports no ice north of Hawke's Hr. * * * The schr. 'J. A. Rafuse' arrived here at 8 a.m. yesterday from Louisbourg and laden to Crosbie & Co. She left there Tuesday morning and had fog and variable weather on the run. * * * The coasting schr. Luetta, Capt. Wm. Snow, with 106,000 feet of lumber from Botwood, consigned to the Empire Wood Works, reached port last evening after a tedious passage. Green Bay is now free of ice, and but few icebergs were seen on the trip. * * * The following schooners bound to the Treaty Shore had left Twillingate up to Saturday last:—Lizzie May, Ida, T.M.C. Helene, Ethel E. M. P. Cashin, Susan Jane, Telephone, Ascellus, Pearl, Gerfalcon, Annie B., Robin, John Eeale, Elmo Gordon, Tidal Wave, Eda, Springdale, Fleetwing, Sea Lark, Rolling Wave, Strathcona, Zima, and Daisy Mine. These vessels have a tonnage of 1059 and carry crews aggregating 180 men.

PERSONAL

Mr. A. House, manager for the D. I. & S. Co. at Port au Port left for home by Tuesday's evening's express. * * * Mr. Jas. Vey, Tuesday, took some fine photographs of the Bruce on the dry dock and also of the work on the Stella Maris. * * * Mr. D. A. Ryan has received word that the Cachalot, Capt. Amundsen, which began operations on Saturday at Hawke's Hr., has already captured one whale. * * * Mr. Jacob Chafe of Monroe & Co. hooked a fine 2-1-2 lb trout at Rainbow Gullies yesterday. * * * Shipwright H. S. Butler is now a busy man. He is repairing the injured tanker "Gordon Hollett," and also is giving extensive repairs to the steamers Eagle and Bloodhound and Fiona. * * * Mrs. Long, wife of Mr. W. J. Long, foreman of the press room of The Mail and Advocate, left here by yesterday's train for Kelligrews where she will spend the remainder of the summer. Mrs. Long has been very ill for some time past and hopes to be benefited by a stay in the country. * * * Mr. Baxter Barry, the well-known resident of Alexander Bay, while afloat in his motor boat a few days ago met with a painful accident. His clothing became caught in the machinery and before he could stop it, his left leg was drawn in and was broken between the knee and ankle. He arrived here by the express at 2.30 this morning and was taken to Hospital in the Ambulance by Mr. Eli Whiteway.

L.S.P.U. Charity Dance

The dance held in the Prince's Rink Tuesday night under the auspices of the L.S.P.U. was a most successful and enjoyable affair. Some 400 persons were present including a number of prominent citizens. The place had been neatly decorated by Mr. P. Morrissey and others, and the T. A. Band discoursed a fine programme of dance music. Refreshments were supplied and all who participated noted the dance to be one of the best they had ever attended. The proceeds will likely total \$200 to be devoted to charity. President McGrath of the Union and Chairman F. Woods of the Committee with their aids deserve congratulations on the success of the Labor Day dance.

Ten Per Cent of the Cash Retail Sales at Wood's Candy Stores and Restaurants in the City and at Grand Falls on Saturday next will be given to the Newfoundland Alship Fund. Jly8,t

Wet Weather Great Set Back

The wet weather which prevailed yesterday was a great drawback to the celebration of Labor Day. Many, however, went country ward but most of these were Waltonians. The special train which left here at 8 p.m. Tuesday was crowded with fishermen and a "double header" had to be used to get over the line. Many also went to the ponds and streams in autos, carriages and good catches of trout resulted. Few people however went out by the excursion trains, and picnic parties projected, for the suburbs had to be abandoned.

JUST ARRIVED per S. S. Stephano: Bananas, Water Melons, Cucumbers and Tomatoes; also California, Plums, Grapes, Apricots and Oranges. GLEESON'S Wholesale and Retail, 108 Water St. East. Jly8,t

Nasty Accident

While kicking football at the S. A. picnic yesterday Mr. T. Sellars of Clifford Street stumbled and fell while a volunteer who was present was in the act of kicking the ball. The toe of his boot took Mr. Sellars in the face and laid open the flesh above the left eye. The affair was purely accidental, and the wound was bound up by the volunteer and some other friends.

Well Pleased With the Throne

His Grace the Archbishop expresses himself as greatly pleased with the style and finish of the new throne, lately presented by the Knights of Columbus. The throne, said to be a splendid piece of church architecture, is the handwork of Messrs Howlett and Armstrong, but is mainly from designs selected by the Archbishop himself. This should be an effective answer to the unfriendly criticism that has been heard about town from the lips of irresponsible people.

Anniversary Of Great Fire

To-day is a memorable one in the history of St. John's, for just 23 years ago this afternoon a fire began on Freshwater Road at Mr. Mr. Timothy Brien's barn which destroyed the whole East End of the city from Beck's Cove to Hoytestown. A lengthy period of dry weather with intense heat was experienced and everything was as dry as timber. A N.W. gale tended to spread the flames, the water pipes were being repaired at Freshwater Road, there was little if any water available and by 11 p.m. the whole East End was wiped out. Over 10,000 families were rendered homeless and property to the value of \$20,000,000 was destroyed.

Volunteers

The number on the roll is now 2033. Bernard Kelly of St. John's having joined yesterday. Tuesday forenoon the men who are fast becoming proficient, were put through various exercises on the Parade Ground and at the armoury, and in the afternoon had a route march along the Topsail Road. The men are also becoming proficient at shooting.

Who's chewing Coca-Cola Gum? Everybody's chewing it. Who are selling it? We are—Yours truly—W. Brophy, J. L. Courtenay, Barber, W. Gosse, T. Malone, Duckworth St., P. Maher, T. McMurdo & Co.; T. H. O'Neill; Royal Stores, Ltd.

Almost Drowned

While Mr. Jake Barrett, driver of Steer's express, was trouting yesterday in Northern Pond he unwittingly moved out over the overfall and disappeared. He was burdened with a heavy basket of fish and a grub bag, the strap of which got around his throat. Mr. John Duff, his companion, received a bad scare but eventually managed to reach him and pull him in by the aid of a pole which Barrett grasped and held. The man who went down repeatedly was in the last stages of exhaustion and took a long while to recover.

French Banker From Flemish Cap

The French banker, "St. Leon," M. Hubert master, of PeCamp, France, arrived in port yesterday morning from the Flemish Cap. The vessel experienced a continuance of rough weather for the past 10 days. She lost three anchors, 150 fathoms of wire cable and 20 fathoms of chain, otherwise the ship sustained no damage. As soon as the lost gear is replaced, the vessel sails again for the Grand Banks. The Captain says he found fish plentiful. He has 1800 qts on board for three months fishing.

About a week ago two members of her crew went astray while fishing, but the captain thinks they managed to reach some other vessel.

In the U.S.A., the name Arbucles' on a tin of coffee stands for excellence. It is being introduced by the Cleveland Trading Co., and is for sale by W. E. Bearns, T. Fitzpatrick, A. Thomson and W. Gosse.

S. A. Picnic

The Salvation Army people held their annual picnic yesterday at Mount Pearl. Some 250 went out by special train in the forenoon accompanied by the full band, and though it rained hard in the city only a few showers were experienced by the picnickers. Adjutant Sainsbury was in charge, games of different kinds were indulged in and a sumptuous dinner and tea were served. All voted the outing a very pleasurable one and the return was made at 8.30 p.m.

Fishery News

Twillingate—Wind N. N. E., light; weather fine and clear; the few traps out got from 2 to 4 bbis; caplin are still plentiful and there is a good sign of salmon. Bonavista—Caplin very plentiful. There is no improvement in the fishery; nothing doing with hook and line. Traps average about two qts. per day. Catalina—Calm with fog; no fish; plenty caplin. Hr. Grace—Traps two or three qts; hook and line nothing; caplin still plentiful. St. Mary's—Fish is getting scarce the last few days; traps two to ten qts; trawls nil. American Tickle—Light, south winds with clear weather; no ice in sight.

Elastic Cement Roofing Paint will save you dollars and trouble.—ap14,eod

LOCAL ITEMS

Venus Drawing pencils are perfect.—ap12,tf

The police were not busy though the holiday was on, and only arrested 3 drunks.

The Star and Saints football match, set for Tuesday evening, was postponed as some of the players went out of the city.

Velvet pencils for commercial use.—ap12,tf

The Wanderers and B. I. S. baseball match owing to the unfavorable weather of yesterday was postponed. No doubt a double header will take place soon to catch the schedule.

The Loyal Orange Association will hold its annual church parade at St. Thomas' Church on Sunday next. Rev. Dr. Jones will preach a sermon.

There were no bidders for the S.S. City of Ghent, advertised to be sold by public auction to-day at noon at the wharf of Geo. Neal.

Wallace's Chocolates R most excellent.—ap12,tf

The holiday passed off quietly in police circles. The only business engaging the attention of Mr. Hutchings, K.C. this morning was three drunks, who were each fined \$1.00.

Some uneasiness is expressed as to the non-arrival of the schooner "Stanley R. Howse" from Oporto, from which port she was out yesterday 53 days to Placentia Bay. She is a fine, well-built vessel, no doubt has met fog and head winds, and will turn up O.K.

Venus and Velvet pencils will give you satisfaction.—ap12,tf

The schr. "Henry M. Stanley," Capt Burgess, arrived here yesterday from Oporto with wire and corkwood to the Smith Co. Ltd., after a run of 27 days. The vessel met considerable stormy weather on the run, and as a result is making considerable water. The pumps were being kept going on her in spells all yesterday and after discharging she will get necessary attention.

Up to date the Municipality has had 2500 feet of new water pipe laid down in the city streets and 160 laborers are at work in the various cuts. Some 2500 feet of new pipe are to be laid down during the next couple of years. The rock material taken from the cuts is being used to repair the streets where required, and King's Bridge Road, Forest Road to the Hospital gate and Monkstown Road have been put in splendid condition.

Don't forget to ask your grocer about LaFrance & Satina Tablets.—ap12,tf

The adjourned hearing into the alleged insolvency of George Cleary, Bell Island, was resumed this morning. Cleary did not appear in person and on motion of W. R. Howley K.C. who appeared for the principal creditors and Mr. Wood of the firm of Wood and Kelly for other creditors. An order was made to take the defendant Cleary into custody. He will be arrested and further examined as to certain alleged irregularities arising out of those insolvency proceedings.

Another Burglary

Thursday night late burglars entered the store of Mr. O'Keefe on New Gower Street near Springdale Street and stole tobacco, cigarettes and other goods to the value of several dollars. They wrenched away heavy wire netting from a rear window, broke the glass and opened the back door. The matter was reported to the police.

Train Notes

Tuesday's West bound express arrived at Basque at 11.25 last night. The incoming express is due at 2.45 p.m.

Goes Gill Netting

The banker 'Gypsy Smith,' Capt. Fudge, arrived here this morning from Caplin Bay after baiting and will get here a supply of gill nets to go down to Blanc Sablon and in the Straits of Belle Isle. The Captain thinks he will do better with the gill nets than with trawls. It is quite an innovation as applied to local banker and will be watched with interest. The vessel is run by motor, is small and has 700 qts fish stocked to date for 4 dories.

LATEST WAR MESSAGES

Auxiliary Cruiser Sunk by Submarine

Berlin, July 8.—A despatch from Constantinople to the Overseas Agency announcing the sinking of the French auxiliary cruiser Carthage, off Cape Helles, the tip of the Gallipoli Peninsula, by a German submarine, says the vessel carried war material valued at more than \$200,000. The French Minister of Marine, on July 5, announced the steamer Carthage had been torpedoed and sunk by a German submarine, July 4, 66 members of the crew were saved and six missing.

Tornado Sweeps Western Town

St. Louis, Mo., July 8.—It is reported that St. Peters, Mo., thirty miles north of here, was razed by a tornado today, several score of persons being killed. Verification is impossible as every telephone and telegraph wire into that town is down.

Austro-Hun's New War Loan

Vienna, July 7.—Official announcement is made that subscriptions to the second Austro-Hungarian war loan amounted to \$503,000,000.

Italian Cruiser Sunk In Adriatic

Rome, July 8.—The Italian cruiser Amalfi was torpedoed and sunk this morning by an Austrian submarine while taking part in reconnaissance in the Upper Adriatic. The crew were saved.

Greek Steamers From United States Held At Gibraltar

London, July 8.—According to an Athens despatch the Greek steamers Thessaloniki and Janina from the United States were stopped at Gibraltar and were subsequently conveyed to Malta for further examination.

Germany Rushes Troops to Flanders

London, July 8.—A Petrograd correspondent to the Times says that according to private reports, all passenger traffic on German railways has been suspended. He says it is believed that large forces are leaving the Eastern front on the way to the Western theatre, with a view of an impending rush on Calais.

Heavy Storms Cause Much Damage And Loss of Life

Cincinnati, July 8.—Reports show that thirty-three persons are dead and fifteen missing, believed to be buried in the ruins of buildings wrecked during the heavy rain and wind storm which passed over Cincinnati last night. Indianapolis, July 8.—A wind and rain storm swept Central and Southern Indiana last night. Three fatalities, many injured and much property damaged.

The "Stella Maris"

The work of salving the sunken Stella Maris is proceeding apace. The coffer dam almost completed about the mill is 105 feet long by 30 wide in its widest part and in its erection to date about 12000 feet of material have been used. Besides the wrecking tug "Coastguard" the schr. "Bessie Jennix" is also helping in the work and each day 2 divers are down plugging holes &c. and other work in the dam and hull. Two powerful pumps, when the dam is ready, will be operated from the Jennix by steam from her boiler and two others from the tug. An ingenious arrangement for the salving is the fitting of a strip of material like brin with saw dust. This will be about 6 inches wide and 300 feet long and will be put below the dam in such a way that by suction it will fill up the holes in the bottom of the construction when the pumps begin to operate. It is hoped to have the dam finished by next Wednesday when the work of pumping it out will begin.

Explains Delay In Turning Out War Munitions

London, July 8.—Most causes of delay to contractors supplying war munitions were unavoidable, according to a letter to the Morning Post, from the managing director of one of the contracting firms. One difficulty was to obtain the thousands of gauges needed by the sudden multiplication of factories producing munitions. Gauge-making craft being very limited, was quite powerless to meet sudden demand.

Transport delays also caused great trouble and it was necessary to obtain much of the material and machinery from the United States. In many instances the voyage from New York to London occupied sixty instead of twenty days, while British docks and railways were so congested that transits from Liverpool to London sometimes occupied five weeks. To these difficulties were added the fact that the army in the first months of the war took away the bulk of skilled workmen.

Today, however, these causes of delay have been for the most part removed, and the writer says work will proceed in ever-increasing measure.

Complaint About Mails

Tuesday's Trepassey train got in at the regular time 11.30 a.m. but we are informed by business people that the letters were not distributed in the Post Office boxes before 3.30 p.m. Many who had orders therefore could not fill them for that evening's return train. This is unpardonable and if it occurs again there will be a concerted kick by business people who have connections along the Southern Shore. There is absolutely no reason for such delay as this.

SHIPPING

The Argyle left Marystown at 6.45 p.m. yesterday. * * * The Clyde arrived at Lewisporte at 12.45 p.m. yesterday and sailed today. * * * The Dundee arrived at Blandford at 2.30 p.m. yesterday. * * * The Ethie arrived at Clarenville at 6.30 p.m. yesterday. * * * The Glencoe left Fortune at 1.25 p.m. yesterday coming East. * * * The Home left Lewisporte at 12.15 p.m. yesterday. * * * The Erik arrived at Batteau at 7 p.m. Tuesday going north. * * * The Meigle is due at Flower's Cove from the North. * * * The Sagona left Twillingate at 10.40 a.m. yesterday. * * * The tern schooner Novelty, Capt. A. Benson, 20 days from Barbados laden with 700 puncheons of molasses, has arrived to G. M. Barr.

There is nothing to be ashamed of in the marks of honest toil on your hands, but there is no need of wearing them. FLASH will take out all stains in a flash. Drop in for a tin to: W. E. Bearns; Bishop Sons & Co., Ltd.; C. P. Egan; Ellis & Co. Ltd.; Walter Gosse, E. J. Horwood; F.P.C. Trading Co. Ltd.; Steer Bros.

Health Notes

Diphtheria is again making its appearance, a little girl six years old, Temperance St., is being nursed at home. A boy, twelve years old, Pleasant St., was removed to the Hospital this morning.

Another Collision

While the schr. "Wadonna" was hauling up to Morey's premises for salt yesterday she ranged too near the schr. Bessie Jennix which is helping in the work of raising the Stella Maris and broke away all the gonge gear of a large boiler—on which there is steam—held on the Jennix' deck. Some other damage was also done and the result would have been serious had the vessels boom which did the damage, thrown the boiler over on the deck.

WEATHER REPORT

Toronto—Moderate South-westerly to Westerly winds, fair and warmer.

FOR SALE—Two Building Lots (Freehold). For particulars apply to 40 Alexander Street.—jy3,2w,eod