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THE MAIL AND ADVOCATE.

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Italians Again Take Offensive in Endeavor to Reach Trieste

At Several Points South and South East of Sorizia they have Taken Over 6000 Prisoners—In Transylvania Teutonic Forces Are Continuing Their Drive Against Rumanians Along Almost the Whole Front—Bucharest Admits Retirement of Rumanians Around Kronstadt—British Make Further Progress in Greek Macedonia—Fire Fighting is on Between Bulgars and Serbs South West of Doiran

LONDON, Oct. 12.—The Italians have again taken the offensive against the Austrians in their endeavour to reach Trieste, the Austrians chief port on the Adriatic. At several points south and east of Gorizia they have made good progress and in addition have taken nearly 6000 prisoners. To the south of Gorizia, the Austrian line was broken between Tobar and Verda, according to Rome. On the Carso front, entrenchments between the Vipacco River and Hill 208 were captured. Here the town of Nova Villa, a strong position around the northern part of the Hill, fell into the hands of the attackers. Trenches in the Trentino region were won by the Italians, and 530 Austrians made prisoners.

In Transylvania, the forces of the Teutonic Allies are continuing their drive against the Rumanians along almost all the front. Bavarian troops, which captured the Rothenthurn Pass, have now crossed the border into Rumania, according to Bucharest, which admits the retirement of the Rumanians around Kronstadt. Pierce Teutonic attacks were repulsed south of Hermannstadt, with heavy casualties to the attackers. Berlin concedes the capture by the French of the German salient near Verdun, south of the Somme River, in France, also by the British of first line trenches in the valley north of the Somme. Violent counter-

GERARD DENIES ALLEGED CAUSE OF HOME COMING

Gerard Issues Formal Statement in Which he Denies His Home Coming Was Caused by Way of Warning Government of Germany's Intention to Re War Submarine Warfare

WASHINGTON, Oct. 12.—Jas. W. Gerard, United States Ambassador to Germany, who returned here Monday, issued a formal statement late yesterday, in which he denied that his home-coming had been caused by way of warning the Administration at Washington of Germany's intention to resume an indiscriminate submarine warfare against neutral, as well as hostile, shipping.

ADVERTISE IN THE MAIL AND ADVOCATE

WASHINGTON IS PUZZLED OVER ALLIED SILENCE

United States Government Still Awaiting More Complete Information Before Anything is Decided on—Interest Centres in Silence of Allies—No Representations Yet Received at Washington

WASHINGTON, Oct. 12.—The policy of the United States regarding the recent U boat raid off the New England coast, will not be determined until much more complete information as to all the facts have been received. This was announced by Secretary of State Lansing last night, after his return from a conference, on the subject with President Wilson, at Shad-ow Lawn, N.J.

Considerable interest centres in the continued silence of the Allies. Again, yesterday it was stated positively at the State Department that no representations of any sort had been received from the Allies as a result of the U 53 visit to Newport or the depredations of the American coast.

Italians Make Further Advances

ROME, Oct. 11.—The Italian troops fighting in the Carso region southeast of Gorizia, have resumed the march towards Trieste, capturing several lines of Austrian trenches and more than 5,000 prisoners, says an official statement issued by the war office today. In addition they have occupied strongly defended heights between Teppaco river and Hill 208, taking quantities of arms and munitions. Through successes on two other fronts the Italians captured 1,400 additional prisoners. Advances have been made in Cosmagnon, sector of Pasubio, Trentino. On the front of the Julian Alps, between Sober and Vortoba, north of Gorizia, the Austrian line on the Julian front has been broken, the statement adds.

Irishmen Wanted

DUBLIN, Oct. 11.—The Irish Division at the front will need reinforcements of 20,000 good men before Christmas, according to a statement made last night by the Lord Lieutenant, in an address made at a banquet.

No Patched Up, Precarious, Dishonouring Compromise, Masquerading as Peace will be Tolerated says Britain's Prime Minister

Premier Asquith in Addressing House Said No One Desires to Prolong the Struggle but the Empire Owe it to Those Who Have Given Their Lives That Their Supreme Sacrifice Shall Not Have Been Unavailing—In Discussing the War Expenditure he Admitted it was Growing Beyond the Estimate—His Review of the War Shows the Allies Have Made Substantial Progress

LONDON, Oct. 11.—This is no time for faltering counsel or wavering purpose, said Premier Asquith in addressing the Commons to-day. This war cannot be allowed to end by some patched-up, precarious, dishonouring compromise, masquerading under the name of peace. No one desires to prolong for a single moment longer this necessary the tragic spectacle of bloodshed and destruction, but we owe it to those who have given their lives, that their Supreme Sacrifice shall not have been unavailing. The ends of the Allies are well known. They have been frequently stated. They are not selfish. They are not vindictive; but they require adequate security for the future. The House cheered the Premier wildly as he made these remarks. Concluding his address he moved a vote of credit for £200,000,000. When the Premier moved the vote of credit for £300,000,000, he brought up the total for the current financial year to £1,350,000,000. Parliament, said the Premier, has been asked this vote for war purposes, what was equivalent to the aggregate expenditure for twenty years

OFFICIAL BRITISH

SALONIKI, Oct. 11.—British troops yesterday occupied two more towns on the east of the River Struma, in Greek Macedonia, it was announced to-day in an official statement published at British headquarters. They were Papalova and Posenik, the latter a town seven miles south of Demir-Hissar. British mounted troops have reached a point two miles south of Sere.

LONDON, Oct. 11.—The enemy's artillery, says a British official statement issued to-day, was somewhat more active during the night on a quarter part of the battlefield in Northern France. North of Neuville St. Vaast the enemy cannonaded early this morning without inflicting casualties. A successful minor enterprise was made by our troops against the enemy's trenches south of Hulluch.

FRENCH

PARIS, Oct. 11.—In the course of last night French troops gained more ground south of the River Somme, it was announced to-day at the French War Department. The Germans attacked heavily at Schoenaen in the Vosges after violent shelling and penetrated French trenches at certain points, but were thrown back by the grenade corps.

ROUMANIAN.

BUCHAREST, Oct. 11.—South of Hermannstadt, the Rumanian troops repulsed attacks with heavy losses, and made some progress east of Jull Valley. Around Kronstadt and in the Galician mountains, north of Kronstadt, the Rumanians are retiring, says an official to-day.

GERMAN.

BERLIN, Oct. 11.—The pursuit of second Rumanian army, beaten by Austro-Germans in Kronstadt, Transylvania continues, according to a German official to-day. The Rumanians, the statement adds, have also been defeated in Alt Valley.

BERLIN, Oct. 11.—In Southern Serbia, the forces of the Entente Allies, made several attempts to advance in the region of Cerna, but were repulsed by forces of the Central Powers, says to-day's German official statement.

BERLIN, Oct. 11.—The German

GREECE MUST HAND OVER HER ENTIRE FLEET

Commander of Anglo-French Mediterranean Fleet Presents Ultimatum to Greece Demanding Greek Fleet be Handed Over to Allies by 10 O'clock To-day—Greece to Comply With Demands.

LONDON, Oct. 12.—Vice-Admiral Dartigo Du Fumet, Commander of the Anglo-French fleet in the Mediterranean, has presented an ultimatum to Greece, demanding that Greece hand over the entire Greek fleet, except the armoured cruiser Averoff and the battleships Lemnos and Kikkis, to the Entente Allies by 10 o'clock Wednesday afternoon. According to Reuters' Athens correspondent a demand also has been made for the control of the Piraeus-Larissa railway. The Minister of Marine, the correspondent continues, says Vice-Admiral Fumet's demand will be complied with and that the fleet will be handed over before the prescribed time. The demands are a precautionary measure to ensure the safety of the Allied fleet.

Still Rapping At "Uncle Sam"

LONDON, Oct. 11.—The German submarine campaign continues to be the chief topic in the English newspapers. The fact that the United States had protested against the patrol of British cruisers near the American coast, was not generally known here until the German submarine visit raised a discussion of the whole question. Naval writers now maintain that the Washington Government having protested against the presence of British cruisers on the American coast, cannot fairly countenance this submarine campaign, which they hold, constitutes a far greater cause for complaint and protest, than any which could have been raised in British naval movements.

READ THE MAIL & ADVOCATE

troops in the salient projecting towards the town of Verdun, on the battlefield south of the river Somme, has been cut off by the French forces, it is stated in a German official to-day.

Rousing Send off For Duke and Duchess

OTTAWA, Oct. 11.—The Duke and Duchess of Connaught and Princess Patricia were given a rousing send-off by the people of Ottawa to-day. There were few formalities at the leave taking. The Premier, Cabinet Ministers, Supreme Court Judges and military officials were present to wish them God-speed. The Duke reviewed the guard of honor from the Governor-General's foot guards, and after twenty minutes' handshaking the Royal party boarded the train, and amid cheers from the people waved their last farewell from the rear platform of their car.

In Macedonia

PARIS, Oct. 11.—An official dealing with operations in Macedonia, which was made public this afternoon, says that the right wing of the British has crossed the railway and occupied Pasenik. In the centre we captured the enemy's first line on the height west of Devedjili, on the border south-west of Doiran. On the left, the Bulgars' army received reinforcements, offering desperate resistance to the Serbians. The Allied army took 2,616 prisoners from Oct. 1 to 10th.

PARIS PRESS ANXIOUS OVER SUB. WARFARE

All Newspapers in Paris Continue to Discuss the Submarine U 53 and What the American Government Will do in the Matter—The Temps Very Outspoken

PARIS, Oct. 12.—Newspapers here continue to discuss animatedly the situation created by the operations of German under-sea boats off American waters. All of them evince a lively interest in what the Washington Government is likely to do in the matter. The "Temps" to-day concludes a leading article on the subject, as follows: "It is doubtful if American exporters are disposed to allow the organization of a blockade of their coast. Is the country to allow the Germans to trifle with American neutrality. As to the Germans, one would have a wrong idea of them to think they will confine themselves to their first exploits, even if there is an interval before renewing."

Cyclone Sweeps Over St. Thomas, B.W.I.

ST. THOMAS, B.W.I., Oct. 11.—A cyclone swept over St. Thomas on Monday night and yesterday morning, with disastrous results. Almost every building in the city was damaged and some destroyed. There are many homeless persons. Some form of public relief measures is necessary. The damage thus far reported runs into hundreds of thousands of dollars. So far as is now known, there is no loss of life.

Asquith Asks For £300,000,000 New Credit

LONDON, Oct. 11.—The Commons to-day began consideration of serious problems resulting from war, with the introduction by the Premier of a new credit vote for £200,000,000. Under procedure of Parliament this step permits the members to discuss any subject.

Kingstonian's Crew Still Unreported

NEWPORT, Oct. 11.—United States destroyers, which have been searching for the crew of the British steamer Kingstonian, sunk by a German submarine on Sunday, returned here to-day. None of them reported having found any trace of the Kingstonian's boats.

Italy Worried

ROME, Oct. 12.—The resumption of the Austro-German submarine attacks is causing grave concern in Italy where prices of coal, wheat, lumber, scrap iron and other imports have tripled within the year owing to prohibitive freight rates.

TO BE FIGHT TO A FINISH SAYS CARSON

Sir Ed. Carson Says There is no Use in Concealing the Fact that the Task Before the Army was a Herculean One in Fighting for Decisive Victory

LONDON, Oct. 12.—Sir Ed. Carson, Ulster leader, commented briefly in the Commons on Premier Asquith's declaration and said the operations the Premier had detailed demonstrated that Britons need have no fears of the valor, courage and persistent success of the new army, which has been tried against the best German-trained troops and found superior.

Sir Edward said the fight must be carried to a finish, but declared there was no use in concealing the fact that the task before the army was a herculean one. The whole nation, he declared, was determined to gain a decisive victory and the question, he asserted, of more man-power, especially from the reserve power, must be raised before long.

The House agreed to the vote of credit asked by the Premier, virtually no criticism being offered to the Premier's statement.

King Otto Dead

LONDON, Oct. 12.—Former King Otto of Bavaria, who has been insane for many years, has died suddenly, according to a Copenhagen despatch. Quoting the Berlin official communication: "The mad King died at Fuerstentried Castle, near Munich, where he has been confined since 1875."

ALLIED DEMANDS ON GREECE WERE COMPREHENSIVE

SALONIKI, Oct. 12.—The heavier war vessels will be disarmed and left where they are in the gulf of Keratsini, according to the Chronicle correspondent. Greek crews have already been removed from some of the warships and are being landed from others. French crews were placed on small ships and all guns on larger vessels, rendered ineffective and placed under guard. Quiet is reported at Athens and Piraeus.

PARIS, Oct. 12.—Details of the demands made on the Greek Government by the commander of the Allied naval forces at Piraeus, which have been made public here show that the ultimatum was much more comprehensive than was understood at first. In addition to her fleet, Greece was required to permit Allied control of all material for naval operations as well as mails, telegraph and railroads. The ultimatum set forth that such control was necessary in order to render impossible the use of navy, railroads, and so forth, to the detriment of the Allies.

Greece Accepts Allies' Demands

LONDON, Oct. 12.—Daily Chronicle's Athens correspondent, in announcing that Greece has accepted the demands of the Entente Powers, says that the Greek Government, added a protest to its notification of acceptance. A telephone message received at Athens from Piraeus says that the handing over of the Greek navy to the Allied naval authorities has already begun. Lighter craft will be handed over intact.

No Decision Is Yet Arrived At

WASHINGTON, Oct. 11.—Secretary Lansing announced after his return to-day from a conference with President Wilson at Long Beach, that there has been no decision as to the policy of the States towards the new German submarine campaign on the West Atlantic. The whole subject, he said, was under investigation.

"Blind devotion to the sovereign," Constantine's recipe for a conté Greece, raises the horrible suspicion that Con is conniving.

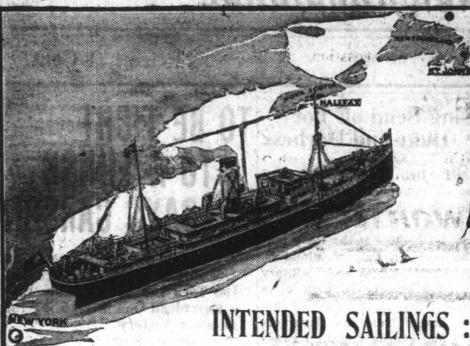
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The Shortage of Fish in the United Kingdom and the Practicability of Obtaining a Supply from Nfld.

By Mr. H. C. Thomson, in a Lecture delivered in Grenfell Hall, Oct. 11.

The War has brought about a radical change in the British fisheries and a great scarcity of fish. This has been intensified by the adoption of compulsory service, there being fewer fishermen to catch fish, which will soon be too dear for any but the well-to-do.

That is a serious state of affairs, and every effort is being made to remedy it, consistently with naval defence. But fish cannot be got without men, and without boats, and both are wanted for sterner work. The only way to get fish now is to bring it in from outside sources, and efforts have been made for the last two years to show that it can be got from Newfoundland and to devise some means for getting it.

I have been asked to explain to you to-night with what measure of success; and to place before you such information as I have been able to gather regarding the present position of the fish trade in the United Kingdom, what the outlook for it is, and what prospect there is for Newfoundland fish to secure a place in the British markets.

And by fish I mean, of course, fresh fish, and fish of every kind—not merely cod.

During the Napoleonic wars, when food was very dear, people had to live largely upon fish, the thriftest, and cheapest food there is, and for other reasons besides those of economy, the statesmen of that day did all they could to bring it into general use.

A story is told of how Admiral Rodney was dining one day with the Prince Regent, and a dish of herrings was on the table. "Ah, Your Royal Highness," said he "I would that herrings could be on every table in the Kingdom. It would double the number of men for His Majesty's Navy."

"We must see what can be done," said the Prince, "and we will call them Rodneys," and so for some time herrings were known as "Rodneys."

During the present war the navy is just as important, and the price of food just as high as it was then, and the altered methods of naval war have prevented the same use being made of fish; indeed, in great measure they have stopped the use of it altogether.

The fisheries were crippled from the very start, the greater number of the fishermen and of the fishing boats being taken for mine sweeping, and other naval uses, and fishing being prohibited except in certain restricted areas.

The average quantity of fish sent daily to Billingsgate market soon fell from over 1,000 to about three hundred tons, and on some days it was less than that. This gives some idea of the diminution of the catch, for if there is a shortage at Billingsgate there is sure to be a greater shortage elsewhere.

The rich can still buy fish, though at enhanced prices, but it has passed quite out of the reach of the poor, who are suffering much distress from the loss of this cheap form of food, upon which in normal times they so greatly rely.

No organized attempt, however, has yet been made to obtain it from sources other than those usually drawn upon.

No such sources, at first sight, seemed available; moreover, it seemed hardly fair to take advantage of the predicament in which the British fishing interests were placed—through no fault of their own—and to bring into existence an outside competition which, after the war, might conceivably operate to the detriment of a great national industry, and of the fishermen who have been doing such magnificent work in guarding the narrow seas.

But as the war has dragged on, month after month, and more men and more boats have been taken for the navy, the supply of fish has dwindled so much and has become so uncertain that these considerations have lost their weight.

In every branch of industry vested interests have been swept aside, have had to give way to the greater interests of the nation as a whole, and in no industries are national interests so paramount as in those, which have to do with the production and supply of food. Hunger is the greatest of all overruling forces.

The London Evening News of August 3rd last outlines in a few words the present conditions of the fish trade:—"Scarcity of supply, shortage of labour and difficulties of transport mainly contribute towards the record price at present paid for fish of all descriptions."

In Germany the value of fish has been recognized from the first. The British fisheries were early placed under

Government supervision, and potatoes are only sold with so many potatoes are taken with so many herrings.

So too, in Austria, the fisheries of the Adriatic have been taken charge of by the Government, and fish is being sent all over Austria-Hungary to relieve the pressure upon meat.

Similar steps may yet have to be taken in England should food stuffs continue to rise in price in the way they have been doing lately. It was Von Moltke, I think, who said that an army depends upon its stomach—a nation certainly does; and effective organization of food is as essential to success as organization of munitions. Indeed food may almost be said to be a branch of munitions.

Last year I was shown over some works where meat was being canned for the troops. The men had been working long hours of overtime and Lord Kitchener wrote personally and asked that they should be thanked for what they had done, and told that they were helping as materially to win the war by feeding the men at the battle front as if they were fighting alongside them—we can't all be in the trenches but we can all lend a hand in the organization of supplies.

Now as regards fish. The British Government have acquired control of meat, of flour, of sugar, and of various other commodities. They may have to do the same with fish. They have bought the Norwegian catch to keep it from feeding the enemy; might it not be possible to organize our own fishery resources, home and overseas, to feed ourselves?

Fish, it must be acknowledged, is in a totally different position to meat. Long before the war the importation of

immense and regular supplies of chilled and frozen meat had become an established, and indeed a dominating factor in the British meat market.

There is no existing trade of that kind in fish, and to arrange as an untried experiment, for the acquisition and distribution of immense quantities of fresh fish in the midst of the overwhelming difficulties and uncertainties of the war, is a problem of a very different kind, and one which is naturally faced with considerable hesitation.

But as the war goes on the food question is becoming increasingly urgent and the opinion is steadily growing that every available source of food supply should be drawn upon—that mere difficulties should not be allowed to stand in the way—that if the food is there, the difficulties should and must be overcome.

If Germany had access to such a source of supply as is contained in the Newfoundland waters, would she leave it unorganized?

Fish, it must be borne in mind, ranks very high in food value.

In the Times resume of our food resources, published immediately before the war, in June, 1914, it was stated that fish affords more nutriment for a given sum than any other kind of food. It is cheap as well as nutritious and its present high price is causing more suffering amongst the poor than the high price of meat. There are hundreds of families in Wales, and in Manchester, Bradford and the other great manufacturing cities of the North of England where a meal of fish and chipped potatoes used to be their principal stand-by. Now they have to go without it.

It was pointed out, at a meeting held last year of the representatives of the various fishery interests, that one great danger is, that if the supply of fish ceases the system of distribution will cease with it, owing to the ruin of the small fish dealers, and that when the war is over it will be impossible to resume the fishing in the old way for some time afterwards owing to the disappearance of the means of distribution which it will take years to reorganize. It was stated at the same meeting that 50 per cent. of the small fish shops had been already closed and that 90 per cent. would be closed in another six months. It is to be hoped that that prediction has not quite come true, but things are certainly bad enough. That is why those interested in the fish trade are now anxious that fish should be brought in from wherever it can be obtained—to keep the small fish dealers going—that is far more important than any question of the effect which outside competition may possibly have upon the industry after the war.

The Manager of Messrs Isaacs, the firm which owns so many fish shops all over London in an interview published in the Evening News on Aug. 3rd, last said that if the poor could be supplied as they used to be by fish taken away in small quantities by the costermongers it would help them a great deal, but the costermongers, he said, had disappeared.

He gave a comparison of prices before and after the war which shows how immense the rise has been, more, a great deal in proportion than that of any other kind of food.

Haddock, for instance, has risen from 2s. a stone to 4s. and 4s. 6d. Skate from 3s. to 7s. a stone. Salmon from 1s. 8d. per pound to 2s. 8d.

How great an effect such a rise in price must have upon the general cost of living may be estimated from the huge quantity of fish consumed in normal times.

In 1913 it reached a total of nearly 25 million quintals with a value of £14,000,000. The number of men employed being over 100,000 whilst a great many more were employed in the subsidiary trades, as salesmen, fishmongers, fish porters, ice manufacturers, etc. The total annual value of the British fisheries, including these trades, being close upon £30,000,000.

The annual amount landed at Grimsby alone, before the war, was 3,800,000 quintals. On normal days between 700 and 800 tons were landed and the ice manufacturers turned out yearly as much as 200,000 tons of ice.

Messrs. Isaac mentioned incidentally the great inconvenience caused by the shortage of ice. Here, of course, there would be no difficulty about ice any more than there is in Norway.

What is needed to give work to all these people are frequent supplies of the cheaper kinds of fish.

(To be continued.)

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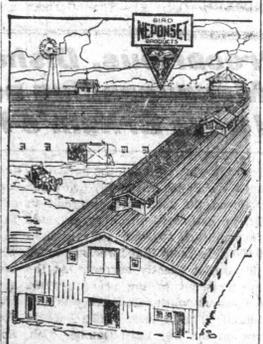


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DEFEATED GERMANY IS NOW VERDICT OF AMERICAN PRESS

Now Only a Question of Time When End Will Come--Germany Had Her Chance, But Lost it.

NEW YORK, Oct. 1.—The Tribune this morning, in its leading editorial, under the caption, "Defeated Germany," says:

"As we approach the end of the third campaigning period of the great war, one fact stands out clear beyond all cavil. There is no longer any question in the minds of any but the most pronounced of Germany's sympathizers as to the ultimate outcome of the conflict. It is patent to the least trained military eye that Germany is beaten. What the military men of the world are now debating is the length of time that will be required to make absolute a decision that is no longer a subject of debate. If one goes back over the history of the tremendous struggle, it now becomes perfectly clear that we have lived through two distinct and completed phases, that we are living in the midst of a third, which is marked by very clear and unmistakable facts. The first phase of the war was the supreme effort of a nation of 65,000,000 of people, having as an ally another nation of 50,000,000, to destroy the military establishments of three nations with a combined population of 215,000,000 in Europe alone, and with almost unlimited resources outside before these nations could prepare as Germany was prepared. Choosing her own moment, choosing her own field of activity, having unrivalled artillery, unsuspected resources in the air and on the battlefield, Germany struck. Her great general staff expected to dispose of France while Britain was still without any really formidable army. It was their view that Austria would hold Russia in check until France was disposed of. Two years ago when Germany struck France, Britain had rather less than 150,000 available for service on the continent. To-day she has ten times as many on the continent. French and British artillery have now a superiority over Germany and the supply of munitions of the allies is also superior in the west."

After a lengthy resume of the various campaigns during the two years of the war, the Tribune concludes: "Germany has had her chance and she has not won. She did not succeed in crushing unprepared enemies pos-

sessing inferior numbers of trained troops when she chose to strike. Now numbers, preparation, everything has turned against her.

Her enemies are bleeding her white and divvying the costs among superior numbers. These enemies no longer have the smallest doubt as to the outcome of the war. All the allied countries feel themselves to be victorious at present moment, and count no sacrifice too great to contribute to the ultimate collapse of the enemy.

"No one expects to see a material change in the situation before the campaign of next summer. Few people now expect peace before 1918, but the summer campaign now coming to an end has abolished all doubt in London, Paris, Rome, Petrograd. The third phase has only begun, but the end of the third phase is revealed to all. We are looking at Germany in defeat, and the evidences of defeat mount daily.

After the hasty and improvised means of resistance which the necessities of early months forced on the French commanders, there have come the scientific method and the new disposition of powerful material handled in a new way, he says in The Paris Journal. The great new war machine was built up behind the immovable barrier of the heroism and spirit of sacrifice of the soldiers and of the genius of the chiefs. He describes the immense workshops covering many square miles of ground behind the Somme front, the new roads, over which endless lines of trucks are constantly moving, the new system of railway lines, the artillery and munitions depots filled to their utmost capacity, and the guns, from the famous 75's to the giant 604 millimetre cannon and the 400-millimetre howitzers.

"But the newest thing of all," he says, "the most marvellous and the most extraordinary in its consequences, is the absolute mastery of the French aviation service, which reigns in uncontested supremacy over all the broad stretch of the Picardy sky."

STILL ANOTHER BURGLARY

Elsewhere we refer to a midnight larceny at the Parade Store. We learn to-day that not alone was this place entered and ransacked but that a house near was also "touched" evidently by the same thief or thieves. They entered by getting in through a rear window and stole some cash and property but nothing of great value. Such gentry are now giving attention to the back streets and the likelihood is when the town is darkened from to-night forward that crime of all kinds will be on the increase.

Private Edward Shea who was so badly wounded both in Gallipoli and France has been appointed assistant to the Deputy Paymaster here, of the Regiment, a position for which the young soldier is well qualified, he having had a good office training.

The S.S. Clothilde Cunéo of Norway arrived at Twillingate yesterday from Newport News, coal laden.

The chap who courts more than one girl at a time is courting trouble.

WEDDING BELLS

SPARKS-MARTIN

At the C. of E. Cathedral yesterday afternoon, Miss Doris Robinson Martin, daughter of Mr. W. J. Martin, statistical clerk in the Colonial Secretary's Department, and Mr. Thomas W. G. Sparks, of the Royal Stores, were united in holy matrimony, the officiating clergyman being Rev. Canon White. The bride, who was beautifully gowned, was given away by her father, and was attended by her sister, Miss Helen Martin, and Miss Gertrude Sparks, sister of the groom, both of whom were handsomely attired. Mr. W. Smallwood supporting the groom. The groom's present to the bride was a gold pendant, set with birthday stones, to the bridesmaids, gold brooches set with pearls, and to the best man, a pipe. After the ceremony the wedding party drove to Smithville, where a reception was held. The health of the bride was proposed by Hon. J. R. Bennett, to which the groom made a happy reply. The presents to the bride were many and costly, including several cheques, while numerous telegrams of congratulation were received. Last evening the newly wedded couple left by the afternoon's train for Chamberlains, where the honeymoon will be spent. The Mail and Advocate extends its felicitations.

WHO IS RESPONSIBLE?

The "News" this morning says that "Mr and Mrs Sidney Woods, of Le Marchant Road received a message on Tuesday that their son S. J. S. (Jack) Woods, who left the R.A.M.C. a month ago to join the Newfoundland Regiment at Ayr, had left with draft."

In connection with the above we learn that the young man, with Royce Slick, son of Mr. Slick, of the Royal Stores, had no previous training, never having been connected with any of the City Brigades, and yet they are sent to the firing line without a chance of the proper training which is necessary according to all recognized standards. Is this fair to the Empire, who expects the best from her sons? What about those in charge at Ayr. Are they fit for the positions they hold, or are these positions mere gilt-edged ones?

When the parents of these young men gave their life-blood in the persons of their sons for the good of the race, they expected at least that their sons would be given time to prepare to some extent to do their part, but it was not so. It is to be hoped that this mistake will not occur again.

OBSERVER.

THIS MORNING'S FIRE ALARM

At 4.20 this morning an alarm of fire was turned in from box 237, bringing the Central and Eastern firemen to a house owned by Mr. Dave on Freshwater Road. The fire had made good progress before the firemen arrived and flames were shooting through the roof when the apparatus reached the scene. Two streams of water were taken from hydrants near, and in the course of a half hour the men had it under control, but not before the upper and lower flats were badly gutted and most of the furniture in them destroyed. The house was to be occupied by a man named Snelgrove, who was soon to be married and the people left it last night at 11. It is thought that fire must have been left in a stove and communicating with the woodwork, caused the blaze.

PRIVATE JENSEN DOES GOOD WORK

Private Phil Jensen's lecture at McCallum and Hermitage Cove brought in the amount of \$26.59. Of this \$3.00 was raised at McCallum and \$13.59 at Hermitage Cove. These small districts have responded nobly to the call of the Red Cross, and their response in men will be the same. These amounts will be devoted to the camp being put up by their fellow-soldier for incipient tubercula cases among the soldiers and sailors.

Failure.

A steel magnate, anxious to get on the right side of Andrew Carnegie once attacked him in his well known soft spot, namely, his love for the bard of Tam O' Shanter.

"Mr. Carnegie," said the wily magnate, "I see you've got several fine editions of Burns on your shelves. Georgie Burns! Dear old Georgie Burns. He's my favourite poet."

Carnegie glared. "Georgie Burns!" he shouted "Jimmy Shakespear! Harry Dickens! Billy Carlyle! Get out w' ye man!"

Smarty.

Wife (nibbling her pen)—Let's see what is the term applied to one who signs another person's name to a cheque.

Hub—Five or ten years, usually.

THE MID-WEEK PROGRAMME AT THE NICKEL

LUBIN PRESENTS THE THRILLING DRURY LANE MELO-DRAMA.

"THE GREAT RUBY."

Cecil Raleigh's powerful melo-drama, produced in five acts under the direction of BARRY O'NEIL. The cast includes—OCTAVIA HANDWORTH, BEATRICE MORGAN, ELEANOR BARRY, FRANKIE MANN, GEORGE SOULE SPENCER, WALTER HITCHCOCK, PETER LANG and HOWARD MITCHELL. See the sensational fight in Balloon in mid-air.

Knickerbocker Star Feature present

"MISMATES."

With MARGUERITE LANDIS, a beautiful three part social dramatic offering.

"GEORGE OVEY" in a comedy scream entitled "A SHOT-GUN ROMANCE." COMING—A Vitagraph Blue Ribbon five-act production with MAURICE COSTELLO, "THE MAN WHO COULDN'T BEAT GOD," and EDITH STOREY with ANTONIO MORENO in "THE DUST OF EGYPT," six acts.

THE NICKEL---"ALWAYS WORTH WHILE."

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A great 3 reel Indian War Feature produced by Vitagraph Co.

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("To Every Man His Own.")

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Company Limited, Proprietors.

Editor and Business Manager: JOHN J. ST. JOHN.

ST. JOHN'S, NFLD., OCT. 12, 1916.

Mr. Thomson's Lecture

LAST night's lecture by Mr. Thomson was not attended by a large audience, but several prominent citizens were present as well as many outport fishermen. In another column will be found the first portion of the lecture. The Premier presided. Mr. W. B. Grieve proposed a vote of thanks to the lecturer which proposal was seconded by Mr. Coaker who supported Mr. Thomson's suggestions and on behalf of the F.P.U. promised to aid the project as much as possible. The Premier also favoured the proposals and endorsed Mr. Coaker's remarks. Mr. Alex. McDougall also spoke favourably. Mr. Grieve thought the matter deserved close consideration but thought some suggestions were not feasible. Mr. Grieve spoke well and it is a pity such a man do not possess a seat in the Legislative Council. The meeting closed with the singing of the National Anthem.

What's Wrong?

THE trouble between the Firemen's Protective Union and the ship owners which now threatens to tie up all the coastal steamers and other ships in port; here is just another example of "God help the rich; the poor can beg."

To the careful observer of things around us to-day we are nearing the parting of the ways—between a greedy and purse proud aristocracy and a long-suffering and patient public. It does not take much to see that we are nearing the patience limit of the common people. The latter are about sick and tired of being fed up with hot-air and of being hoodooed and hum-bugged by scheming politicians who have used them in the past for personal advancement and gain.

The demands of the Firemen in the present case are right and just. The dangers involved now are greater than ever they were. The owners were simply asked, that Newfoundland Firemen be given the same rates as the ship owners are prepared to pay to Spaniards and Dagoes. The Spanish firemen on the ill-fated "Stephano" were paid \$50.00 per month and a three dollar bonus for every two trips made on the boat. The Newfoundland Firemen are asked to engage in this work and are given smaller wages than those paid foreigners. It was ever thus: "Newfoundlanders to be heavers of wood, and drawers of water," forced to work on low wage and bear his fate without a groan.

The ship owners have no objection to the raising of freight rates 300 per cent. since the outbreak of war but they hate like the devil to give the Firemen of those same steamers a decent living wage. Flour, coal, and all other food supplies are daily advancing "on account of the war" but the wage of the bread winner would, if some people had their way, be cut instead of being raised in proportion to the increased earning of

those ship owners who have reaped fortunes since the war broke out.

The day is now come when the common people must look more directly to themselves for protection than they have in the past.

Will it yet become necessary to teach Dives a lesson and bring home to him in a forceable manner that the labourer is worthy of his hire?

If the labouring people of St. John's had direct representation in Parliament these matters of dispute would be speedily remedied; for it would be only necessary to apply the same principles, as President Wilson did, when the railroad Czars of America refused to grant the demands of the railroad employees.

If all classes who toil for their daily bread would unite for their common betterment the day would not be so far distant when the boot would be on the other foot.

The Firemen's grievance is a just one and they will have the sympathy of a generous public in their efforts to secure a just remuneration for their arduous work.

And Darkness

Shall Prevail

WE are gone from one extreme to the other. Last spring, and during the summer, we were working overtime fighting for more daylight. Now we have discarded the daylight and are going to have darkness.

Rule 3 in the notice published yesterday by order of the Governor in Council, will as far as the general public is concerned, be hard to understand. What is required of the citizens when the authorities declare "that no lights are to be shown in exposed places in the town of St. John's or its vicinity. Motor cars are forbidden to show head lights on roads visible out at sea," is not clearly stated.

"In exposed places." Now what the authorities regard as exposed places is not set forth. What sections of the town are to be regarded as exposed places, and what streets in those sections are to be regarded as being visible at sea?

It strikes us that the people will be very much at sea over this rule. Do we read this rule aright, when we say, that the grocery stores on Duckworth Street must be kept in darkness Saturday night? Must the residents of King's Road, Cochrane Street and Long's Hill, all visible at sea, or in fact, any section of the central part of the town, "dunce the glim" after supper hour and sit in darkness? What about the stores on Water Street?

Are they allowed to light up after Saturday nights and during the nights of the fall opening? We suppose where dollars and cents are concerned these rules like thousands of others don't apply. As the whole of the city is exposed to view from the sea, we think the Governor in Council would do well to define more clearly just what they require of the citizens in this carrying out of this new order of the day.

Now the same difficulty will be found with owners of motor cars. We fail to see how a motor car can be driven through any street in this town without the reflection of its head lights being visible at sea.

If those rules are necessary for the protection of the city from outside dangers, what protection, we ask, is there from the dangers within? If autos are allowed to drive through the streets of the city without lights we fear the hospital is in for a busy time of it. As it is now citizens have to look lively to escape being knocked into some backyard, but, when darkness prevails what are they to do?

If those laws are to be enforced we fail to see how they can be done, as far as motor cars are concerned, other than prohibit the use of cars after six o'clock. They are not a necessity. They are simply a luxury and we are told that such in war times is undesirable.

Darkening the houses, shops and forbidding the use of head lights on motor cars will never shut the town from being seen at sea. It can't be "did" while the "gap" is left open.

What provision have the authorities made for a moonlight night? Who is going to request the man in the moon to cease smiling on a slumbering city? Perhaps our old friend, will like ourselves, get scared stiff and bury himself in the bowels of the earth.

Some of the fishermen who were out on the local grounds yesterday did very well with codfish, some of the crews getting from 4 to 5 cwt.

GLEANINGS OF GONE BY DAYS

OCTOBER 12

America discovered by Columbus, 1492.

H. Bonfay ordered outport J. P.'s to erect gallows on the public wharves in their districts, for the execution of persons found guilty of robbery or felony, 1754.

General R. E. Lee died, 1870. Rev. Michael Walsh ordained, 1856.

W. E. Cormack, who crossed the country in 1821, died, 1871. Steamer Lady Glover first arrived, 1877.

Landlords left Ireland, fearing assassination, 1880.

Jas. Callahan's address to St. John's East electors, 1882.

James O. Frazer appointed P.M.G., 1885.

Crichton-Winter's case finished; verdict in favor of Crichton for one cent, 1881.

W. Kelly, mason, builder of St. Patrick's Hall, died, 1891.

Boers invaded Natal, 1899.

Fair and Concert at Whitbourne, 1892.

Inspector Genl. Sullivan arrested at Sydney while attempting to arrest Harris, an alleged smuggler, for not having warrant "backed," 1898.

Resents Insult Offered Navy

(Editor Mail and Advocate)

Dear Sir,—Kindly allow me space in your much read paper to say a few words that I cannot refrain from saying. I was insulted not long ago by one of the good-for-nothing slackers of the town, for being a sailor instead of a soldier. He said that a sailor's uniform was not fit to wear, because the Navy he said was only organized for the benefit of a few and that it was not worth joining and he went so far to say that the Navy, which of course meant us sailors, was doing nothing for either King or Country and that it was only a place to go out of danger; and again he said the soldiers are doing what is being done and that they had it harder in every respect.

No doubt, Mr. Editor, the soldiers can do their bit on the land and have done exceedingly good work, but what about it when it comes to the water part of it. Can they walk across the water and fight? No! Who could expect them. Nobody can expect the Navy to fight on the land, it is on the sea we have to do our execution; and I might say, Mr. Editor, that a bit of it has been done already.

I wish to say, Mr. Editor, if that chap is a coward let him keep himself quiet, anyway he said enough that it ended with the bunch of fives and then I told him if that was not enough let him and all that is of the same opinion as him join the Navy for pleasure so that they will be in safety, and then they will find out whether the Navy is just an organization or something of real importance. So now for fear I have been trespassing too much on your valuable paper, I will close. Hoping to see this in print for the benefit of tohers and thanking you in anticipation. I remain,

Yours truly,
FRANK HOBERTY, R.N.R.
St. John's, Oct. 8, '16.

Notes From Bay-de-Verde

Bay de Verde, Oct 8.—The American schr. J. J. Flaherty got away from here at midnight the 8th inst. with part load of slop fish for a Grecian port. She will finish loading at St. John's. After weighing anchor she went ashore on Blunder's Point. The weather being calm at the time four motor boats with the help of a kedge anchor easily pulled her off; she went ashore at low time, but sustained little damage.

Schr. Sea Bell is here waiting to load shore fish from O'Neil. She has been hung up the past two days on account of dull weather.

The hull of the Greta that was lost in the recent storm was sold yesterday for \$6.50. The work of demolishing her is in full progress. The other gear was sold separately.

Everything is going up. Even the German Arsenal at Namur went up the other day, thanks to the Allied airmen.

READ THE MAIL & ADVOCATE

THE ROUND TABLE

THE BRITISH EMPIRE'S FINANCIAL TASK

A Quarterly Review of the Politics of the British Empire—Republished Under the Above Heading

EVERY month which passes brings more and more into prominence the magnitude of the financial burden which the war is placing on the shoulders of Great Britain and the British Empire, and the magnitude, too, of their financial and economic power.

In previous numbers of The Round Table an attempt has been made to elucidate the true nature of the financial problems before us, and what efforts and sacrifices it demands from the whole people. The subject is so all-important that no apology is needed for returning to it. The strain to which the United Kingdom is being, and will be, subjected is clearly evidenced by our vast expenditure. We have been told officially that everyone must be ready to give the Government through taxation or loan at least half his income, and we have been warned that our financial strength is to be strained to the uttermost. It is not the intention of this article to discuss in detail the financial measures and expedients by which the Government will have to meet the Country's requirements. Its aim is rather to examine the financial and economic problem as it concerns the nation as a whole, to investigate what is really happening beneath all this machinery of loans and taxation, and, finally, to make clear what part can and should be played not only by the citizens of the United Kingdom, also by the Governments and citizens of every other part of the Empire, if we are to carry through the war to a successful conclusion.

1. THE FINANCIAL POSITION

MR. McKENNA has recently estimated that our expenditure during this financial year will be about £1,600,000,000. Of this about £300,000,000 will be covered by taxation, leaving £1,300,000,000 to be covered by loan. In last July a loan of £600,000,000 was raised. To cover our expenditure up to the end of next March loans in some form or other amounting to not less than another £600,000,000 will be required. By March next our daily expenditure will probably be well over £5,000,000,000 a year, or at the rate of not much less than £2,000,000,000 a year, a sum practically equal to the nation's whole income. Our revenue for next year is estimated at about £400,000,000. In other words, if the war lasts for another year beyond March next, we shall have to find an additional £1,600,000,000 by loan. Thus our financial burden, vast as it is now, is growing rapidly. Our present expenditure is enormously increased by the necessity we are under of lending very large sums to our Allies. These, we are told, will amount this financial year to about £400,000,000. We may hope in time to recover these huge debts, but for the time being they are just as much expenditure which we must meet as anything else. How important and essential is the financial help we give to our Allies is proved by the calculation that our loans are sufficient to pay for the equipment and maintenance in the field of 3,000,000 men.

We have raised already since the beginning of the war in one way and another, by loan, or Exchequer or Treasury Bills, something between £1,100,000,000 and £1,200,000,000. We have got to go on raising money now at still greater speed. Somehow or other the Government must have the money it requires. If it cannot get it by normal methods it must get it how it can, even if it were eventually driven to forced loans, or inflation of currency. As long as the people of a country are prepared to go on fighting, continue to believe in their own financial stability as a state, and can produce or buy what is necessary for themselves and their soldiers, they need not be absolutely prevented by lack of "money." If the goods are there, and the Government's I.O.U.'s are taken, the "money" can be created; the printing press can print more currency, and State loan banks can be created, as in Germany, to lend money on all kinds of security. But necessary as these measures may be, let no one suppose they are not evil. They lead to great inflation and to a continued risk in prices. They may for the time being deceive the country by providing all the appearances of prosperity.

Money will be plentiful; high prices will yield great profits; the huge Government expenditure will lead to a wide redistribution of wealth. Yet meanwhile the appearance of greater wealth will be accompanied in reality by its increasing shrinkage. The deposits of the banks may increase, but the real wealth, which they represent, will be less. High prices may to many bring great profits; to many more they will bring great suffering. The inflation of credit may encourage and allow for a time of increased consumption, it will only add to the increasing difficulties in the way of supply meeting demand and of the country paying for its foreign purchases. The financial measures, whether by loan or taxation, which the Government may take to supply its needs in the way of money, are of the first importance for the maintenance of our credit and for the conduct of the war. But with these details this article is not concerned. It is to be supposed that somehow or other the Government will be able to obtain at home all the money it requires, to buy such goods as can be produced at home.

If Austria-Hungary can find the money to keep armies of millions in the field it is to be supposed that we can. Our real problem is a different one. It is whether we—i.e., the nation as a whole, Government and people alike—can continue to buy from abroad all the goods, food, munitions, etc., which we and our Allies must have. And here it is no longer so much a question of financial expedients. We may raise twenty war loans in this country; we may tax ourselves twenty times as much; but that will not provide us

with a single dollar to pay the Americans what we owe them. Our own internal currency, our own Government's I.O.U.'s are no good to America. It is no good our Government offering Americans a cheque on the Bank of England. They want money which is current in their country, not our money. Our Government may, it is true, persuade them, as indeed it has just done, to lend it some of their money, which it can then use for payments due over there. But apart from what it can borrow, it has no other means to pay beyond such as are available to the ordinary British citizen. It can find money to pay abroad only out of the proceeds of our exports, or by the sale of gold, or by the sale of securities, or for money due to us for services rendered, such as freight. Since, therefore, we are buying so enormously from abroad, it is worth while to consider by what means we propose to pay. For if those means were to fail us and we could not persuade our foreign creditors to lend, no financial expedients, such as the Government may use to provide itself with money in its own country, will help us.

We should then have to go without the goods we want, or in any case cut down our requirements drastically. That is no figure of speech. We are not lending £400,000,000 a year to our Allies because we like doing it. We are doing it because they can no longer buy what they want for themselves. Russia can find the "money" she wants in her own country, but she cannot export the goods to pay for what she wants from foreign countries, nor

will they lend her their goods on credit. Therefore she must either do without what is essential for her, or we must help her. This assistance in purchasing from abroad, which we grant so lavishly to our Allies, is vital for them. Let us examine our capacity to continue it.



Foreign and Local Mails for Despatch by Cross Country Express

UNTIL further notice mails for the above will be closed at the General Post Office on Monday's, Wednesday's, Thursday's and Saturday's at 11 a.m. and at 9.30 p.m. on Saturday nights for despatch by Sunday's express.

The late letter fee will be effective for letters after the above hours for despatch by that day's train and after 9.30 p.m. Saturday's and up to 11 a.m. Sunday's.

If late fee is not paid letters will be held for next day's despatch of mail.

GEO. W. LeMESSURIER, Acting Postmaster General, General Post Office, October 10th, 1916.

Oct 10, 16

Reid-Newfoundland Co.

LABRADOR SERVICE.

S.S. NEPTUNE

Will sail from Dry Dock, St. John's, at 4.00 p.m. FRIDAY, October 13th, for the usual Labrador ports of call.

Freight received up to 6.00 p.m. THURSDAY.

Reid-Newfoundland Co.

New Goods Now Opening

We have received during the week, the following:—

- LADIES' HATS
- FELT AND VELOUR
- SEMI AND UNTRIMMED
- NEWEST SHAPES.
- Children's Felt Hats, Cloth and Knitted Tams, and Cloth Toques.
- CORDED VELVETEENS
- DRESS TWEEDS
- COVERT COATINGS
- HEAVY COATINGS
- SELECT PATTERNS
- IN BLOUSE FLANNELETTES.
- Cream and Black Silk, Cashmere Sateen and Flannelette Blouses.
- EMBROIDERIES
- RIBBONS
- SIDE COMBS
- AND BARETTES.



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ECLIPSE, which we sell at **45c. lb.**

ROYAL PALACE BAKING POWDER 20c. per lb. Small Tins 5 cts.

SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS, 1s. and 2s.

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Wet Streets Again!

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Invest today in a pair of Stylish, Well-fitting

"BEAR BRAND" RUBBER SHOES (Climax Blizzard)

and your comfort is assured.

Cleveland Rubber Co., New Martin Building, St. John's, sept 28, m. t. h. t.

Old Time Shipbuilding in Newfoundland

Names of Some Well Known Vessels, Where Built, and Builders Names.

BY JAMES MURPHY (continued.)

The Gitana was built in 1853 at the dockyard of John Woods, Esq., at Maggoty Cove. She was a very strong vessel and was a favorite in the trade. The Gitana was built for the firm of J. B. Barnes & Co., who did a thriving mercantile business at St. John's in those years. She measured 101 feet long, 24 feet broad and was 13 feet deep. She was 196 tons net measurement and 255 tons old measurement. In December 1862 the Gitana had a narrow escape from being lost with all her crew. She was on a voyage from New York to St. John's and on arriving in the narrows where she anchored, a storm arose and the Captain had to let go his anchors and "run her" for Bay Bulls. The ship however weathered the gale without reaching Bay Bulls, two of her crew deserted her in the narrows, and Charles Lewis, the pilot; and the Captain, took their places, taking in sail and doing other work on the ship. She finally reached St. John's without much mishap considering the terrible time she went through.

The crews of vessels brought from Prince Edward Island and other places for sale here, used to go back in vessels. One vessel, the "Perseverance" had a narrow escape from being lost with her crew and passengers, and about forty seamen who had taken ships from Prince Edward Island to St. John's for sale. The Perseverance struck on a shoal at St. Andrew's Channel, but afterwards she managed to arrive at Canso.

Mr. John Power, a son of Capt. Chas. Power, informed me that his father had some fine vessels built in Newfoundland. Capt. Power was one time the President of the Fishermen's Society and a very successful fish and seal killer. The "Catherine Power," called after mother of Capt. Power, was built at Trinity; and the "Fairly" was built for Capt. Power, by Hopkins, a noted shipbuilder of Heart's Content. The Fairly was not only a seal fishing vessel but she was also engaged at the foreign trade, as were also many of the other vessels

of those years constructed in this country.

Kearney performed a wonderful feat in 1859, he raised the Dauntless, which, when towing out through the narrows, McBride's Spray, struck on Cahill's Rock and went to the bottom. The Dauntless was a well known tug boat. Kearney raised her from the bottom. The Dauntless came here in September, 1857, she was owned by David Steel Esq., and she arrived in 17 days from Swansea with 80 tons of coal, in command of Capt. Taylor, of the firm of James Stewart Esq. There are some old time citizens who remember the Fanny Heron. This vessel was built at Street Harbour, Nova Scotia. She was 140 tons. Why I mention this vessel is because the Heron family were playwrights and they gave entertainments for many years at St. John's. I have met men and women who have attended their entertainments which were held in the fifties in the "Market House", which stood where the present Supreme Court building now stands. There were two sisters of the Heron family, Fanny and Agnes.

At Trinity in 1851 a splendid ship named Henrietta was built for the general trade of the Colony.

In yesterday's Mail and Advocate there is a slight error or two, one should read Pack, Gosse & Fryer in stead of Pifer, the other should read John Vatcher, builder of the Morning Star, instead of John Walker.

In the early sixties a brigantine named the Velox was built in Green Bay and about the same date the Vulcan was built at Greenspond, Bonavista Bay.

The Mary Joyce is stuck in the ice and so in the Spray too.

Those lines were in a song composed about the seal fishery of 1869. Now the Mary Joyce as spelled in the newspapers wasn't a Newfoundland built vessel. She was built at Tatamagouche, N.S. She was 100 tons burthen and measured 71 feet in length, 18 feet wide and eight feet deep.

James Pittman built the Hound in

the fifties for Capt. Wm. Whelan of Brigus. Many a big load of seals were brought to port by Whelan in the Hound. Before detailing the names of some more vessels I wish to say that a Mutual Marine Assurance Association was formed here in the fifties. This organization had for its object the insurance of vessels. Among the most prominent of those who were members of the Mutual Marine Assurance were James McLoughlan and D. J. Henderson, who at that time was a prominent commission merchant, and the owner of an industry called the Peat Manufacturing Co. on the road to Torbay. Mr. Henderson was married to Miss Winter, a daughter of Henry Winter Esq., the proprietor and founder of the Public Ledger. J. J. Rogerson, Capt. Thomas Duff, Capt. Pierce, Feehan, Capt. Alexander Graham, Capt. John Barron, Capt. William Walsh. Three surveyors were appointed from among the members. Those were Capt. Pierce Feehan, Jas. McLoughlan and Capt. Wm. Woodford, the father of the genial minister of Public Works, William Woodford Esq., M.H.A. for St. John's.

All the above were prominent in the country's business, but not one of them tread this terrestrial sphere today, but I hope that the reward which awaits the good and faithful servants may be theirs.

Mr. W. Thomas said that few vessels were built by merchants, they were mostly constructed by planters. Mr. Thomas was of the firm of William and Henry Thomas. This statement was correct, as far as I can learn. The planters and well to do sealing captains were the men who built the most Newfoundland vessels. The merchants contributed a share; outside of Newfoundland the merchants generally got the ships.

Hon. Chas. Fox Bennett purchased many ships from abroad, he had vessels built in the country also. Mr. Bennett was the anti-confederate leader of 1869. He was an Englishman by birth. Robert John Parsons Esq. at one time remarked the following about Mr. Bennett when he was commenting on the merchants: "Mr. Bennett came to this country in the employment of a quaker, but now he is a model merchant and no doubt was expending his capital, that capital which he had realized in the country in the business of the country and thereby affording employment to the people."

It must be remembered in the old days of shipbuilding that steam so far as Newfoundland was concerned was unknown. All our great men at that time went across the water in sailing vessels—politicians, merchants and clergymen of all denominations. Mr. Bennett speaking about the way that Newfoundland was being treated as regards the facilities for conveyance of mails and passengers said: "I have crossed twice in the space of three years and on every occasion within twenty miles of the Eastern Coast of Newfoundland and on the last occasion sailed through the fishing boats."

I made mention in my previous items on shipbuilding about the dockyard at Maggoty Cove, now called Hoylestown owned by Mr. Woods. It was in this yard that the Floating Dock was constructed. The dock was finished on November 9th., 1861, and was towed over to the South Side of St. John's by the steamer Blue Jacket. The latter steamer one time plied between Harbour Grace, Carbonear and Portugal Cove, and in 1862 she was blown up by the explosion of her boiler in Conception Bay.

(To be continued)

Help For Fire Sufferer

Following are the sums collected by Solomon Hutchings at Bay Bull's Arm, on behalf of George Coffin, who had his house totally destroyed by fire in the spring of 1916:

- W. A. Butler, \$1.00; S. Hutchings, \$1.00; James Hutchings, 50c.; Mrs. J. Hutchings, 20c.; John Reid, 50c.; H. W. Sheppard, \$2.00; Wm. Luther, 50c.; John Luther, sr., \$1.00; Edwin Luther, 30c.; Hilda Smith 10c.; Arch Peddle, 10c.; Nath. Peddle, \$1.00; Mrs. N. Peddle, 50c.; Mrs. Thos. Mercer, 50c.; T. P. French, 30c.; Mrs. Joseph Reid Jr., 10c.; Mrs. M. Drover 10c.; Mrs. P. Temple, 20c.; Nath. Smith, 50c.; Miss Bessie Cook, 30c.; Mrs. Thos. Synward, 20c.; Albert Drover, 20c.; John Snook, 20c.; Morgan Snook, 40c.; Wm. Benson, 50c.; John Drover, Sr., 20c.; Robert Mercer, Sr. 50c.; Mrs. A. Smith (valued) 70c.; Mrs. Alex Smith, 15c.; Mrs. L. and P. Temple, 20c.; Mrs. R. Snook, 30c.; Mrs. S. Hutchings 20c.; Jonathan Hutchings, 50c.; Azariah Hutchings, 50c.; A Friend, 50c.; Geo. Luther, 50c.; G. R. Courage (valued) \$1.40; Mr. Best, \$1.40; Mr. Dodd, \$1.00; Stephen Adams (valued) \$4.50. Total \$24.55.

There's nothing a manly man admires more than a girlish girl or a womanly woman.

LADIES' COATS

For FALL and WINTER

Now showing at

BLAIR'S.

Our Values are absolutely the best obtainable.

This year's style in Coats is distinctive. The Coat with the Flare (or Wide Skirt) is the Fashion. Coats this year are either without belts or come with a belt effect. This is quite different from last season's Military Coat which had a belt all round and was much tighter in the Skirt. Despite increasing cost of Coats, through rising prices of materials, and the Fashions demanding more cloth in each, we are able to offer you the newest goods at the lowest prices. This we are enabled to do by our early contracts and consequent good buying as also by the moderate margin of profit we put on these goods, which has built us up such a successful coat business, as it is well known our values are the best procurable. Our Prices for the Newest Styles (we don't talk old styles) or jobs) are:—

\$4.90, \$5.90, \$6.90, \$7.90 and upwards.

We are also opening a Full Selection of

Misses', Children's and Infants' Coats,

which you can depend on will be the best values obtainable.

N.B.—Customers by mail for Ladies' or Misses' Coat, please specify height, bust measurement, and length of sleeve from under arm, and enclose extra money for postage.

HENRY BLAIR.

PLACENTIA FISHERMEN ENDORSES OUR ATTITUDE ON BAIT DEPOTS.

(To the Editor)
Dear Sir,—Your reference to Bait Depots in a recent issue was read with great interest in this quarter and personally I am firm in the belief that such conducted in a business life manner is the very best investment in this country to-day. I make this assertion in regard to Placentia Bay, especially having practical knowledge of the matter here. Opposite Placentia, on the West side of the Bay, is Clattice Harbour where squid are to be had often in abundants from August till November every year. Clattice Harbour has every feature of a first-rate port, the S.S. Argyle calls there regularly and it is free of ice all winter as cold winds blow out of it. It is the centre of the best locality for squid between Cape Race and Cape Ray and the wonder is why those so interested in a supply of bait especially from December till June, when hundreds of thousands of dollars are lost to them for want of it do not take advantage of it.

Of course, now, as on former occasions on the eve of a general election we are likely to hear much of bait and bait depots, as such is well known to be the most pressing need of the fishermen, but I beg to assure you that some positive sign of earnestness is now necessary to entice the people and the person or party who stirs about this matter in earnest will have the full support of the fishermen in this Bay.

Should you want my opinion as to where and how and when a bait depot should be placed in Placentia Bay so as it would be a success financially and otherwise I am willing to answer any question or set of questions that you may be pleased to ask about it.

Respectfully yours
ONE INTERESTED.
Placentia, Oct. 7, 1916.

Just Arrived:
A LARGE SHIPMENT OF
PRINCE ALBERT
Smoking Tobacco
In ½ lb and 1 lb Glass Jars.
Always in stock a full line of Smokers' Requisites.
S. G. Faour
378 WATER STREET.

FOR SALE!
LOCAL AND SCOTCH
Herring BARRELS
—Also—
Splayed HOOPS
for Brls. and Half Brls.
SMITH CO. Ltd.
Telephone 506.

WANTED!
A SCHOONER
of about 70 tons
to freight
BRICK
from Trinity Bay
to Twillingate.
Robt. Templeton.

FOR SALE!
LOCAL AND SCOTCH
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That's It.
Green—What is a sense of humor?
Brown—A sense of humor is that which makes you laugh at something that which would make you sorry if it happened to you.

UNION MEN
ask for
WELCH'S GRAPE JUICE
at the Union Store.
UNION STORES
ask for a supply of
WELCH'S GRAPE JUICE
from St. John's Headquarters,
UNION TRADING CO.
Please phone requisitions of
Union Stores for
WELCH'S GRAPE JUICE
TO
P. E. OUTERBRIDGE
(Sole Agent for Nfld.)
Commercia Chambers, /
Telephone 60.
sept 7, th, sat, tues

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SLATTERY'S

Wholesale Dry Goods House.

TO THE WHOLESALE BUYER—
In stock and ready for your inspection, at the Lowest Possible Prices:

POUND GOODS		YARD GOODS	
Percalé	Cheviots	Dress Goods	Art Muslin
Lawn	Sateen	Curtain Strim	Bed Tick
Cotton Tweed	Linolette	Curtain Net	Percalé
Fleece Calico	Quilt Pieces	Curtain Muslin	Mottled Flannel
Misprints	Mottled Flannel	Shirting	Toweling
Denim	Cretonnes	Blay Calico	Regatta
Shirting	Art Tick	Dress Gingham	Cotton Tweed
Striped Flannelette	Muslin	Apron Gingham	Lawn
White Flannelette	Towelling		
	Blay Calico		

Also the following, many of which are Jobs:—

Men's Underwear	Boys' Hose	Girls' Coats	Ladies' Coats
" Braces	" Overcoats	" Sleeping Suits	" Neckwear
" Sweaters	" Suits	" Gantlers	" Blouses
" Hndkrcfhs.	" Pants	" Wool Mittens	" Nightdresses
" Ties	" Rompers		" Underskirts
	" Rain Coats	Ladies' Underwear	" Sweater Coats
Boys' Underwear	Girls' Underwear	" Corsets	" Aprons
" Braces	" Dresses	" Corset Covers	
" Sweaters		" House Dresses	
Hair Pins	Crochet Cotton	Toys	Dress Fastners
Dressing Combs	Brooches	Mirrors	Shirt Buttons
Fine Tooth Combs	Hat Pins	Playing Cards	Neck Beads, assorted
	Cushion Tops		

SLATTERY'S

Wholesale Dry Goods House.
P.O. Box 236. Dackworth and Georges Sts. Phone 522.

Very Interesting Lecture

The lecture given last night in the Grenfell Hall was attended by many of our business people as well as His Excellency the Governor who came attended by Hon. Robt. Watson. The lecturer was Mr. H. C. Thomson who took as his subject "The shortage of fish in the United Kingdom and the practicability of obtaining a supply in Newfoundland." The Premier Sir E. P. Morris occupied the chair and introduced the lecturer who referred to the great shortage of fish in England and Wales by reason of the war and believed that Newfoundland could supply these countries. He lucidly and comprehensively demonstrated how fish and salted fish could be shipped and showed how any difficulties in the way could be overcome. Mr. W. B. Grieve at the close of the address moved a vote of thanks to the lecturer and held that though the supplying of the British market would at present be a patriotic effort we could not permanently compete with the Icelandic and other contiguous fishing countries, being too remote from the British market. In seconding the motion for a vote of thanks Mr. W. F. Coaker, President of the Fishermen's Protective Union, gave the assurance that this important organization would aid in the establishment of such a service between Newfoundland and the United Kingdom. He referred to the projected erection at Catalina of a storage plant with a capacity of 500 tons to be erected at a cost of \$35,000 and the collection of material for same in motor boats. Canadian experts had been consulted in connection with the project and the plant will be in operation in 1918. The Premier having put the vote of thanks which was supported by Mr. Alex. McDougall it was tendered the speaker by acclamation.

OUR THEATRES

THE CRESCENT
Don't miss seeing the great Indian war drama the Crescent Picture Palace is showing to-day, entitled "The Indian", produced in three reels by the Biograph Company, featuring Gertrude Robinson, Alfred Paget and Charles Perly. "The Lost Bracelet" is a fine society melo-drama with an all star Latin cast. "You're Next" is a lively and funny comedy and funny Vitagraph comedy with Wally Van and Nitra Frazer. Professor McCarthy plays a programme of the latest and best music to-morrow another big week-end variety programme.

ANOTHER THIEF ARRESTED

At 11.15 last night Detective Sgt. Byrne arrested another lad named Harry Deer, implicated in the theft of groceries from the store of Hy. North on Hamilton Ave. He pleaded guilty and was sentenced by Mr. Hutchings to-day to a month's imprisonment. The elder Wadland also implicated and held on remand as well as Neal got respectively three and two months. The other boy Wadland owing to his youth was discharged.

PTE. JENSEN'S GOOD WORK

Mr. F. Morris, K.C., Chairman of the Recruiting Committee, had the following wire from Pte. P. Jensen last evening:—"Just back from Pushthrough, Hermitage and McCallum. Some recruits; Catalina of a storage plant with a capacity of 500 tons to be erected at a cost of \$35,000 and the collection of material for same in motor boats. Canadian experts had been consulted in connection with the project and the plant will be in operation in 1918. The Premier having put the vote of thanks which was supported by Mr. Alex. McDougall it was tendered the speaker by acclamation."

SIGHTED A WRECK.

Mr. Lemessurier, C.M.G., Dept. Minister of Customs, had the following telegram from Sandy Point last evening:—"The captain of the steamer Tremblay report that on Sunday, 8th inst., while coming here from Port-au-Port, he saw the stern of a schooner of about 40 tons. The name was on the wreck, but it was not close enough to distinguish with the prevailing winds. The wreck should be in this vicinity."

CELEBRATING COLUMBUS DAY

This being Columbus Day the Knights of Columbus, in celebration of the anniversary of the discovery of America by the great Genoese mariner, Christopher Columbus, will hold a concert and dance in their rooms to-night. A large number of the organization with their lady friends will be present.

TYPHOID AT TORBAY

We learn from Dr. Brehm to-day that typhoid fever made its appearance at Torbay yesterday. A male resident of the place has contracted the disease and is being attended to by Dr. Ritchards.

ACCIDENT CASE COMING

Dr. McKay, of Catalina, telegraphed Mr. Eli Whiteway to-day, saying that a man seriously hurt in an accident will arrive by this evening's express.

The Firemen's Union and the Ship Owners

Ship Owners Have Reaped in Profits of 300 Per Cent. and More Since 1914 "on Account of the War"—The Cost of Living Has Soared Beyond the Reach of the Average Labourer, Still Our Shiplocks Demand Their Pound of Flesh—Our Firemen Refused a Living Wage While Spaniards Are Given What Our Local Firemen Now Ask—This Tyranny Cannot Long Endure—The Masses Are Growing Restless and There's Danger Ahead

St. John's, Oct. 11th, 1916 (To the Editor)

Dear Sir,—As your paper is the exponent of the rights of the toiling masses and has never hesitated on all occasions to expose any wrong or injustice done them, I take the liberty of laying before the public through the columns of your paper the facts upon which the Firemen's Union base their fight for an increase in the wages at present paid them. Upon Sept. 26th, the Firemen's Union sent to the various shipowners of the city a letter asking for an increase in the wages paid to Firemen, which were in the vicinity of \$37 per month, and pointing out that the rate paid in Canada and the United States was \$50 to \$70 per month. There was nothing in the nature of a "hold up", no demand that could not be fairly and equitably settled. The shipowners were merely requested "to give this matter your immediate consideration as we would like to have an answer from you on or before the 10th of October next."

Receiving no reply to this communication, the Firemen's Union on October 9th wrote the shipowners notifying them that "from the 10th inst. the rate of wages to be paid members of the Union would be as follows:

- Steamers plying coastwise and Labrador \$45 per month.
- Foreign going steamers, \$50 per month.

The shipowners have seen fit to ignore both communications which aimed at a peaceful solution of the difficulty, and the only alternative left to the Union was to go on strike. As our local capitalists have ever striven to deny Unionism in this country, to put it before the public in a false light, and to belittle its efforts for the amelioration of the toiler, I have therefore decided to place before the public of this city and of all Newfoundland the facts upon which the Firemen base their claim for a living wage, and to ask them to judge between us and those who to fill their pockets with the dollars of the poor seek to enslave the wage earners of this country. Not alone is the workingman affected but also the clerks and office hands whose salaries remain at the same level as that of 20 years ago while the cost of the necessities of life has within the same period doubled and even trebled, in some cases.

When one considers the wages paid to stokers in other countries and those paid in Newfoundland, the wonder is that our men have managed to keep body and soul together for so long a time and at so paltry a wage. Firemen sailing from Sydney, Halifax and New York are paid a minimum wage of \$50 per month, while on the Great Lakes it is as high as \$75. On every foreign boat coming into this port Firemen are paid over \$40 per month. The following is a list of some of the rates paid:

- S.S. "Sable Island":—
- Oilers \$40 per month.
- Firemen \$45 per month.
- S.S. "Pro Patria":—
- Oilers \$40 per month.
- Firemen \$45 per month.

On the ill fated "Stephano" the Spanish firemen were paid at the rate of \$50 per month with a bonus of \$3 for every two trips made on the boat. One of the reasons advanced for the discrimination practised against our men is their alleged bad conduct when intoxicated. There has been a great deal of exaggeration in this respect. The acts of a half dozen men who are unable to control themselves, are no justification for the slanders that have been hurled wholesale against a Union whose members as a whole are as industrious and as law abiding as any class in this city. The old saying that there is one law for the rich and another for the poor is only too true. Because of their humble origin and of the fact that they earn their livelihood by honest toil their faults are proclaimed to the public on every occasion.

I would ask the public to bear in mind in this connection that it is to the interest of the capitalist to place the toiler before them in as unfavorable a light as possible so as to deprive him of their sympathy and support. If the capitalist succeeds in making public the impression that the fireman is a drunken wastrel he gains a great success, for all citizens would be rightly reluctant to lend their support to such a cause. Even if one quarter of the things that have been published about the firemen of this city were true, which I deny, it is not for those who live in glass houses to throw stones. If we all had our secret sins of omission and commission published to the world, some of the proudest heads in this city would be bowed with shame and our so called "society set" would seek like the ostrich, to bury their heads deep into the sands to escape the shame and humiliation that would be their just due.

Some contend that there is nothing in the present condition of things to justify the increases which we are asking. If conditions were normal and prices were at the same level now as before the war there would be much to be said for the arguments that they advance. Since the outbreak of hostilities, however, there has been a tremendous increase in ocean freights ranging from 300 per cent. and over. This is borne out by a paragraph in a local paper stating that the "Stephano" which was built at a cost of \$200,000 was worth at the time she was torpedoed over \$1,000,000. In other words there has been an increase of over 300 per cent in the value of steamers since the outbreak of the war. Has there been a corresponding increase in the wages paid the crew? Has the consumer benefited from the rain of gold that is continually pouring in upon the shipowner? As a matter of fact the poor and those least able to stand it, may have been milked dry to enable the capitalist to swell his already fat bank account.

Prior to the declaration of war the freight on flour from Montreal was 30 cents per barrel. Reids are now charging \$1.10 and the steamship companies about the same. The freight on coal from Sydney is in the neighborhood of \$3.50 per ton free discharge while the rate before the war was \$1.20 per ton.

Into whose pockets is all this wealth flowing? Who are now squeezing the consumer that it is now well nigh impossible to live? Who have doubled the prices of the necessities of life and have made flour \$10.75 per barrel and coal \$10.50 per ton. Anyone who reads this letter knows the answer to these questions as well as I do, knows that there are to-day in this city men who for the sake of the dollars that they covet would enslave their fellow men and deny their right to a decent existence. The same men whose profits have increased 300 per cent and have taxed the consumer till he finds it difficult to live are the ones that have refused to increase the wages of the Firemen on their boats.

These are the men who are rapidly filling their pockets and building up immense fortunes out of the necessities of the war and the difficulties of the poor; who are demanding their blood money with the same terrible insistence as Shylock demanded his "pound of flesh" from Antonio. An indifferent Government has allowed this exploitation to go on unchecked, but I can assure them that the masses are not likely to endure very much the tyranny under which they groan.

Thanking you in anticipation for space,

Yours truly,
F. J. WOODS,
President and Delegate
Firemen's Union.

LOCAL ITEMS

Schr. "Little Madona", Ed. Hynes master, arrived here yesterday evening from St. Brendan's, B.B. She is discharging her cargo at Job's.

The schr. Matanzas arrived here yesterday afternoon after a good run from Lunenburg in ballast to A. S. Rendell & Co.

Last evening a girl aged 11 of New Gower Street was reported ill of diphtheria and will be treated at home.

The schr. Frank H. Adams arrived at St. Jacques yesterday with 500 qtls. codfish from Labrador. She reports fish plentiful on the coast.

Labourers Help Firemen

We learn to-day that fully 120 firemen of the various local steamers, including the coastal boats, Reids and Bowring's, are now out on strike for a raise of wages. To-day Mr. F. Woods tells us that the L. S. P. U. will help the stoker out. These men absolutely refuse to go back to the ships on the present scale of wages, and President James McGrath of the Labourers' Union is issuing tickets to all the striking firemen to entitle them to work long-shore. Mr. Woods also says that the Firemen's Union is to-day retaining a legal man to test the legality of men with certificates of competency engaging on certain boats as stokers. There is a law on the Statute Book requiring an examination, and Mr. Woods says that the matter will be properly taken up and dealt with by process of law.

All Seeking Licenses

Since Tuesday just as many licensed saloon keepers as ever have made applications for license to sell spirituous liquors. Some of the ardent prohibitionists who are importing 20 years' stocks of booze are looking wise at the applicants for licenses and are wondering what's going to happen. They fear that it may be money wasted to get in such large stocks, and they also realize that their hypocrisy has been discovered and that there is intense indignation throughout the city and country.

EXCELLENT RIFLE WORK

Yesterday the Volunteers resumed rifle practice at the South Side Range. A squad of 14 recruits went over there under Sgt. Newman and did excellent shooting at the head and shoulder target at 200, 300 and 400 yards. Pte. Pilgrim scored 72 points, Pte. Co-field 68 and Pte. Thompson 53.

POLICE OFFICER MARRIED

Const. Edward O'Flaherty, a well known and efficient officer of the Eastern Station was married last night at the R. C. Cathedral to Miss Ryan, a popular young lady of Aquaforte. Both received the congratulations of their many friends. The Mail and Advocate extends to them its hearty felicitations.

NEW C. C. C. CLUB

The lads of the Drum and Bugle Corps of the C.C.C. recently started a club of their own and have taken a special apartment in the armoury for their use. They will be supplied with the best of literature for the winter months and will have games of all kinds. Friends of the lads have taken much interest in this movement.

Dutch to Ask The Reason Why

THE HAGUE, Oct. 11.—The Dutch Government, on the basis of facts already ascertained, will ask Germany to explain the sinking of the Dutch steamer Bloomersdyke, in the Atlantic, off the New England coast, last Sunday.

Reichstag's Life Prolonged

AMSTERDAM, Oct. 11.—According to a despatch from Berlin the Reichstag to-day passed the third reading of a bill to prolong the life of the present legislative body until January 12th, 1917.

Sub Has Disappeared

NEW YORK, Oct. 11.—Nothing to indicate the presence of a German submarine off the American coast was observed by steamships which arrived in this port to-day, after voyages from east and south. There was no unusual activity on the seas, the arrivals reported.

MAN FELL 20 FEET

Yesterday afternoon as one of the tinsmiths at Mr. Dymond's was doing some work at the rear of Bishop & Sons' premises he stumbled on the scaffold on which he worked, and fell to the ground, a distance of 20 feet. The man received severe injuries, was unconscious for over a half hour and received two very deep cuts, one on the back of the head and another on the forehead. Men about did all possible for him and he was removed to M. F. Wadden's drug store, but the case was too serious to be attended to there and he was brought to a doctor's surgery where the wounds were stitched and he was driven home.

NOTICE

APPLICATIONS for Licenses to sell Intoxicating Liquors shall be made before the Fifteenth instant.

St. John's, October the 9th, A.D. 1916.

JOHN MCCARTHY,
Actg. Secy. Licensing Board.

Firemen's Union Meeting

Last night a meeting of the Firemen's Protective Union was held when the following letter was read and submitted for discussion:—"We, the undersigned, beg to notify you that if the strike which you have called on our boats is not raised before noon to-morrow, Thursday, October 12th, we will not in future sign on any Union Firemen on our steamers. (Sgd.) Reid-Nld. Co., per H. D. Reid; A. H. Murray; Bowring Bros., Ltd., per Eric A. Bowring; Crosbie & Co., Jas. Baird, Ltd., per Hugh Baird; Job Bros. & Co., per Robert B. Job; Murray & Crawford, per Baine, Johnston & Co., Agents." Lengthy discussion resulted from the letter which was received yesterday afternoon. It was decided that men belonging to the Union would not work for the wages now prevailing. Quite a number present intimated that they rather than serve for the sums now offered they would proceed

OFFICIAL CASUALTY LIST

FIRST NEWFOUNDLAND REGIMENT

(Received 11 a.m. October 12th)
2160 Private Lyman Stoodley, Grand Bank. Admitted Wandsworth, Oct. 9; debility.
700 Private Frederick D. Bastow, 9 Cook Street. Dangerously ill at Wandsworth, Oct. 11. (Previously reported wounded in left eye).

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St John's Municipal Council

Wanted Immediately 20 or 30 Labourers,

Apply to the Foreman, Windsor Lake.
JOHN. L. SLATTERY,
Secretary-Treasurer.
oct11, 16.

(On account of whom it may concern)

AUCTION ON FRIDAY,

the 13th inst., at 12 o'clock, at the premises of
MESSRS. HARVEY & CO., LIMITED,
40 Sacks BRAN.
28 Barrels MOLASSES.

Surveyed and ordered to be sold by Public Auction for the benefit of whom it may concern.
A. S. RENDELL,
oct11, 16 Notary Public.

V. C.

and
British Colonel
Dark, Mixed
IS GREAT.

TRY IT

At the
Royal Cigar Store,
Bank Square, Water Street.

DICKED UP—About two

miles off Crouse Harbor, the 17th September, a large Motor Trap Boat, painted Dark Grey; engine had been removed, shaft and propeller intact. For further particulars re salvage and expenses the owner may apply to
LOUIS BURTON, Greenspond.
—oct10, 16

WANTED—Schooners to

freight Lumber from North Dame Bay. Highest rates.
HORWOOD LUMBER CO., LTD.
—oct7, 16

FOR SALE—10 Horses, 5

Ponies. Apply to
CHAS. LESTER, 49 Hamilton Street.
—oct11, 16

to Halifax or Sydney to seek employment. To-day the men in the Straits and Bay steamers will be instructed to leave them.

DECIDED BARGAINS
WOOL UNDERCLOTHING
For Boys from 12 to 16 years,
\$1.20 per Suit
OR
60c. per Garment
We claim to have the best value
BLANKETS
in the city from
\$3.00 to \$5.50
Nicholle, Inkpen & Chafe
Limited.
315 -:- WATER STREET -:- 315
Special attention given to Mail Orders.
Agents for Ungars Laundry & Dye Works,

"GOLD BOND"
Cut Tobacco.
The very Best.
10c. per tin.
M. A. DUFFY,
Wholesale Distributor.
Office—Gear Building,
East of Post Office.

BLACK OATS
Just Received per S.S. Sable I.
600 SAX
FROM CHARLOTTETOWN.
HARVEY & CO., LTD.,
(WHOLESALE ONLY.)