

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

THE MAIL AND ADVOCATE

VOLUME 1, No. 121.

ST. JOHN'S, NEWFOUNDLAND, WEDNESDAY, JUNE 10, 1914.

PRICE:—1 CENT.

ST. LAWRENCE HAS HAD MANY BIG TRAGEDIES

One of the Worst Was That of the Loss of Life to an English Fleet in 1711.

OVER THOUSAND LIVES LOST AT THAT TIME

Two Hundred Victims When The Steamer Montreal Was Burnt Sixty Years Ago

Quebec, June 6.—It is not generally known that in order to find a disaster on the St. Lawrence river which in point of number of lives lost, comes near paralleling the loss of the Empress of Ireland, it is necessary to go back two hundred years to the year 1711, when the English fleet under Sir Hovenden Walker, met with destruction on the crags of Egg Island, in the month of August. It is thought that close to a thousand lives were lost on that occasion, though some reports put the figure much higher. In any event, ten transports foundered.

Horrors of Wreck

An interesting if somewhat exaggerated account of what happened then, is to be found in a contemporary narrative of a nun, Mother Jucheregu, of St. Ignace, who gives an idea of the horrors connected with that shipwreck. After telling how a barque and forty men were sent down to the scene to gather up what they could, she says:

"They left Quebec in 1711 and returned in 1712 with five loaded vessels. They found there a spectacle of which the recital makes for horror more than 2,000 naked corpses on the sand, which had every posture of the desperate; some gashed their heads, others were snatching handfuls of hair, some were buried in the sand, others were embracing. There was a group of women, seven, who held one another by the hand and had evidently perished together.

Frightful Affair

"The sight of so many dead was frightful, and the odor which came from them was intolerable. Although the tide carried some of them away every day there remained enough to infect the air. Some had thrust themselves or been thrust into the hollows of trees, others were buried in the grass. There must have been some old officers, for there were found commissions signed by King James of England, who had been exiled in France since 1689."

Another terrible disaster was the loss of the steamer Montreal at Cap Rouge, June 26, 1857. On that occasion more than two hundred souls were either burnt to death aboard the boat or were drowned in attempting to escape from the flames.

SAY THEY SHOULD ALL BE PUNISHED

Inaction of the Government is Irritating Some of the Liberal Members.—Deputation Waits on Premier Asquith to Demand Prosecution of Ulster Gun-runners.

London, June 6.—The inaction of the Government with regard to the punishment of the Ulster gun-runners is still troubling the minds of Neil Primrose, Liberal member for Wisbech, Walter Roch and Arthur Sherwell, who are holding meetings up and down the country in condemnation of the ministers.

These three were leaders in a deputation which waited on Mr. Asquith, who informed them that there were special circumstances known only to the ministers.

The Hon. Neil Primrose, like his illustrious father, Lord Roseberry, prefers to take an independent path in politics. He has written to the London Daily Mail urging that so long as the Ulster gun-runners remain unpunished it would be illegal to punish the suffragettes for lawlessness.

FOR HOSPITAL

James Davis, Bay de Espoir, arrived by the Portia last evening for treatment at the General Hospital. This is his second visit to the institution.

700 Americans See Ambassador

Salvationists From U. S. A. Call At American Embassy In London

London, June 9.—The American delegates to the World's Congress of the Salvation Army, numbering 700, with Miss Eva Booth, Chief of Staff in America, at their head, marched this morning from Army headquarters to the American Embassy, where they were reviewed by Ambassador Page.

CLERGY CONDEMN "INDELICACIES" OF THE FASHION

And of the Shows Which are Frequently Put On At Some of the Theatres

AS A RESULT THE DEVOTEES OF FASHION ARE INDIGNANT

But Some of the Women's Clubs Back Up the Clergymen in Their Protests

London, June 8.—The Rev. Richard Free, Vicar of St. Clement's church, Fulham, has revived the discussion of modern fashions by a letter he has sent to the papers on "the wave of indelicacy" which, he alleges, is overspreading this country.

He complains of the indelicacy of some vaudeville acts, the indelicacy of posters on the billboards, and the indelicacy of motion picture shows.

Immodesty

"In a tramcar the other night," he says, "a girl in her teens was sitting opposite me. She wore a blouse so inadequate that her bare flesh was visible nearly to her waist. Only yesterday in a high-class suburb, I found myself walking behind a fashionably dressed lady, whose every movement uncovered her left leg to the knee."

The woman manager at Paquin's indignantly replies to that that the dress of to-day is both artistic and beautiful, and Princess Bariatinsky, better known by her stage name for "Lydia Yovorska," who wears remarkable dresses in Anna Karlinina, says:

More Than That.

"Must women be supposed to have only faces and hands. Poor man is being disturbed all the time—now by a girl in a house, now by a poster, now by a leg of a too daring follower of the mode. What is more beautiful than the human body. Did not God make our bodies as well as our souls. Down with hypocrisy!"

Mrs. John Hartness, Secretary of the American section of the Lyceum Club, is one of those who have expressed themselves emphatically in support of Mr. Free's protest. She says:

Timely Protest.

"It is a real pleasure to find one man with the courage to lift his voice in condemnation of the shocking styles forced upon women by Parisian creators.

"Woman's form has been always considered the most beautiful creation in the world, but it should be draped artistically. The ancient Greeks had the right idea of dress with their flowing draperies that revealed every line with modest beauty. "Other women should do as we are now doing in America—study the French designs and take from them merely whatever is chic or original."

Given Up As Lost.

Friends and relatives of Michael Brown, who went out fishing in a small boat Wednesday evening, have given him up as lost. The tugs Zaidce and Hillford after a search, came upon Brown's boat Thursday and towed it to North Sydney. Contrary to reports the D. G. S. Stanley did not join in the search.—Sydney Record.

READ THE MAIL AND ADVOCATE.

Captain "Bob" Bartlett Tells Story of The Loss Of the Steamer 'Karluk'

Prompt Action Saved Whole Ship's Company

Experiences Of The Party, After The Ship Was Abandoned On Jan. 10, 1913—Captain Bartlett Proved Himself a Capable Leader.

By Captain Robert A. Bartlett. (Commander of the Whaler Karluk, Flagship of the Stefansson Arctic Exploring Expedition.)

St. Michael's, Alaska, May 31.—Commander Vilhjalmur Stefansson of the Canadian Government arctic exploring expedition left the flagship Karluk September 20, 1913, fifteen miles off the mouth of the Colville river. The next day a strong east wind sprang up and September 24 the ship began to drift westward.

The theory of the drifting across the pole is questionable. Our drift carried the ship to the point where the Jeanette began its drift.

At three o'clock the morning of Jan. 10 we were awakened from sleep by a sharp report like that of a gun. The ship was trembling and quivering. Going on deck we found that the ice had opened from the stem of the vessel, running in a westerly direction about 100 yards, where the crack had closed.

Karluk Was Doomed. Realizing that the Karluk was doomed, we immediately began placing on the ice pemmican which had been taken from cases sewed in cases; also milk, clothing, ammunition, arms, oil, etc.

The night was intensely dark. No moon, no stars were visible. "The air was filled with drifting snow, driving before the wind at forty miles an hour.

Ten thousand pounds of pemmican and other provisions were placed on the ice.

The ice around the ship was badly broken, but notwithstanding the dangerous condition in the darkness the men began hauling supplies on sledges to the solid ice 100 yards away, where loomed the house and the other articles we had previously placed there.

Into the house we sent an Eskimo

U. S. NAVAL TUG 'POTOMAC' AT LOUISBURG

Looking None the Worse For Having Been Tied Up All Winter in The Ice Floes.

IS IN COMMAND OF U. S. CONSUL GOULD.

Men Who Rescued Her To Be Paid But Not As Salvors of The Ship.

Louisburg, N.S., June 5.—The United States Naval Tug Potomac, arrived here last night from Port aux Basques in command of Consular Agent O. C. Gould. She completed taking bunker coal to-day, and will sail direct for New York as soon as the weather permits.

The tug is a very powerful one of 2200 H.P., and from her outward appearance looks none the worse for her battle with the Newfoundland ice floes. Some of her machinery suffered however, on account of the cold weather freezing up some of the pipes, but repairs were soon made to enable her to stam away at an eleven knot gait.

No Salvage. Speaking to the Consular Agent about her battle with the elements and the salvage claims, he explained that the newspapers' account of the incident were far off the mark. In the first case before her original officers left her they posted a notice on her

READ THE MAIL AND ADVOCATE

Redmond Defends Irish Volunteers

Says the Nationalist Force Was Made Necessary By the Activities Of Carson

Dublin, June 9.—Redmond, leader of the Irish Nationalists, issued a statement to-day, in which he emphatically denies the report that the Irish volunteer movement is hostile to the objects of the Irish party (—) "Up to two months ago I felt that the volunteer movement was somewhat premature, but the effect of Sir Edward Carson's threats upon public opinion in England, the House of Commons and the Government, and the occurrences at Curragh Camp and successful gun running in Ulster, virtually altered the position.

"The Irish party took steps about six weeks ago to inform their friends and supporters that in their opinion it was desirable to support the volunteer movement, and as a result it has spread within the last six weeks like a prairie fire, and all the Nationalists in Ireland will soon be enrolled."

DISASTER SENDS UP THE RATES OF INSURANCE

Underwriters Will Charge More For Taking Risks On St. Lawrence Route

VIRGINIAN TO FILL PLACE OF THE EMPRESS

Claims On the C.P.R. By Travellers Will Likely Total Million And a Half

London, June 6.—Cables from Canada inform us that the Empress disaster is "the subject of amazed comment throughout the Canadian press," which insists that the catastrophe was perfectly avoidable. This attitude has not been adopted by the English newspapers. Their comments continue to follow the line indicated by the Canadian Associated Press on Saturday, namely, that even with the most modern appliances and complete precautions man is not yet master of the sea. It is obvious, though, that the disaster will have an extremely depressing effect on Canadian insurance.

Rates Stiffen

Underwriting substantial concessions were recently contemplated in regard to premiums and conditions, but the latest loss will result in general stiffening of the rates regarding St. Lawrence risks. The opinion in well informed quarters is that the Dominion Government will now contribute toward the cost of insurance to offset lower charges on New York and other competing routes.

The estimated life and property claims on the C. P. R. over the disaster will total over three hundred thousand pounds, several travellers point out.

Wrecked in Calm Sea

As both the Titanic and Empress were wrecked in a perfectly calm sea it is advocated that the upper decks of liners ought to carry large seats instantly converted into rafts.

The Canadian Associated Press is informed the Virginian will act as substitute for the Empress of Ireland with sailing arranged for June 12. Several newspapers express appreciation of the courtliness and readiness shown by the C.P.R. staff.

In the present emergency pitiful scenes are still witnessed at Liverpool, at the offices the number of callers is hardly perceptibly less, for although the fate of the majority of the passengers and crew is definitely known the relatives still flock to the office in expectation of news concerning the recovery and identification of bodies. Several women refuse to leave until they have news of some kind of their relatives. One of them has been in the building since Friday.

GLADYS E. WHIDDEN ASHORE

The schr. Gladys E. Whidden, formerly employed in the cattle trade, drove ashore at Sydney in last Friday's storm. She was floated off without much damage.

saved, but the steamer was so badly damaged that it was abandoned.

MANY SETTLERS ARE MASSACRED BY PERUVIANS

Warlike and Bloodthirsty Huambias Slay Large Number Of People

RAIDED RUBBER STATIONS AND COMMITTED OUTRAGES

Large Numbers of Settlers Fearing Further Trouble Fleeing From Peru

Liam, Peru, June 6.—The warlike and bloodthirsty Huambias are in arms again and an appalling massacre of settlers is reported. The scene is the Upper Marañon.

Settlers are fleeing from the Marañon Valley in large numbers. The vicinity of this tributary of the Amazon has seen a large number of recent outrages by savages.

This latest raid was on the rubber stations of Marrucos and Niva which were sacked and destroyed, while some fifty people were massacred, their bodies afterwards being burned.

Killed All

The "caucheros" fought desperately to the end, but neither women or children were spared. And when an armed party arrived on the scene they only found smoking ruins and death.

Only two months ago Indians slew some fifteen settlers in the same part of the world, while last year the Huambias, who are responsible for the present tragedy, wiped out the Peruvian garrison on the Morona river, near the Ecuador frontier.

Treachorous Attack

The attack was treacherously and unexpectedly made upon the camp, the Indian chief shooting Captain Bezada down with the very gun which his victim had just shown him how to use. After the massacre the camp was sacked and burned by the savages. Seventeen members of the garrison fortunately escaped, having been absent from the camp at the time.

The Huambias are a warlike tribe that have so far proved wholly intractable to the influence of civilization. They have been guilty of numerous murders and massacres in the Marañon region. In 1900 they attacked the village of Barranco, killing a number of people. In 1904 they fell upon Naareth, near the Pongo's Manseriche, killing between forty and fifty persons, while in 1911 the rubber gatherers along the River Alchayacu suffered severely at their hands.

NEW TELEPHONE IS INVENTED

Two French Naval Officers Make Successful Experiments With Wireless Apparatus.—Many Advantages In The New Instruments.—Installed On Warships.

Paris, June 8.—By means of a wireless telephone apparatus invented by two naval officers, Commander Victor Colin and Lt. Maurice Jeance, conversations were carried on over a distance of 150 miles. Words came with greater distinctness, it is said, than is customary even over a telephone connected wire, the speaker's voice being clearly recognized.

Started Five Years Ago.

Inventors of the new apparatus succeeded in transmitting speech by wireless five years ago. Their instruments were installed in the French battleships Verite and Justice, but they could not be depended upon, chiefly owing to the variable quality of the oscillations of Hertzian waves.

By experiment the inventors finally succeeded in overcoming the difficulties by means of an attachment which filters waves. They declare that any number of posts can exchange conversation at the same time without interfering with each other, by slight varying respective wave lengths.

WEATHER REPORT.

Toronto (midnight)—Moderate to fresh Westerly to South-Westerly winds, fair and a little warmer.

Men's Felt & Straw Hats For Summer Wear.

We are showing this week the most fashionable and popular models in Men's light-weight Felt and straw Hats for summer wear.

These Hats are chosen for Style and Wear, are made by the first makers in the world, and are warranted to give perfect comfort and satisfaction.

The Felt Hats are decidedly smart, all the newest shapes and colors, distinguished in appearance, they are exactly what the well-dressed man needs as a finish to his appearance. Prices right.

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(Effects)

WALTER McCARTHY
(Ballads)

FRIDAY--A Selig Feature in Two Reels--A CHILD OF THE SEA.

AN ACT RESPECTING OPERATION OF SAW MILLS.

Passed March 11th, 1914.

Be it enacted by the Governor, the Legislative Council and House of Assembly, in Legislative Session convened, as follows:—

1. Any bona fide fisherman who wishes to operate a Saw Mill for the purposes of preparing staves or heading for making barrels for fishery requirements, or for making of shingles, lobster laths or lobster boxes, whose whole cut of timber for other purposes does not exceed 10,000 feet board measure in any one year, may obtain, free of cost, a license to operate a saw mill for such purposes, and any other purpose in such quantity, subject to the following conditions:

(a) The license may be granted by the Minister of Agriculture and Mines for one year, from the 30th of November, upon the application of the bona fide fisherman, as aforesaid, who shall set forth in his application that he is such fisherman, and also the situation of his mill, its capacity, and the period during which it has been in operation. The Minister of Agriculture and Mines may, in his discretion, renew the said license annually.

(b) The licensee shall make returns to the Department of Agriculture and Mines, quarterly, or at such periods as may be required by the Minister of Agriculture and Mines, sworn to by him or his agent, showing the quantity disposed of, or sold, of all sawn lumber, timber, railway car stuff, ship timber and knees, shingles, laths, cordwood or bark, or in whatever product of timber in any other form the same may be disposed of, or sold, by him during such quarter or other period, and the price or value thereof, under a penalty, for every default, of twenty dollars, to be recovered in a summary manner before a Stipendiary Magistrate or Justice of the Peace.

(c) The licensee shall prevent unnecessary destruction of growing timber on the part of his men, and shall exercise strict and constant supervision to prevent the origin and spread of fires.

(d) The license shall entitle the licensee to operate a saw mill and to cut timber thereon on Crown land, and to purchase timber so cut and to manufacture the same in his mill, in the manner and to the quantity hereinbefore provided.

(e) The licensee shall pay annually a royalty of ten cents per thousand on all shingles manufactured in or by his mill.

(f) No person, without obtaining a license as hereinbefore provided, shall operate a saw mill of the class described in this Section after six months from the passing of this Act, under a penalty not exceeding twenty dollars for every day when such mill is so operated; and all such licenses issued before the thirtieth of November of the present year shall terminate on the said date, on which date also the first royalty under said licenses shall be due and payable.

(g) Before the granting of a new license, three months' notice shall be given in The Royal Gazette and one weekly newspaper published in this Colony, and the Department of Agriculture and Mines shall forward a copy of such notice to the representatives in the Legislature for the District in which the mill sought to be licensed is to be situated.

2. It shall be lawful for the Minister of Agriculture and Mines to issue licenses to persons or companies who are at present operating mills on what is known as the Three Mile Limit, and are not the holders of timber or pulp licenses under the Crown Lands' Act, to cut timber and to operate saw mills for one year from the thirtieth of November; which said licenses shall be renewable at the dis-

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cretion of the Minister of Agriculture and Mines, on payment of a fee of five dollars. The licensee of any such license shall pay, as a royalty, the sum of one dollar per thousand feet, board measure, on all lumber sawn or manufactured in the mill operated under authority thereof.

(a) The said license shall terminate on the 30th of November in each year. The fee for the said license shall be affixed thereto in stamps. The licensee shall be returned to the Minister of Agriculture and Mines before the 30th of November in each year, accompanied by the amount of the fee. The absence of a stamp on said license, with the date of the year in which the same was affixed, shall be conclusive evidence that the said license was not renewed for the year in which such stamp was not affixed.

(b) The license shall be produced by the licensee to an Inspector or other person authorized by the Minister of Agriculture and Mines.

(c) Such license shall be subject to all the provisions of the Crown Lands' Act as to scale, making returns, inspection of books, for date, payment of royalty, and otherwise, except that return for royalty shall be the quantity actually manufactured in the mill, and such other conditions as to the area in which the license is to cut as may be prescribed by the Minister of Agriculture and Mines.

(d) Such license shall not convey any exclusive right to cut over any particular land, but shall merely permit the licensee to cut logs from Crown lands for the purpose of having same sawn or manufactured in the mill licensed, and such right to cut shall be in common with the public, but he may also purchase logs so cut by any person, entitled to cut on Crown Lands, and the license shall not convey any right whatever to water power.

(e) Application for such license shall be made to the Minister of Agriculture and Mines, accompanied by fee of five dollars, and, before the issue of said license, the Minister of Agriculture and Mines shall cause to be published for a period of thirty days, by affixing the same at a post office or other public building in the neighborhood, of the situation of the mill proposed to be operated under such license, a notice setting forth the fact that such license has been applied for.

(f) It shall be lawful for the Minister of Agriculture and Mines at any time after the issue of such license, to revoke the same upon the application or petition of any person who shall satisfy him, by any evidence, or in any manner, that the grant of such license, or the operation of such mill, is contrary to the public interest.

(g) No person, not being the holder of a timber or pulp license under the Crown Lands' Act shall, without obtaining a license, as in this Act provided, operate after one month from the passing of this Act, a saw mill for the manufacture of timber cut on Crown land, under a penalty not exceeding twenty dollars for every day when such mill is so operated; and all such licenses issued before the thirtieth of November of the present year shall terminate on the said date, on which date also the first royalty under said licenses shall be due any payable.

3. In estimating board measures, the following equivalents shall be used:

6,000 half-drum staves shall equal 1,000 feet board measure.
4,500 drum staves shall equal 1,000 feet board measure.
2,000 herring barrel staves shall equal 1,000 feet board measure.
1,600 tierce staves shall equal 1,000 feet board measure.
1,400 fish cask staves shall equal 1,000 feet board measure.
7,000 laths shall equal 1,000 feet board measure.
10,000 shingles shall equal 1,000 feet board measure.
Heading to be estimated in feet board measure.
10,000 tub staves shall equal 1,000 feet board measure.
A tub shall not exceed 30 lbs.

4. The Governor in Council may, when it shall be made to appear to him to be for the interest of the Colony, by Proclamation to be published in The Royal Gazette, prohibit the rinding of growing or standing trees on the public lands of the Colony, or portion of the same, or lands held under license, lease or grant, for the purpose of taking away the rinds of the said trees for any purpose whatever.

5. The penalty for the infraction of any of the provisions and conditions of this Act, where such penalty has not been fixed by any preceding section of this Act, or by the Crown Lands' Act, 1903, shall be a fine not exceeding ten dollars for each infraction thereof. All penalties under this Act may be sued for in the name of the Minister of Agriculture and Mines before a Stipendiary Magistrate or Justice of the Peace by any timber inspector, or other person authorized by the Minister of Agriculture and Mines.

6. The Governor in Council shall have the right to reserve, by Proclamation in The Royal Gazette, such sections or areas of Crown land as may, from time to time, in the public interest, be deemed expedient, and to prohibit the cutting of timber on such lands for milling purposes, and the penalty for cutting timber on such land shall be fixed and determined in such Proclamation. Provided, however, that no such reservation shall be made until public notice has been given to those residing in and near the locality in which the land proposed to be reserved is situated.

7. The Act 6 Edward VII, cap. 28, entitled "An Act to restrict the area of Saw Mills within three miles

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Fishermen's Union
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of the coast line of this Colony, and better to preserve such timber lands for the purpose of the fishery, for ship building, for fencing and for firewood," is hereby repealed.

DO IT NOW!
Its no use waiting till somebody else gets ahead of you. Now is the time to advertise in The Mail and Advocate.

HESSEY CANNOT BRING FURTHER MUSIC EVENTS UNLESS PUBLIC SUPPORT IS FORTHCOMING.

Edwin Bower Hesser, from Waterford Hall, has issued through the press the following statement regarding future musical events in St. John's. Only 84 seats, for the season, were subscribed for the Scotney music festival last week, which proved such an unusual treat for the public. Mr. Hesser certainly cannot be expected to bring future companies at a personal loss, and he fairly puts it up to the public, as to his future presentations. He wrote:—

Hesser's Ultimatum.

"Unless I am able to make Newfoundland musical events pay expenses, I certainly cannot afford to keep on bringing companies down here. There are a certain number of people who are very willing to help in every way, and willing to liberally subscribe for seats to good events. I think those who heard the Scotney aggregation at Methodist College Hall last week will agree that it was the finest event of recent years, and yet my net loss was over one thousand dollars. The final night was the only one at which a goodly sized audience was present, but that only at dollar top prices, with a total of \$470.50 in the house. It did not reduce my losses on the other events.

Announcement.

"Next Monday, Tuesday, and Wednesday I am bringing the Royal Gwent Welsh Male Singers, an aggregation of sixteen men who have won the championship prize of all Wales, and twice sung before Their

Majesties, King George and Queen Mary of England. The fame of the Welsh Singers is such that there should be no doubt about getting big houses, but if this season is not successful, it will almost convince me that there is no use in trying to bring big musical events to the city. I have not given up hope, by any means. But I cannot afford big personal losses, nor can I bring such artists as Melba, John McCormack or Kubelik here unless there is sufficient public support. Nor would I care to bring them if those who would attend were merely curiosity seekers, and not real lovers of good music.

The Proof.

"The three performances next week should demonstrate how many people can really be counted upon to help in the good cause of bringing high class attractions to St. John's. I am relying on the support of the public for these concerts, and in order to make the season pay expenses, I must get 200 seats subscribed, at \$5.00 each. This is surely not too much to expect from a community as cultured as St. John's. Last season, over 400 seats were thus subscribed. This is, of course, in addition to the amount I can reasonably expect from cheaper seats.

Subscription List.

"Mr. Power at the Atlantic Book Store has the subscription list. Those signing this list also allow the use of their names as patrons and patronesses. I am carrying out the same plan I have used for years in New

England, in this respect, and I hope that the list of names I shall publish in the program for the three nights will be fully representative leading citizens of the city. Without their help, future music festivals would be an utter impossibility.

"Several have told me that they could not go all three nights. I do not think it will prove a financial burden, however, to subscribe five dollars for three nights, even if the seats be given away for one of the performances. It simply depends upon how many people are willing to encourage local presentations, on what I shall be able to bring them. Halifax, and all the smaller towns of the Maritime Provinces, have proved very liberal in their patronage. I do not think it is out of order for me to make this direct and personal appeal to the people of St. John's, to support the Welsh Singers by subscribing for season tickets.

"I want to make the balance of the hall, behind the subscription seats, at a reasonable scale of prices, to bring the pleasure of hearing these superb artists within the reach of as many people as possible. I hope each year to send down here just as many musical events as the people want, and they can be sure of as many as they can adequately support.

"EDWIN BOWER HESSER."

adv:11

ADVERTISE IN THE MAIL AND ADVOCATE

"AQUITANIA" IS VERY BIG BUT IS HANDY

Giant British Liner Docked At New York Without Any Mishap At All.

IS THE THIRD LARGEST SHIP IN COMMISSION.

Cunard Liner Made Good Time Across The Atlantic Despite Presence of Ice.

New York, June 5.—The Aquitania, the new liner of the Cunard Company and the largest ship afloat under the British flag, arrived at Quarantine early to-day on her maiden voyage to this port. With the Mauretania and Lusitania the new vessel will operate between Liverpool and New York.

The Aquitania made good time down the Long Island coast last night after passing all danger of the ice fields that held down her speed on Wednesday and yesterday. The latest wireless reports gave her average speed at 23.22 knots and for 24 hours up to noon yesterday she covered 602 nautical miles.

Takes 5,000 Passengers

The Aquitania is third in size to the Vaterland, largest ship in the world. Her length is 901 feet, beam 97 feet, depth 92 feet. Her tonnage is 47,000 and she accommodates 5,000 passengers.

The Vaterland, which recently ended her initial voyage across the Atlantic is 950 feet long.

To-day will be devoted to unloading the Aquitania and no visitors will be admitted.

Handy Ship

The Aquitania docked without a mishap in the Hudson River at 9.30 o'clock this morning after her maiden run from Liverpool. Notwithstanding her length, she gave her convoy of tugs no trouble and slipped easily into her berth while the harbor craft shrieked greetings.

The Aquitania made her passage in 5 days 17 hours and 43 minutes, over a course of 8,181 miles.

The passenger list was somewhat reduced by the news of the sinking of the Empress of Ireland. Many persons cancelled their bookings when they learned the Empress had gone down.

Big Luncheon Basket

A remarkably large "luncheon basket" stocked to the very brim for those who travelled across the Atlantic on the maiden voyage of the Aquitania. The food purchased was measured out in tons and thousands, which is not surprising when it is borne in mind that besides a crew of over a thousand—comprising 500 stewards, 90 cooks, over 80 deckhands, 34 engineers, and over 350 men in the engine-rooms—a full complement of passengers means nearly 4,000 persons.

More Than Usual

The total quantity of food is about 25 per cent. in excess of that usually required by the Mauretania and Lusitania. Every conceivable appetite and taste had been provided for, as when the Aquitania sailed for N.Y. she carried:—1 ton of coffee, 1,500 lbs. of tea, 7½ tons of sugar, 35 tons of flour, 25 tons of biscuits, 2 tons of breakfast foods, 1,000 lbs. of mustard, 200 lbs. of pepper, 3,000 barrels of rice, 4 tons of corned beef, 20 tons of fresh beef, 8 tons of mutton and veal, 3,000 chickens, 250 turkeys, 500 quails, 35,000 hen eggs, 3,000 plover eggs, 2,000 lbs. of ham, 6,000 lbs. of bacon, 2½ tons of cheese, 1 ton of prunes, 400 oxtails, 800 tongues, 2 tons of clams, 7½ tons of fresh fish, 500 barrels of oysters, 200 crabs, 500 lbs. of green turtle.

For The Epicure

There are also hundreds of jars of jam and marmalade, and for the epicure there are such luxuries as frogs' legs, caviare, ling, and pate de foie gras. The culinary department is a huge store in itself. The following are some of the contents: 20,000 cups and saucers, 22,000 plates and covers, 12,000 glasses and tumblers, 15,000 knives and forks, 15,000 spoons, 5,000 jugs, sugar basins, decanters, carafes and jars, 4,250 cruettes, egg hoops, salts, etc., 1,000 meat and vegetable dishes, etc., 1,100 toast racks and scalloped shells.

Ice! Ice!

Send in your order for the daily supply of ICE delivered every Morning (Saturday evening for Sunday).

SATISFACTION GUARANTEED.

Terms on application to

HENRY BLATCH,

51 Long's Hill,

may22,tf 'Phone 644.

Devine's

Great REMOVAL Sale!

Get in Early Before the Bargains Are Snapped Up!

Bargains:

10 dozen Men's Overalls. Made from Blue Derry of strongest quality and sold in regular way at 85c.	59c.
25 dozen Men's Negligee Shirts; neatly striped; all sizes. Handsome Holiday or Sunday Shirt. Regular Price 85c.	50c.
10 cases Men's Strong Working Boots. Leather all through. Worth \$2.70.	\$2.30

Men's & Boy's Suits Away Down in Price.

Hosiery.

Hosiery. Stockings for Men, Women and Children at half price. Here is a chance to supply the family with first class stockings at prices no more than you have been paying for the "no wear" kind.

Shop Forenoons as Store is Crowded Evenings!

N.B.—Mail Order Customers will please add postage when ordering these goods. Write To-day.

J. M. DEVINE,

The Right House - - 167 Water Street.



MEN'S CLOTHING.

G. KNOWLING—Men's & Boys Complete Outfitting.

We have just received a large shipment of MEN'S SUITS which have been personally selected from the manufacturers, and special attention has been given to the quality, cut and finish of these Suits. The fine texture of the cloth makes them very serviceable for Spring and Summer wear.

The new shades and colorings are very smart and attractive, and we feel sure a visit would repay you.

TWEED SUITS

Our Prices: \$4.75, \$6.75, \$8.25, \$10.00, \$11.00 to \$17.50.

Men's Black Cloth Suits.

The hard wearing properties of our Black Cloth Suits should prove an advantage to one and all, both for mourning and business wear.

Our Prices: \$5.75, \$6.75, \$8.75 to \$12.75.

Black Serge, \$12.50 & 15.50

Navy Serge Suits.

Our excellent Serge Suits made up in the new style for 1914 are well worthy of your inspection. They are very serviceable for business and Sunday wear, and may be had in several qualities.

Our Prices: \$6.75, \$8.75, \$10.00 to \$15.50.



Very Latest Styles in MEN'S HATS and CAPS.

PANTS.

We have a complete stock of MEN'S TWEED PANTS ready for inspection. They are made up in the latest styles and are well made and finished. There are many qualities reasonably priced.

Our prices: \$1.10, \$1.35, \$1.60, \$2.20 to \$4.20.

A large variety of

Black Cloth Pants

suitable for all occasions.

Our Prices: \$2.20 to \$5.50.

SHOWERPROOFS.

A splendid selection of MEN'S SHOWERPROOFS in various sizes, the latest stripes and plain colors and undoubtedly the best selection in the city.

Our Prices: \$8.50, \$10.50 and \$15.00.

GEO. KNOWLING.

m18.25, j18.15

BASEBALL DOPE.

In less than no time Mr. Fan will be munching peanuts, harrising his umps, and acting in other ways like our real American cousins.

He may be huddled up in an Arctic Benny, but he will display many symptoms of the good, old summer time.

With the main purpose in view therefore of keeping him in good humor we are going to publish some choice scraps of "Dope" which we have been culling from foreign exchanges, and we trust it will prove of interest. Here is exhibit "A":—

The Fan, By Pullerton.

The baseball fan's a curious beast (or bird or fish or bug). His hopes they always rise like yeast and come down with a chug. He plunks his quarter down each day and to the bleachers hastes. He criticizes every play and lots of languages wastes. He buys some peanuts and some sloop called "lemo" at the park, six bottles filled with lemon pop, some hot dogs and can b-bar. He peels his coat and sheds his vest and fires the first salute—a yell that drowns out all the rest; then settles down to root. He sits four hours out in the sun and yells at every play. He tells them how to hit and run and how to save the day. He calls the umpire "Jessie James," a robber and a yegg, and divers even harsher names and hopes he'll break a leg. And when the home team meets defeat, about 16 to 1, he swears an egg they couldn't beat and vows that he is done. He calls them bones; he'll never go again. Next day, with two bits in his hands he's fighting to get in.

FORGING AHEAD!

That is the position of **The Mail and Advocate**, as each issue sees a larger sale. What about that **WANT ADVT?**

Important Notice!

The Fraser Machine & Motor Co. for the purpose of reorganizing and enlarging their plant, lately went into voluntary liquidation; the organization is now complete, much more capital has been subscribed to meet the growing demands of the business, and this year double as many FRASER engines will be built as last year. There is no other engine so popular in Newfoundland or Canada as the FRASER, and with the new Company we can promise better service and deliveries than in the past, when many had to wait for their engines, as we could not get them from the factory fast enough. All orders now booked can ship at a moment's notice. FRANKLIN'S AGENCIES, LTD., St. John's, Newfoundland, Agents.—feb28

ADVERTISE IN THE MAIL AND ADVOCATE

When Shamrock Beat Shamrock

Lipton's New Racer Beat Her Predecessor Two Minutes Sailing Thirty Mile Course

Southampton, June 9.—The first actual racing test between Lipton's two Shamrocks took place to-day over a 30-mile course. Shamrock IV finished two minutes fifteen seconds elapsed time ahead of the older yacht.

According to American measurements, Shamrock IV gives the older yacht 4 mins. 23 secs. allowance over a 20-mile course.

READ THE MAIL AND ADVOCATE

ANOTHER NEW F. P. U. COUNCIL

A Local Council of the F.P.U. was recently started at Curling by Mr. T. Knight. Quite a number enrolled. The officers are:

George Allan—Chairman.
Stephen Cooper—Deputy Chairman.
Thos. Knight—Secretary.
Ed. Stone—Treasurer.

Bay of Islands will likely become strongly Union, and a great work is before the Union in that Bay. We wish Curling Council every success.

F.P.U. DISASTER FUND.

From Deer Island Local Council.
50c. each—Llew. Feltham, Job Feltham, Samuel Feltham, Elijah Feltham, Avalyn Feltham, Arthur Feltham, Martin Feltham, James Feltham, Jr., Alpheus Feltham, James Feltham, Sr., James Osborn, Walter Feltham, Noah Feltham, George Feltham, Wm. Cram, David Glover.
\$1.00—William Feltham.
40c.—Gideon Feltham.
37c.—Charles Feltham.
20c. each—Percil Feltham, Benj. Feltham, Sr., George J. Saul, John Gite, Sr., John Gite, Jr., Elias Gite, Edgar J. Saul.
10c.—William J. Saul.
Total, \$11.00.

From Exploits Local Council.
\$10.00—Local Council, F.P.U.
\$1.00 each—M. P. Dalton, George Lilly, George Lacey, Jr.
50c. each—George Scévour, Reuben Snelgrove, Jabez Frampton, Peter Frampton, Alexander Wells.
40c.—A. A. Lilly.
20c. each—Absalom Seymour, Cyril Scévour.
\$1.00—William Pearce.
Total, \$17.30.

PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.

LAYING OFF MEN AT SYDNEY

That the supply of labor is greater than the demand in Cape Breton is evidenced by the fact that at this moment when a brightening up might be expected after the long dull winter, the N. S. S. & Coal Company at Sydney Mines are reducing their forces. Last week 125 men were laid off from No. 2 colliery and the Jubilee colliery was closed down, this spring, and it is predicted in certain circles that the autumn will see more activity in the coal trade than the summer months.—Sydney Record.

A SUCCESSFUL BUSINESS MAN

Every successful business man can give reasons for his prosperity. Most essential to any success is a careful and ceaseless attention to details. Every well conducted office or store in the world finds that simple and effectual filing systems are an absolute necessity. Not a paper can go astray when the "Safeguard" method of this Company is used. And no matter how complicated your filing problem, no matter how peculiar, no matter how small or how large, the "Globe-Wernicke" can provide you with the equipment that will place every record at your finger tips. Why not investigate? Mr. Percie Johnson represents the "Globe" in Newfoundland.

The schooner Seth, Jr. has had her register changed from Colon, Panama to Halifax.

THE MAIL AND ADVOCATE.

The weekly edition of **The Mail and Advocate** will be sent to any address in Newfoundland and Canada for the balance of 1914 for the small sum of 20c., and the daily for the balance of 1914 for the sum of \$1.00. Send along your names and stamps to cover

COAL!

We have just landed a small vessel's cargo of extra good quality, and have another cargo due to-day

Also in stock and to arrive.

PICKETS, RAILS, POSTS, BIRCH JUNKS ETC.

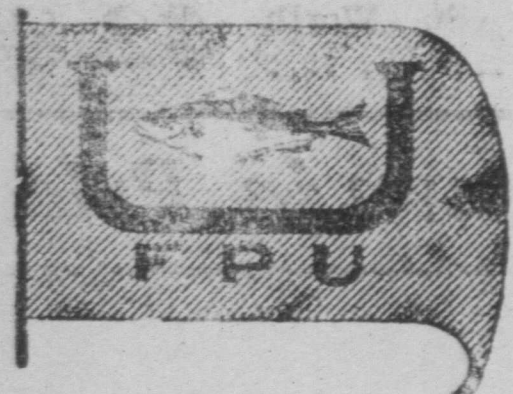
W. H. HYNES.

Wanted!

Two Dwelling Houses About \$700.00 Each.

J. J. ROSSITER, WALDEGRAVE STREET, ST. JOHN'S.

Our Motto: "SUUM CUIQUE."



(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 Co. Ltd., Proprietors.

Subscription Rates.

By mail The Daily to any part of Newfoundland and Canada, \$2.00 per year.

To the United States of America, \$3.50 per year.

The Weekly issue to any part of Newfoundland and Canada, 60c. per year. To the United States of America, \$1.10 per year.

All correspondence for publication should be addressed to the Editor of The Mail and Advocate.

Letters for publication should be written on one side of the paper only and the real name of the author should be attached. This will not be used unless consent be given in the communication.

The publication of any letter does not signify that the Editor thereby shows his agreement with the opinions there in expressed.

All business communications should be addressed to the Union Publishing Co. Ltd.

ST. JOHN'S, N.F.L.D., JUNE 10, 1914.

OUR POINT OF VIEW.

THE EXTREME.

THE Union Trading Company recently imported a windlass for the S.S. Kintail from Liverpool. The charges for freight was \$55.66, of which 99 cents was for wharfage.

In the face of the tremendous subsidies paid the Allan Line by the Government, we ask how the Company's Agents here are barefaced enough to charge \$55.66 freight for a piece of machinery that did not occupy the space of a case of dry goods, and what right had they to charge 99 cents wharfage on this package? Freight charges are about as barefaced as possible and nothing short of legalized robbery.

The Government should cancel all subsidies to those ships until freight charges are submitted to a proper commission which will ensure fair play to all interests.

The matter of wharfage charges is another wrong that should be adjusted. The wharfage charge for landing one barrel of flour is two cents.

Last year the Trading Company imported 15,000 barrels of flour and paid no less than \$300 wharfage for landing this quantity of flour.

Fortunes are being dragged from the consumers by steamer owners through charges for wharfage. It is not enough that freight charges should be 50 per cent. over what is reasonable on some goods, but another bite must be made in the shape of wharfage charges.

The wharfage charges collected by Shea & Co. in one year must amount to \$10,000; while Harvey & Co. must scoop in some \$20,000, and J. W. Pitts, Agents of the Furness Line, must collect another \$10,000—a sum sufficient to construct new piers and sheds for these firms every year.

On every hand the consumer is bled to maintain all sorts and conditions of affairs, and it seems to be the duty of no one to protect the public interests.

The proposal of the F.P.U. to establish a Transportation Commission would embrace such matters as are herein referred to and its high time it be before men become sensible enough to act, and speak, and write, and labor as prompted by conscience

for existing evils, and if such evils are to be adjusted the Union Party is alone capable and sufficiently interested to undertake the work.

There is no end to the reforms essential to the proper transaction of business, both public and commercial, and when a change of government comes, the new rulers will have no idle time on their hands.

THE TELEGRAM GONE MAD!

YESTERDAY The Telegram published an editorial referring to the Canadian Commission of Enquiry into the Empress of Ireland disaster and commented upon the difficulties of appointing a Newfoundland Commission to fully enquire into the disasters which befell the crews of the Newfoundland and the Southern Cross.

The Telegram stated in part as follows:

"So far as we can see at present, but we speak subject to correction, 'the course the Government can pursue is to have a Marine Court of Enquiry into the loss of the Southern Cross, as provided by Statute; then to appoint a Commission to inquire extensively into the whole sealing venture and depend on the willingness of witnesses to testify and to produce documents; or to call the Legislature together to deal with the matter during the fall or wait till next January; or to waive self-government in the matter, a course some 'what objectionable for obvious reasons, and invite British Parliament to put through a special Act speedily as the Canadian Parliament has done in the case of the loss of the Empress of Ireland.'"

Fancy the learned Editor of The Telegram, who represent a district that owned 25 of the slaughtered heroes of the Newfoundland, making such a ridiculous proposal as to divide up the two enquiries and get the British Parliament to pass a law establishing a Commission to enquire into the Newfoundland's disaster. For red tape and impracticability it stands second to nothing we have ever heard off.

What nonsense. It is bad enough to have a few political lunies in the Government, but to have them also in the Opposition Party, is more than ordinary patience can stand or common sense sustain.

Away with such childish talk and get down to square facts and secure a square deal for the Underdogs who have been made play things off by all and sundry since the awful tidings of the disaster reached St. John's.

We want things conducted upon business principles and not upon theory and imagination, coloured with red tape.

Two hundred and fifty Sons of Toil—"The Bravest of our Brave"—have lost their lives in connection with seal hunting the past Spring and the Country has been ten weeks demanding the fullest and most searching investigation into the terrible catastrophe, but up to the present the People's wishes have been treated with scorn and now we have The Telegram stating there is no statute that could be availed of to provide for an enquiry into the slaughter of the 78 men belonging to the Newfoundlanders who were forced to give up their lives because of the blunders of Abram Kean.

This is about the last straw required to break the camel's back and every reasonable man in the Colony will be amazed by the nonsense proclaimed by The Telegram.

Puerility was never more conspicuous than in the suggestion of having the British Parliament to pass a law providing for a Commission of Enquiry—or calling the Legislature together to pass special legislation to deal with the matter. If it was a question of raising one million dollars without authority or security, it could be done in the twinkling of an eye, or if the Government saw fit to overdraw accounts to the tune of half a million dollars, all that had to be done was to go ahead regardless of laws or Auditor-Generals, but to ascertain the facts regarding matters that might have occurred any Spring which involved the loss of 250 Tollers is a matter that must be attended with no end of red tape and require special legislation.

What special legislation did the American Senate require when it broke all precedents and appointed a Commission to enquire into the loss of the Titanic?

Red tape did not stand in the way of placing Squires and Blandford in the Dumping Asylum, or making them Ministers of the Crown and members of the Executive Government in defiance of the expressed wishes of the electorate.

Nor did it prevent The Telegram from securing plums from the Public Treasury in the shape of advertisements from the Postal Department worth one thousand dollars a year, but it does stand in the way of investigating why 78 Tollers were slaughtered on the icefloes.

Oh, ye gods and little fishes, when will common sense dictate men's actions in all matters and how long will it be before men become sensible enough to act, and speak, and write, and labor as prompted by conscience

irrespective of any other consideration.

We demand again, on behalf of an outraged people, the immediate appointment of a Commission to enquire into the two disasters and conditions relating to the seal fishery, and to prepare a bill for the prevention in future of such wholesale murdering as that which took place on March 31st and April 1st off Trinity Bay, and to ensure the safety of the crews that sail in ships like the Southern Cross.

The people want no hair splitting or red tape enquiries. They want an enquiry based upon business principles that will state in plain English the causes of such a catastrophe and the remedies to prevent such terrible destruction to human lives in the future.

A way has been found to protect sheep and dogs, and the Country demands at least the same protection for those who risk their lives to maintain and support their Native Land, and the sooner this is done the better will it be for the besmeared name of the Colony and the people in general.

We will not be content with anything less and when we state this we do it on behalf of the Toiling Masses of Newfoundland.

MAKING A MESS OF IT.

BRITISH COLUMBIA, backed by the Federal Government of Canada, may be quite right in prohibiting Hindu laborers from landing on its shores as settlers, but both the Province and the Dominion are handling the question in a manner inimical to the interests of the whole British Empire.

For, it must be remembered, that the ship load of intended settlers from the Far East are British subjects and many of them have fought the battles of the Empire in India and elsewhere.

On the other hand, the cable brings us the peculiar information that six hundred Chinese immigrants were admitted to British Columbia the other day.

And at the same time four hundred British subjects are held on board ship, on short rations and in a British port.

In view of these facts, can one wonder at stories that reach us of the growing unrest of the peoples of India and at their demands for independence or, at least, some measure of Home Rule?

It looks as if Canada is sowing the wind of discord from which the British Empire will likely reap the whirlwind of a general Eastern revolt with all its terrible accompaniments of strife and bloodshed.

CAUSING COMMENT.

THE nomination of Prince Alexander of Teck to succeed the Duke of Connaught as Governor-General of Canada has created considerable comment in the Dominion and in the Old Country.

There is a growing disposition in Canada to condemn the practice of appointing members of the Royal Family to the Vice-Royalty of the Dominion of Canada and the objections thereto were recently voiced in the Federal House of Commons by Mr. Emerson, member of the Opposition, who argued that it did violence to the democratic spirit of the Dominion.

Old Country newspapers referring to this development and to Canadian comment thereon show that they have not properly grasped the situation and that they do not understand Canada and the Canadian spirit.

To judge from their remarks, one would gather that the English papers were of opinion that the Governor-Generalship of Canada is a most ticklish position to occupy and one requiring an incumbent whose rank will appeal to the Country's sentiments of loyalty to the British Empire.

This is a false impression. Canadians are developing a truly national spirit; they are firm believers in the great possibilities of their wonderful Country; they are particularly demo-

ST. JOHN'S HARRIERS

A general meeting will be held in King George V. Seamen's Institute on Thursday evening, June 11th, at 8.30 p.m. sharp, for the purpose of organizing the above Club and selecting officers.

All who desire to become members are cordially invited to attend. Patrons: J. S. Munn, Esq.; E. A. Bowring, Esq.; and W. J. Higgins, Esq.

S.S. Beatrice is due to-day from Sydney with coal to Mullaly & Co.

RUNNING AND WALKING

A meeting of athletes will be held at the Seaman's Institute to-morrow evening at 8.30 for the purpose of forming a running and walking club.

For some time a number of gentlemen had morning runs and to-morrow's meeting is for the purpose of submitting rules and electing officers of the club.

Messrs J. S. Munn, E. A. Bowring and W. J. Higgins are patrons.

cratic in spirit but, as the last General Federal elections proved they are also truly loyal to the British Empire.

So the Prince of Teck faces nothing at all approaching an ordeal, even though with characteristic candor Canadians voiced objections to his appointment.

And who can blame Canadians if they have expressed a preference for some experienced, recognised British Statesman on the Vice-Regal throne at Ottawa?

TO THE EDITOR.

TO CORRESPONDENTS—We are always glad to receive letters on matters of local and general public interest. Correspondents, however, should make their letters as brief as they possibly can, as we are receiving scores of communications daily and have only a very limited space in which to publish them.

We use practically every letter received, at some time or other, but there must, in view of our large correspondence, necessarily be some delay before some of these letters appear in The Mail and Advocate.

We are particularly anxious to receive notes of news from all round the Island. Let our young people particularly get busy and help us make our paper the newest in the country.—Editor.

FARMS AND FARMING

(Editor Mail and Advocate)

Dear Sir,—Some people argue that the giving of rams, bulls, pigs, fancy seeds, etc., has been of great benefit to the farming industry. That is all very well as far as a free gift of anything of use is a benefit to the receiver, but it does not meet the argument that is postulated here, but which I intend to prove in the course of these remarks, that the money spent on those rams, bulls, pigs, etc., was money in a great part—and almost wholly wasted.

Even had the imported stock been value for the money the Government spent on the animals, it would still have been folly to have imported them, at this stage of our agricultural development.

First Requisite.

The first requisite to successful farming is good soil and to keep it in good condition.

It makes no matter how good the stock or how good the seeds, neither the stock nor the seeds can long remain good on a poor or badly managed farm. The great bulk of the stock and seeds imported by the Government has gone to poor farms. This is the same as saying that there are well managed farms. There are well managed farms, of course, but they are very few.

The boast of the Tory press that the yield of potatoes, barrel for barrel, has been increased, due to the importation of new seed, is very misleading.

Has Happened Before

I have known cases where as many as twenty-seven barrels were obtained from one barrel of seed planted, and got from common seed without any special effort on the part of those who planted the seed. Conditions were favorable, the farmer planted better than he knew.

POEMS OLD AND NEW.

TO CORRESPONDENTS.—Owing to the big number of original poems sent in to this office, we have decided to throw open a column for Local Poets and to use as much of the poetry received as possible.

It must be remembered, however, that we cannot use in their entirety poems that run to twenty, thirty or more verses. Keep down to about half a dozen verses and your poem stands a better chance of making an early appearance in this paper. Lengthy poems have to be cut down before they can be used.

Readers desiring to see old favorites or new and striking poems appear in The Mail and Advocate are hereby invited to send along copies or clippings thereof to this office.—Editor.

SPRING.

There is a life infusing tonic In the air And a promise that is truly On the square Of some weather that has posies On the string, And we know by this same token It is spring.

How that tired feeling penetrates Man's bones As he thinks about the work ahead And groans As he wades forth fixing fences In the mud. He is sure he needs a tonic For his blood.

Should cases of such abundant yields come under the notice of the boosters of the Morris Farming policy to-day, they would at once attribute it to the Morris policy of giving the farmers good seed.

There is no seed too good, but I repeat it is not there a wise agricultural policy should begin. Most farmers think they know all about plowing and cultivation. Well, we will not at present attempt to prove that they do not.

Fertilizers.

We will take the question of fertilizers, and I think here we can prove that very few farmers give that side of their business that intelligent consideration which it deserves. To keep the soil in good condition for growing crops, certain elements must be added to it to supply the needs of the plants to be grown.

Many farmers, and I believe the majority of them, think that the addition to the land of stable manure is all that is necessary. They are right too, but the stable manure must be of the right kind and must be properly cared for, otherwise it is almost valueless.

In my next article I will deal with manures, and in doing so I will bring in my first proof that Morris put the cart before the horse when he hitched up to his agricultural folly.

—A. ENGLISH.

Codfish



Just the Quality for RETAILERS.

SMITH CO., Ltd.

The Right Place To Buy—Provisions, Groceries, Oats, Feeds, Wines and Liquors

—is at—

P. J. Shea's, Corner George and Prince's Sts. or at 314 Water Street.

Outport Orders promptly attended to.

FOR SALE!

One Good Pair CROSS FOXES!

—ALSO—

1 Pair RED FOXES

Immediate Delivery

—APPLY—

The Newfoundland Fox Exchange.

P. H. COWAN'S OFFICE, 276 Water St. P.O. Box 67.

Wanted—A Nursemaid, Apply to Mrs. A. Macpherson, (Hillsboro), King's Bridge Road.—38.21

WANTED—A Girl for Cash Desk, must be smart at figures. Apply THE ROYAL STORES, LIMITED.—jns8.21

ADVERTISE IN THE MAIL AND ADVOCATE

Business Card!

To Our Outport Customers, and the General Public:

We are now doing business on the upstairs flat of our old premises, 140 Water Street, having transferred our office and sample rooms there.

We have added some valuable agencies to our list in addition to

Pianos & Organs

and prices are lower than ever, having reduced expenses. It will pay you to see us before buying.

NOTE OUR ADDRESS:

Upstairs—140 WATER STREET—Over Shop

Chesley Woods.

A Special Showing of

Trout Rods!

SPECIAL GREENHEART SALMON RODS

13 and 14 feet. \$7.00, \$8.00, \$9.00

LEADER GREENHEART SALMON RODS

13 and 14 feet. \$4.00, \$5.00

SPECIAL GREENHEART FLY RODS

10 to 12 feet. \$3.00 to \$12.50

HICKORY FLY RODS

10 to 12 feet. \$1.50 to \$5.00

BEST SPLIT CANE RODS (ENGLISH)

11 and 12 feet. \$10.00 to \$13.50

SPLIT BAMBOO AND STEEL RODS IN GREAT VARIETY.

SEE OUR TWO LEADERS.

Split Cane Rod, 90c.

Steel Fly Rod, \$1.25

WADERS, BROGUES, LANDING NETS, REELS, FLYS, ETC., IN GREAT VARIETY.

Martin Hardware Co.

Best Cadiz SALT

There is No Salt For Fishery Purposes Equal to CADIZ.

s. s. "HARDANGER" has arrived With a full cargo.

For sale at lowest prices. Orders now being booked for delivery alongside steamer.

BAINE JOHNSTON & Co.

CHILDREN'S CARRIAGES and FOLDING GO CARTS.

Those are selling cheap as we want the space. We will crate those in wood and send them to any part of the Island.



Folding Go Carts.

The strongest and lightest carriage made. All rubber Tired.

Pope's FURNITURE SHOWROOMS

George & Waldegrave Sts.

News of the City and the Outports

Stevodore Had Two Ribs Broken

Mr. George Peckham Crushed Against Store at A. Harvey & Co's, met with a serious accident Monday morning.

A couple of men were rolling a "butt" of tobacco leaf on a cart and Mr. Peckham lent a hand, but the "butt" rolled back, crushing Mr. Peckham against the side of the store. He suffered much pain, but walked home where he was attended by Dr. Roberts, who found two ribs broken. His face was also cut and right arm injured. He will be laid up for some time.

FOOTBALL RECEIPTS

The receipts of last night's football match amounted to \$30.00.

FISH ON LOCAL GROUNDS.

There was a fair sign of fish on the local grounds this morning.

SCHOONER BELIEVED LOST

One of Manuel Pike's schooners, Channel, drove out of Codroy in last week's gale. The crew were rescued, but the vessel, the officers of the Portia believe, were lost.

PEERS DAVIDSON ILL

Major Peers Davidson, of the 5th Royal Highlanders, and a member of the legal firm of Davidson, Wainwright and Alexander, who was suddenly taken ill yesterday and removed to the Royal Victoria Hospital is reported to-day to be somewhat better, having spent a fair night.—Montreal Telegraph, June 4th.

SALMON FISHERS AWAY

Bayne McDougall, Charlie Ballard and Bun Beckwith, accompanied by several other veteran fishermen, will leave for Newfoundland to-night to whip the waters at Robinson's and adjacent rivers in quest of salmon. Reports from western points in the colony say that the fish are schooling up the rivers, and, already, many have been landed with rod and line. The season for good salmon fishing lasts from the first of June to the last of July, during which period there is splendid fishing in almost any river emptying into the Gulf.—Sydney Record.

The wedding of Miss Godden and Mr. Morgan takes place at the C. of E. Cathedral this afternoon.

Child Was Blown Over The Wharf

Peculiar Accident at Kelligrews—Little Girl Narrowly Escapes Drowning

A peculiar accident happened at Kelligrews on Saturday last, when a little girl nearly lost her life by drowning.

She intended crossing to Bell Island with her mother, and as she was about to descend to the boat to go off to the steamer, a squall struck her and blew her overboard. She was quickly fished out, but beyond being badly frightened was none the worse for her peculiar adventure.

PATHE FILM D'ART AT THE NICKEL

The feature film at the Nickel Theatre to-day is one of the finest Pathe pictures ever presented in St. John's. It is acted by famous French stars, and has won very favorable comment wherever presented. "The Human Vulture" is the title, and there is not a dull moment from start to finish. Every patron of the Nickel should make an effort to see it. There will be four other good pictures.

On Friday there will be a Self feature in two reels, "A Child of the Sea."

MARRIAGES

CLAYTON-WARREN—On Tuesday, June 9th, at St. Thomas's Church, St. John's, by the Lord Bishop of Newfoundland, assisted by the Rev. G. R. Godden (Rector), the Rev. Arthur Clayton, son of the late Arnel Clayton, sometime Lay Missioner for the provinces of Canterbury and York, to Frances Ella, only child of the late Adolph Warren, of St. John's, Newfoundland.

WESTERN FISHERY REPORTED VERY BACKWARD

Stormy Weather Has Prevented Fishermen From Getting Out On The Grounds

HEAVY SEAS DAMAGE MUCH FISHING GEAR

Bankers Also Meet With Stormy Time—Very Little Done With Lobsters

The Bowring coaster Portia, Capt. J. Kean, arrived from the westward at 9 last evening.

She made a quick run considering she was full of freight when leaving and that she called at Bonne Bay and Sydney and had stormy weather.

At Sydney on Friday last a heavy storm was experienced which delayed her several hours.

No ice was seen.

The Portia brought a small freight and the following passengers—Messrs. J. Jardine, Captains Rumsey (2), C. Benning, F. Lukens, T. Isaacs, Mrs. Devereaux, Miss McPherson and Miss Dalton; and 9 in steerage.

PORTIA'S FISHERY NEWS

The Portia reports that the fishery at the westward is very backward. The weather during the last fortnight has been so backward that very few fishermen were able to visit the grounds.

From Basques along the coast to Hermitage Bay extensive damage was done to traps and other fishing gear by the heavy seas.

A couple of bankers were at Grand Bank Saturday, and they report weather very stormy.

Lobsters are also reported very scarce.

WESTERN FISHERY REPORTS.

The following reports were received yesterday:

From W. R. Andrews (Gaultois to Hermitage, June 6th):—The total catch is 500 quintals, and for last week, 25.

One hundred dories and skiffs are fishing, but prospects are very poor and the bait supply is short. The lobster catch is small, only about 20 being taken by 100 pots.

The fishermen all say it looks like a poor year for Hermitage Bay, and so far it has been the worst on record.

From J. Cunningham (Connore Bay to Red Island, June 6th): One banker has returned with 400 quintals, but no schooners from the grounds have yet arrived.

Sixty dories, skiffs and boats are fishing. The total catch is 4,589 quintals, and for last week, 520. Prospects for the codfishery are poor, but there is plenty of herring for bait.

There was very bad weather all the weeks.

On yesterday, the 5th, we had a gale with very heavy sea, and great damage was done to nets and other fishing tackle.

MR. R. G. REID ON CALGARIAN.

A wireless was received from Mr. R. G. Reid that he was on the Calgarian then passing Cape Race en route to Quebec.

He is expected here next week.

MAGIC READ THE BAKING LABEL NO ALUM POWDER

WILL REPAIR CABLE

The Commercial Cable Company's steamer Mackay-Bennett, is under sailing orders for the west coast of Ireland, to repair the cable which has become broken in that vicinity.

WANTED—A General Servant. Apply MRS. P. H. COWAN, 26 Victoria Street.—jnc10

MASONIC CLUB

The regular quarterly meeting of the Masonic Club will be held at 8 p.m. WEDNESDAY, 10th June, 1914. S. A. CHURCHILL, Hon. Secy.

Nfld. Schooner Drifted Ashore

"Cedella," Owned By Pike of Channel, Stranded at North Sydney In Big Gale

North Sydney, June 5.—The south-east gale which raged this morning and up to the middle of the afternoon, was very severe here and did some damage to shipping in the harbor. Shortly before noon the Newfoundland schooner Cedella, owned by Emmanuel Pike, of Channel, drove ashore on the rocks opposite the post office and remained aground until the gale moderated and the tide came in, when she floated off.

"C. A. Chisholm" Ashore

The schooner C. A. Chisholm, owned and commanded by Capt. Angus Carmichael, of St. Anne's, also drove ashore just back of W. F. Tutty's residence, but was floated off by a tug. Another schooner, the Gladys Whidden, owned by Capt. James McKinnon, was damaged at the terminus wharf here, where she was moored, and was saved from serious injury by the tug Douglas H. Thomas which towed her out into the stream. None of the vessels are very seriously damaged.

Several small motor and sail boats also broke from their moorings and were more or less damaged.

Search for Michael Brown

On account of the heavy gale which prevailed to-day it was impossible to search for the body of Michael Brown who left home on Wednesday morning to fish off Low Point, and whose boat was found submerged a quarter of a mile below South Bar yesterday afternoon and towed to North Sydney by the tug Hillford. If weather conditions are at all favorable tomorrow, further search will be made. Mr. Brown, who was a sober and industrious man, leaves a wife and five young children here.

LINTROSE PASSENGERS.

The Lintrose, which arrived at Port aux Basques at 6.20 a.m. yesterday, landed the following passengers:—P. Kneeb, O. E. Legrow, Mrs. J. Mansen, Mrs. Jas. Vey, Miss O. Williams, Mrs. D. Harpin, Miss K. Fox, H. Fox, F. Pride, D. C. Durdon, H. Chisholm.

Fogota and Sagona will come off dock Saturday.

Prospero arrived from the northward as we were going to press.

LIND AND COUTO WRITE

The following letter, dated May 22nd, was received yesterday by the Board of Trade from Lind & Couto, of Oporto:—

"Since we last wrote our market has continued without alteration. The stock of British cereals is very limited and should be entirely cleared off in a few days, leaving the market entirely dependent upon supplies from Norway, Iceland and Germany. Certain districts which formerly took exclusively British cereals, are now acquiring a taste for those other cereals, a point which should not be overlooked by Newfoundland shippers."

HYMENEAL

The wedding of Miss Lillie V. Marshall, daughter of Mrs. R. Marshall, Long's Hill, and Mr. W. Symonds, were united in the silken bonds of matrimony at the C. E. Cathedral at 7 o'clock last evening. The Rev. J. Brinton officiated.

The bride, who was given away by her brother, Mr. Frank Marshall, was attired in a suit of cream merv silk with bridal veil and wreath of orange blossoms and carried a pretty bouquet of white carnations and maiden hair fern. She was attended by her sister, Miss Jessie Marshall and Miss May Symonds, sister of the groom.

The groom was supported by Robert Marshall.

The nuptial knot being tied the party drove to Smithville, where supper was served. The health of the happy couple was duly toasted, speeches being made by Mr. W. H. Goodland, P. G. Butler, R. Marshall and the groom.

Dancing and music followed and the evening was pleasantly passed until midnight, when the party dispersed.

Mr. and Mrs. Marshall, who are well known, received many useful presents and are starting out on life's journey under very favorable circumstances.

The Mail and Advocate joins with others in extending congratulations.

B. I. S. WIN FIRST FOOTER OF THE SEASON

Defeated the Casuals Last Night By a Score of Two Goals To Nil

EXHIBITION WAS POOR ONE ALL THROUGH THE GAME

No Fast Play Put Up By Either Side.—Teams Sadly in Need Of Practice.

Line-Up

Casuals—H. Foster, goal; Bradbury, Hartery, backs; W. Chancey, Stevenson, Wall, halves; Trenchard, B. Hart, Lidstone, Watts, O. Chancey, forwards.

B.I.S.—W. Clare, goal; T. Duggan, S. Sullivan, backs; H. Brown, W. Duggan, J. Kavanagh, halves; R. Shortall, T. Evans, R. Jackman, T. Woods, J. Kelly, forwards.

Referee—Mr. E. S. Pinent. Linesmen—Casuals, B. Allan; B.I.S., W. Keaney.

The first game of League football matches was played on St. George's field last evening between the Casuals and B.I.S. There was a large attendance of spectators present, and it was a glorious evening for the players, as there was little or no wind to favor either side. A good game was looked forward to, but all were disappointed; the play was anything but fast.

The B.I.S. won the toss and decided to defend the western goal. Referee Pinent at 7.05 set the ball a-rolling and the B.I.S. on capturing it brought it to the mouth of the Casuals goal, and there some fumbling and tangle took place which prevented the B.I.S. from scoring.

Good Work.

The Casuals soon sent the ball out of harm's way and Hart captured it and sent a beauty to Clare, who was ready waiting for it and sent it out to his forward men. The B.I.S. forwards worked well together and repeated shot after shot to the Casuals goal keeper, who saved remarkably well.

Stevenson now began to work harder and urged his men on, but the lack of practice was against them as the forward line was gone to pieces.

Evans on capturing the ball made a dash towards Foster and succeeded in beating him, and landed the ball safely between the posts after 27 minutes play.

B.I.S. 1, Casuals 0. The remainder of the first half was evenly divided and the whistle sounded for half time with the B.I.S. in the lead.

Second Half

After five minutes breathing spell, the ball was again put in motion, and was no sooner centred than Jackman landed No. 2 for his team. This did not down heart the Casuals and they worked the harder, but luck of scoring was against them.

Jackman began to show some individual play and sent the ball up the wing to Kelly, who shot and scored for his team, but the referee seeing he was off-side the goal was not given.

The game became slower, no fast play of any kind being done by either side.

The final whistle sounded leaving the game 2 to 1 in favor of the B.I.S.

Notes on the Game.

For the opening game for 1914 the exhibition was a poor one. The players need more practice before the gate receipts will be increased.

Bradbury and Hartery for the Casuals, played a good defence game, and saved their team from a heavier defeat.

Kavanagh and Evans played well for the B.I.S., also Clare in goal saved splendidly.

DANCE AT SMITHVILLE.

The employees of Hon. G. Knowling's store are holding a dance at Smithville on the 23rd.

REGATTA MATTERS

Last year's Regatta Committee will be called together shortly to finalize last year's work, and begin preparations for this season's.

LADIES' COMMITTEE

At yesterday's meeting of the Ladies' Marine Disasters Committee, Mrs. Benedict was appointed president, and Mrs. V. P. Burke, Secretary.

THE PARK FENCE

Messrs. Murphy and Coady, masons, have been awarded by the Council the contract of erecting the new fence along Rennie's Mill and Military Roads.



Ladies' Oxford Shoes!

Ladies' Oxford Shoes!

See Window for some of the Styles of Shoes we are offering this week at a most attractive Figure—In Dongola, Patent Leather and Gun Metal **1.50** All Sizes From 2 1-2 to 7.

Ayre & Sons LIMITED.

Notes Of News From Greenspond

Rush of Preparations for the Season's Fishery—Everything Prosperous and Booming

The schr. MacLacke, Geo. Bragg, arrived yesterday, the 3rd inst., with a load of salt and provisions for the F.P.U. store. Things are getting pretty lively as our men are preparing for the fishery again.

Friend Henry Barry is ready to sail to-morrow. We wish our friend a bumper trip. He is a hustler and has made a good start as a fish killer.

Mr. Barry is master of one of Mr. E. Edgar's schooners of this place. We wish Mr. E. Edgar success in the new venture for this season. New engines are being installed in his trap boats for this year and we trust that all his schooners will bring home good trips to meet the expense he has gone to.

Friend George Granter has bought a new boat for the fishery this year. We were delighted to see friend Granter taking a good supply of salt when the Union stock arrived.

Some of the people are wondering how it was that Judge Knight did not give Abraham Kean a good clean steak when he painted him so nicely.

The faller, here, Mr. Kenneth Carter, a man with one hand, put in thirteen rans of twine last year in his nets with his teeth and this year he has mended and knit in eleven rans more.

This man must do it or otherwise he could not make both ends meet. But too bad that a government official should have to work with one hand and teeth.

The Union is stronger than ever, which is not surprising, seeing that President Coaker is the man that is fighting for the Trollers' cause.

A few salmon have struck in. Mr. Thomas Holloway secured three this morning. Salmon selling at 10c. per pound.

No sign of codfish to date. We trust that when it does strike in, our men will be kept busy.

Quite a few schooners are added to the fleet here this year.

Friend Abram Barry is master for Mr. John House, Alexander Bay. Friend Augustus Hoddinott is master for E. Edgar. We wish all success. —CORRESPONDENT. Greenspond, June 5, '14.

PERSONAL.

Rev. Canon Smith, of Portugal Cove was in the city yesterday.

Mr. M. A. Duffy, who was on a visit to America, returned Monday.

Mrs. A. Forbes, who was visiting her parents at Clarke's Beach, has returned to the city.

Mr. James Jardine, the first round tripper for the season, who was on the Portia, had a very pleasant time.

Sir R. Bond arrived from Whitebourne yesterday. Sir Robert has been suffering from throat trouble of late.

Mr. F. Lukins, of G. Neal's employ, who was visiting Fortune Bay for the last two months on a health trip, returned by the Portia last night, much improved.

SHIPPING.

S.S. Cacouna left Montreal yesterday.

Schr. Maggie Sullivan leaves today for Fogo with general cargo.

TO RESCUE CAPT. "BOB" BARTLETT

Washington, June 10.—The American revenue cutter Bear has been ordered to proceed from St. Michael's, Alaska to Wrangel Island, for the purpose of rescuing the fifteen members of the crew of the Canadian steamer Karluk, who are marooned on that island.

Capt. Bartlett, of the Karluk, is at St. Michael's and will accompany the Bear on the rescue expedition.

DEATH TOLL WILL BE 100

St. John, June 10.—The exact death toll of the storm in Bay Chaleur cannot be computed until all the outlying places along the New Brunswick and Quebec shores of the Bay have been heard from.

Reports place the number lost at over one hundred.

What's Doing At New Bonaventure

Fishing and Farming Keeping Everyone Busy.—Human Interest Events Occurring

The first day of summer has again come around and everyone is getting their gardens ready. We wish them all a successful fine harvest. Although seeds have been scarce here this year, most every one has a substantial supply—but it is not Morris's agricultural seeds.

Almost all our schooners have gone to the capital city for their supplies, so we are now like Aunt Jane waiting for her John to come and tell us some news as to how the Union is progressing.

Schr. Orange Blossom, Capt. King, will be ready in a few days for the city. It is said that when Capt. King starts for the fishery he leaves dreamland at home, so that sleep won't bother him. Maybe it is true.

Miss Lizzie King, daughter of Friend Wm. M. King, of Kearley's Harbor, passed peacefully away on Saturday evening, May 30th. May her soul rest in peace.

Our Chairman, Hy. G. King, left a week ago for a summer in the interior, but came back again by re-ethic. Like many others, he says there is nothing like "home, sweet home." We feel sure he is right.

Some of our friends have their boats ready waiting for their F.P.U. and U.T.C. engines. We hope they won't forget the drive they promised us.

A scattered "hobble" is making its appearance here. We hope they won't cause any misfortune by making the wearers take too many short steps. It would be a poor certificate to sign "Accident caused by hobble."

We learn that the Fogota is a wreck in Fogo District. We sympathize with Capt. Dalton, who has just taken command. We hope no life was lost.

People are disgusted more than ever over the increase of duty on the fishermen's luxury "tobacco." "What fools these mortals be!" —SMOKER.

New Bonaventure, T.B.

The whaler Cachelot sailed Monday for Hawke's Harbor, where she will spend the summer fishing.