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THE MAIL AND ADVOCATE.

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Life of Parliament Is Now Hanging Only by a Thread

Feeling Now is That a Break up May be Avoided—General Opinion Among Public However is That the Life of the Present Parliament Hangs by a Thread

LOYD GEORGE CONTROLS SITUATION

Makes a Proposal to the Cabinet Relative to the Compulsion Bill—Asquith May Reconstruct Cabinet or May Appeal to the Country—Talk of Law Forming a Cabinet

LONDON, April 19.—In the Commons this afternoon, Asquith stated there were still some material points of disagreement in the Cabinet, and if they were not settled the result must be a break of government. "The Government," he added, "is united in believing that such an event would be a national disaster of the most formidable kind. It was in the hope that the break up of the Government might be averted by a few days more of deliberation, that he proposed the adjournment of the Commons until next Tuesday."

LONDON, April 19.—Although the Cabinet session of more than three hours to-day was unable to reach an agreement on the recruiting problem when the Commons met, Mr. Asquith was compelled to further postpone his statement until Tuesday next, saying that unless an agreement could be reached the result would be to break up the Coalition Government. The Premier promised that there would be no further delay beyond Tuesday. In view of this promise Sir Edward Carson consented that his motion, demanding compulsory service for all men of military age, should stand over until the Premier had made his statement. When the Premier said that the Cabinet was united in believing that dissolution of the Coalition Government would be a national disaster he was loudly cheered, only a few Unionists dissenting.

LONDON, April 20.—After the Ministerial conferences this evening a more hopeful feeling that a break-up of the Government will be avoided, prevailed in Parliamentary circles. Although based on nothing tangible, the general opinion among the public, owing to the unexpectedly grave nature of Asquith's statement in the

House of Commons, is that the life of the Ministry hangs by a thread.

Lloyd George, Minister of Munitions, controls the situation, and according to the best information, declines to reconsider the position, unless it can be proved to him the needful men for service under the colors can be secured without compulsion. He submitted to the Cabinet a proposal of a Universal Compulsion Bill, to be put into operation only if fifty thousand men per month are not forthcoming under the Voluntary System.

The Labor Party met to-night and resolved to ask the Government to hold a secret session of Parliament to discuss the recruiting problem. Parliament still being in the dark as to the number military authorities consider essential in the event of the Conscriptors carrying the day and breaking up the Government.

It is possible Asquith might attempt the reconstruction of the Cabinet with Liberals and Laborites, or he might appeal to the country by a general election. On the other hand Asquith and the Ministers favoring Voluntarism might retire, and recommend the King to summon Bona Law to form a Cabinet. In some quarters a Unionist Ministry, with David Lloyd George as Premier, is considered not impossible.

Youth Proves Good Runner

BOSTON, April 20.—The victor's honor in the annual American Marathon road race was won to-day by Arthur V. Roth, a youth of slight build, who ran for the Dorchester Club of this city. From the fourth mile of the 25 mile course his speed kept in his wake three score of the sturdiest distance runners in this country and Canada. Less than 11 seconds separated Roth from the second man at the finish. Villar Kyronen Millrose, A.A., of New York, having run almost to his heels. Roth's winning time was 2 hours, 27 mins. 16 2-5th seconds, eleven miles behind the record for the event.

ADVERTISE IN THE MAIL AND ADVOCATE

Sends Final Warning to Germany

Wilson Demands That Germany Abandon Her Submarine Warfare Against Commerce—States Willing to Discuss How Submarine Can be Used Within Limits of International Law

WASHINGTON, April 19.—President Wilson's long expected and final warning to Germany that the United States will break off diplomatic relations unless she abandons her present methods of submarine warfare immediately, declares that the intention to do so was delivered to-day in the Note to Berlin, which was announced by the President in his Note to Congress.

The President demands nothing less than the abandonment of submarine warfare against commerce. The President's address and Note to Germany are virtually identical. Wilson declares that only by Germany acceding to the demand can the breaking off of relations altogether be prevented.

The President considers that the next step depends upon Germany, and that three or four days will constitute a reasonable time for the reply. He is willing to discuss how the submarine warfare may be conducted within the limits of international law and humanity after Germany abandons the present methods.

Diplomatic history records but one instance as yet where the breaking off of relations between two first-class Powers, did not eventually bring war,—that which now exists between Germany and Italy.

WASHINGTON, April 19.—President Wilson has sent a Note to Germany warning her that unless attacks on merchantmen, carrying Americans, in violation of International Law are stopped, diplomatic relations will be severed. The President, in his address at 1 p.m. to-day will reveal fully what he has told Germany. The Note and his address, Congress leaders say, contains a plain statement that the alternative is breaking off of friendly relations. The President explained that the Note practically is an ultimatum, but does not contain a time limit. Demand is made, however, that Germany reply immediately.

Fired On Without Warning

Survivors of Steamer "Chic" Reach Shields—Tell How Ship Was Sunk by German Submarine—Were Given No Warning—Several of Crew Still Missing

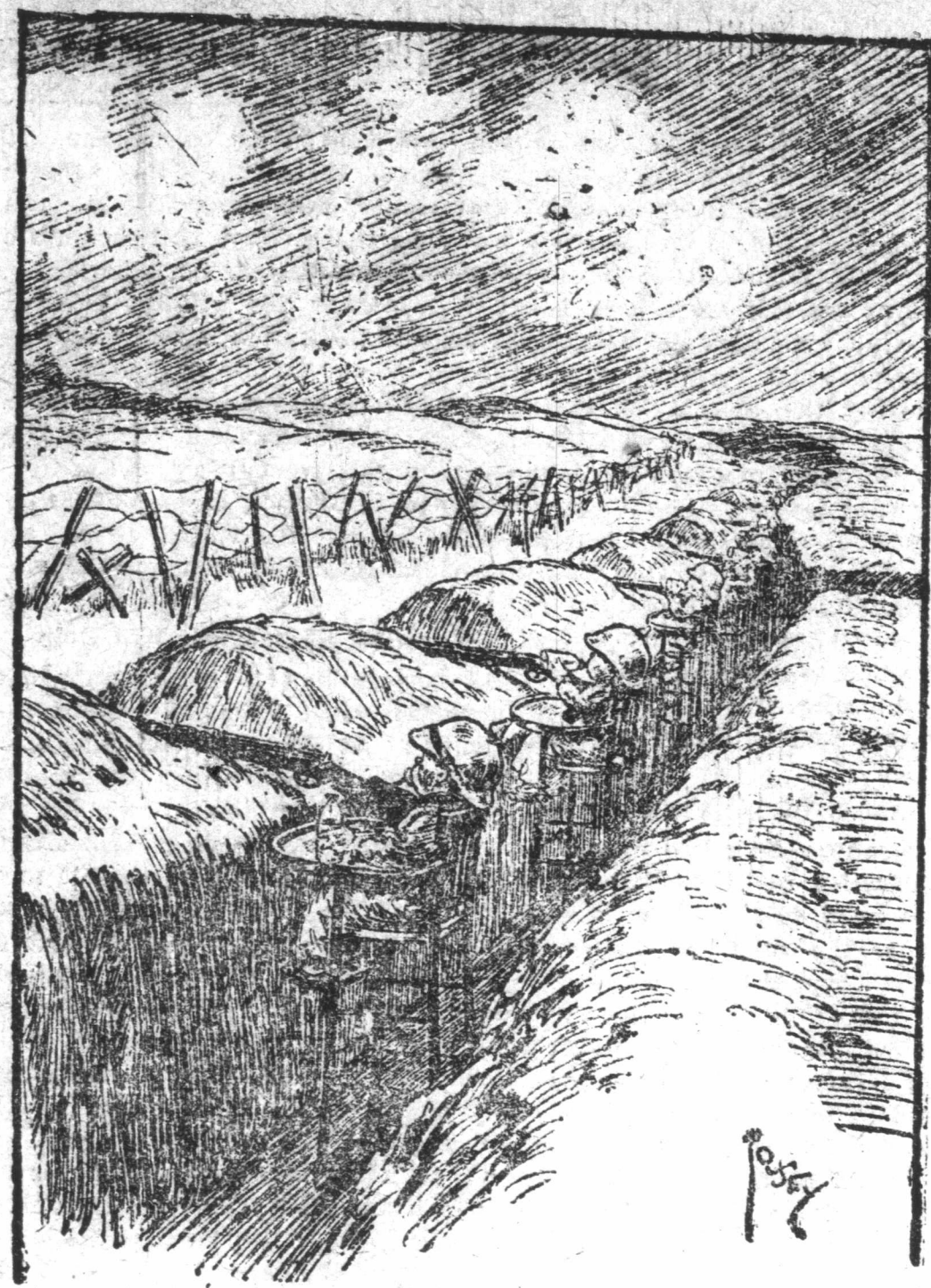
SHIELDS, England, April 20.—The survivors of the British steamer Chic, recently torpedoed while on a voyage from Halifax to Manchester with a cargo of pulp, arrived here. In an interview with the "Daily Gazette" the men say the steamer was fired on without warning by a German submarine, two shots taking effect. The submarine then submerged. Seventeen members of the crew of the steamer took to a life boat, which capsized, one man being drowned. The seamen say while the captain and officers and part of the crew were still on board the steamer the submarine came up again close to the vessel, and without warning them of her intention, discharged a torpedo, and again submerged. The Chic immediately began to sink, those aboard took to the gig. The gig became separated from the lifeboat with the other members of the crew during a storm, and is still missing.

Ingraham New U.S. Asst. War Secretary

WASHINGTON, April 19.—William M. Ingraham, former Mayor of Portland, Maine, has been selected by President Wilson for Assistant Secretary of War.

Rocked In An Island on the Deep

FUERTEVENTURA, Canary Islds., April 20.—An earthquake lasting 12 seconds rocked houses in this island to-day.



The German Trenches in 1917? London Opinion.

Don't Think Huns Will Climb Down

London Papers Devote Much Editorial Comment to American Note to Germany—"Chronicle" Thinks Huns Elated by Success of Submarines Will Accept Wilson's Terms

LONDON, April 20.—Although the text of President Wilson's message to Congress did not reach London in time for the morning papers to comment on it fully, all devote a considerable space to the American situation daily.

The Chronicle says, editorially: "It is difficult to suppose the German Government, elated by its submarine successes of the past six weeks will accept President Wilson's terms. It is likely diplomatic relations between Berlin and Washington will be broken off, though the resulting situation will not be a state of war, but may easily develop into war. This is obvious to both parties. Wilson is cautious the cost, and presumably the Kaiser has also counted it. If Germany decides that a continuation of submarine is worth a diplomatic break with America, it will also probably decide it is worth war too. If the Kaiser decides to avoid war with America he would naturally make his concessions at a stage when they would naturally also avoid breaking off relations."

Copies of Note Are Sent Neutrals

Controversy Regarded as One Solely Between States and Germany—As Other Neutrals Are Interested Copies Are Sent Them.

LONDON, April 20.—Copies of the American Government's Note to Germany will be sent immediately to other neutral nations on the assumption that they are as much interested as the United States is in the protection of neutral rights.

For the present, the document will not be given to representatives of Austria or Turkey or the Entente Allies, although it will reach them in time by the usual way. The controversy is regarded as being solely between the States and Germany.

Another Protest From Greek Government

ATHENS, April 19.—The Greek Government has made a formal protest to the Entente Allies against the establishment of a naval base in Suda Bay.

A Swiss and a "Yank" Say Sussex Was Not Torpedoed

BERLIN, April 20.—The Foreign Office transmitted to-day to the American Embassy a supplementary Note in regard to the Sussex containing affidavits sworn to by a Swiss passenger on the Sussex, saying the steamer was not torpedoed, and also a statement to the same effect from an American passenger.

Wholesale Massacres By Turks

Saloniki Correspondent Reports Wholesale Massacre of Greeks at Adrianople, Constantinople and Smyrna by Turks—Houses Pillaged and Greek Villages Raided on April 11

LONDON, April 20.—Wholesale massacres of Greeks at Adrianople, Constantinople and Smyrna are reported in a Salonika despatch to the Morning Post. In Adrianople and Demotica, Turks and Bulgarians acting together, says the despatch, killed 400 and wounded 300 Greeks. After pillaging houses in the Smyrna district, several Greek villages were raided, 200 persons were killed and many wounded. Constantinople was likewise the scene of serious massacres, no figures pertaining to which, adds the correspondent, are yet available. All massacres occurred on April 11.

The Date Fixed

WASHINGTON, April 19.—Receipt of a letter from the British Embassy, stating that the Foreign Office has fixed May 15th as the day on which all permits authorized last year for the shipment from neutral ports of goods of German and Austrian origin, will expire, is announced by the State Department.

French Capture Prisoners and Part Trenches

PARIS, April 20.—French troops took the offensive last night in the Verdun region on the right bank of the Meuse. A War Office announcement of this afternoon says they captured a redoubt, and took several prisoners.

Wilson Demands Huns Cease Warfare on Passenger & Freight Ships

Kansas Storm Swept; Eleven Killed and Scores Injured

KANSAS CITY, Mo., April 20.—Eleven persons are dead and scores injured in a succession of tornadoes which swept through the central portions of Eastern Kansas and Western Missouri last night. The damage to property is heavy.

Kaiser Awards Sub Commander

PARIS, April 19.—Information has been received from reliable sources to-day to the effect that Emperor William has decorated the commander of the submarine which is said to have torpedoed the Sussex. It is understood that Washington has been informed of the developments. The award of the decoration to her commander, it is believed here, would make it difficult, perhaps impossible, for Germany to punish him in case such a demand were made by the American government.

Dutch Situation Is Again Grave

LONDON, April 19.—The "Daily Mail's" Rotterdam correspondent telegraphed to-day that owing to the gravity of the situation no Easter holidays are being granted Dutch soldiers. A Dutch merchant, who travels regularly between Holland and West Germany confirms the fact that the Germans have concentrated large bodies of troops near the Dutch frontier, especially facing the province of Limburg, thus making a short cut between Belgium and Germany.

Both Houses Back Wilson

All Parties Unite in Saying no Other Course Was Left Open For President—Papers as a Whole Support Wilson—Says Country is Behind Him

NEW YORK, April 20.—Editorial opinion expressed by leading newspapers throughout the country is strongly in support of the President's action. Exceptions are noted in the comments by German-language newspapers and a few others in certain sections of the West, where a large German-American population rules. For the most part, however, the comment shows the entire country is overwhelmingly behind the President.

A Washington despatch says the Senators and Representatives to-day generally expressed their hearty approval of the President's course with regard to Germany. Republicans and Democrats united in saying that although they deeply regretted that such a decision should be necessary, there was nothing else the President could do. There were a few exceptions to this rule.

R. C. Church Notes

Last night there was Office of Ten-ebrae in the R. C. Cathedral, and a large congregation was present. The Lamentations were sung by Rev. Frs. Robert and Hubert of the Passionist Order and the altar choir. To-night there will be a similar service with a Sermon of Transubstantiation, by Rev. Father Hubert. At 10 a.m. to-day there was a Solemn High Mass with procession through the Church, the Blessed Sacrament being taken to the Altar of Repose, and will remain till to-morrow for the adoration of the faithful. To-morrow at 10 Mass of the Presanctified will be celebrated, and in the afternoon at 3 there will be Stations of the Holy Way of the Cross.

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MR. COAKER'S SPEECH ON THE SEALING BILL.

Shows That It Was Intended Solely to Protect the Lives of the Sealers and Encourage the Industry—Replies to the Reasons Advanced in Favor of Allowing the Florizel and the Kean Family Monopolizing the Industry—Shows How Cashin, Who Signed the Report of the Select Committee, Refused for Reasons Best Known to Himself to Stand By His Former Decision.

Mr. Chairman: I have just one or two observations to make upon this bill. This matter has received quite a lot of consideration. I do not know that any bills introduced into the House since we had seats here has received such consideration as this one. I do not think that anyone will conclude that the Select Committee that sat to consider this matter could be convicted of doing anything from personal motives or in the way of animosity. I think that all look at it from a national point of view. Many of the suggestions that could not be accepted by the Upper House last year, in which we could not see eye-to-eye were adopted by this Committee and they will be found embodied in this bill.

Safety Of The Crew

The Committee took two points into consideration in dealing with this bill. One point was that they wished to consider the safety of the crew. Another was that they wished in considering the safety of the men they were obliged to apply very severe penalties for any breach of this act that could be traced to the officers of the ship, for they considered such an offence should be treated in a very drastic way. It is alright for some people to talk about the men going on the ice without orders, and all that sort of thing, but the captain of that ship is the man in charge, and it is his duty to look after the safety of his crew. On the other hand it was considered that for any offence for which the owners could be held responsible there should be a heavy penalty.

Hours For Work

Clause "two" might be cited as an example of what the Committee recommends for safeguarding the men. This section provides that no man is to remain on the ice between certain hours; that if he is ordered to go there is a severe penalty or punishment for the person that orders him, if it is proved. The crews in future, if this bill becomes law, will not have to work after dark or before sunrise. This was not done because the committee thought that the captain should be interfered with in any way, or that they thought it might take longer to get seals, but just because the committee thought that there should be some hard and fast rule laid down to govern this question. For this reason, although a crew is allowed to take seals aboard or to do any work around the ship, yet it is absolutely forbidden to have men sent out to work, taking seals after dark or before daylight. The first and only reason for this is to preserve the safety of the men. Another section, section 3 provides punishment. The punishment is a severe one. We who were on the Committee thought that no punishment could be too severe for this offence. There could be no punishment too severe for a master who would risk the lives of any of his crew, and in such a case it is recommended that that such a master shall not only be punished in the ordinary way, but that he shall lose his certificate, and so be debarred from ever again going to the sealfishery as master. This is a very severe punishment, but as I have said there is no punishment too heavy for a man guilty of such conduct, in the future the master will realize who is responsible.

Men Run Many Risks.

I do not wish to infer that there are captains who deliberately risk the lives of their crews; but it is known to everybody that there are lots risk in this industry, and the captains will after this have to be responsible for it. We know that all are anxious to get seals, but we also must take into consideration the fact that they have on board these ships some two hundred and fifty men, all under the charge of the captain, and these are a first charge on him. There is a prevailing feeling to take a chance at the seal fishery that would not be tolerated at any other calling in life. Now we want to do away with that. We want to make this industry as safe as it can be made by law. I think this is as perfect a law as can be made with regard to punishment for captains or officers who do anything wrong.

Prohibiting The Steel Ships

There is one important clause in this Bill, in which provision is made to stop the larger ships from prosecuting the fishery, and if there is anything that has caused a difference of opinion between the owners and

this House, it is that one section. It is thought that if by this clause these ships will be prohibited from going to the fishery, that in future they will clear from Canadian ports. I do not think this will be the case. I do not think that if this law is placed on our statute book it will be possible for these ships to clear from foreign ports, because if the Government of this country asked the Government of Canada to stop it, they would be only too willing to do so, provided they believe us to be sincere.

Canadian Government Will Help

I was talking to some Canadian members when I was at Ottawa recently about this question, and about the small steamers which had prosecuted the fishery, the whalers of which there was so much talk about last year, and they said that if any intimation as to the desirability of not having these ships cleared before a certain date had been transmitted to the Department of Marine by our local Department of Marine, that these ships would, were it proven in the interest of the fishery, have to sail on March 10th.

I do not think there will be any difficulty if the bill in arranging this matter becomes law, because the Minister of Marine and Fisheries, as I have said, could communicate with the Canadian Government, asking for legislation to meet the case. So far as that part of it is concerned that could be easily overcome.

The Case Of The Florizel

The question then arises as to whether one steamer which has not been bought by the Russian Government should be debarred under this clause. Shall we allow that steamer to prosecute the fishery and so discourage the others, or shall we allow this ship to go and prepare the way for the return of the whole steel fleet. If you allow one to go, what can you do to prevent the ones which have been sold to the Russian Government from being re-purchased by the owners here to prosecute the fishery; as we now hear they are about to do. We cannot allow one to go and prohibit the others. Why should we let the Bowring with the Florizel enter the fishery, and keep out the others. To debar one steamer only, would mean the taking of 270 men from the fishery, while by doing so you would encourage 12 or 14 ship crews. I do not mean by this that the Florizel would take all the seals, if sent to the sealfishery, but with her superior speed it is possible for her to make competition uneven and create dissatisfaction.

10,000 Fishermen Want This Law

The men want to see the ships equally balanced, and 150 petitions, signed by 10,000 fishermen, have been presented to this House asking for this. They know and everybody knows that great results will come if the steel ships are debarred. The owners would not be deprived of making money. This year we have a lesson of this before us. Six or seven loads of fat have been brought in. There was more in these trips for the owners than there would have been had steel ships prosecuted the fishery. These ships bring in loads worth from \$70,000 or \$80,000, and there is consequently a good profit for the owners, while in the case of

the steel ships they have to get 25,000 or 30,000 seals before they pay expenses. Take the Florizel for example. She brought in this year 46,000 or 47,000 seals, and it will be found that after paying the expenses this year and the expenses of the fleet last year that she will not have cleared \$5,000 for the owners. You take on the other hand the Eagle, which got 33,000. She made twice as much for her owners as did the Florizel. The wooden ships can make \$25,000 profit on a load, while the Florizel would not clear \$1,000 for her owners on the same number of seals. The getting of a cargo of 25,000 seals in one of these steel ships does very little good to the country. It is all used in expenses. You take on the other hand the wooden ships, and it will be found that the country benefits to a wonderful degree, because of the small expenses incurred in operating and preparing the ships.

Would Benefit All

I feel Sir, that if we carry out the clause where steel ships of the larger type are forbidden, in a few years we will have with us again, a fair fleet of wooden ships. In all probability two ships which were once used at the sealfishery, but which were sold to the American Government and used on the Pacific Coast, will be likely purchased and used at the sealfishery. The Aurora, if she should ever return from the expedition she is engaged in, would likely be added to the fleet. In these ships would have sufficient capacity to bring in all available young seals each year.

Another clause prohibits taking hoods for three years. Under the circumstances it is only right and proper for this House to see that any species of seals are not exterminated. The hoods have had a chance to increase during the past two years, and if for three years more we enforce a close season, there is no reason why there should not be quite as many brought in in the future as in the past. This, too, can be done without any great inconvenience, and what will possibly be lost to the owners and men in the next year or so will undoubtedly be made up afterwards. In fact they stand to gain, and it is only fair for us as legislators to make such provisions as are necessary in this case and provided for in this act.

Aim Is To Benefit The Industry.

There is another serious and important clause relating to the right of property in seals. The time has now been extended to forty-eight hours. In the Bill last year the time was twenty-four hours, but this alteration has been made in order to meet the wishes of the Upper House, and is that period of time which the joint committee of both Houses decided upon as being most beneficial to this industry. There is still a difference of opinion prevailing on this matter, but I may say that this Bill is in the nature of an experiment, and anything that practice will prove unworkable will be altered by future legislation. The one aim and object of this Bill is to benefit the industry. If, after two or three years, it can be shown that this clause is not advantageous to the welfare of the sealfishery, our laws are not as the laws of the Medes and Persians, and can obviate any provision conflicting with the interests of the people. It will be

the duty of the Legislature to amend the provisions of this Bill, should the occasion arise, but this Bill is a fair and honest attempt to improve present conditions and merits a fair show, and I sincerely hope that this House will regard it in that light.

Insuring The Sealer.

Another provision of surpassing importance is, that in connection with the insuring of the sealer at \$1,000.00, if, through exposure he is incapacitated in any way he is entitled under this provision to a certain compensation not exceeding one thousand dollars. This clause, no doubt, will be thoroughly appreciated by the whole country, for the time has passed when the man, who loses his life at the seal fishery, from exposure, should leave a family destitute. It has been argued that, if we meet with a disaster such as that of the "Newfoundland" the ship-owners will be ruined in consequence of this provision. I hope never to see an occurrence of that disaster, and as ever since that time it has been the one aim and object of our Legislature to prevent the possibility of a like disaster. I do not think it likely that Newfoundland will suffer a similar sorrow again.

Present Bill Has Strong Backing

Last year the owners of sealing vessels objected to this very provision, because, as they set out, the cost of this insurance was greater than the profits of the industry would warrant, and they suggested various compromises, such as the men themselves paying a share, the Government paying a portion, and the owners a portion, say one-third, but their suggestions met with the resistance of this House. The Select Committee's decision you have here, embodied in this Bill. This Bill is brought before you with a strong backing, as it is recommended by a joint committee of both Houses. It is fair and reasonable and has for its one object the preservation and safety of the crew, and the encouragement of the industry as far as possible.

As Regards The Future

I believe the day will come when the seal fishery will be conducted with smaller ships propelled by motor power. This, in itself, will mean an impetus as regards shipbuilding, and there will be a turn in the tide as far as the sealers' portion of the voyage is concerned. I am prepared to give everything in connection with the industry full and fair consideration. The men must be encouraged, if they are going to conduct the seal fishery in wooden ships. Of course it is only natural to suppose that wooden ships will disappear as time passes. I personally give them about twenty years to pass away. It has been said that ships, such as the Sable Island are not large enough to engage profitably in freighting in summer, and that they can not pay if utilized only for the seal fishery. Personally, I believe, there will be lots of work in the future for ships of that size, that is to say, ships of about four hundred to four hundred and fifty tons. These ships will be able to make both ends meet without difficulty from the mere fact of their engaging in the local coasting traffic of this Colony, as well as the sealfishery.

Work For Small Steel Fleet

I believe that in 1918 when our contract with Bowring is over, where we have two ships now, we will have four ships of the size of the Sable Island taking their places. These ships will be built so as to contend with ice conditions, and will be especially constructed and adapted for the sealing industry, and will be a valuable addition to the sealing fleet if the big steel ships are debarred. If we make any progress in connection with our Scotch packed herring industry, and can, in this connection, meet the requirements of American trade, this class of steamer will be particularly useful and take a prominent position in connection with that service, for it will become a large industry if we take care to attend to it properly. I believe the day will come, if we progress as we ought to and give the requisite attention to fishery matters, when we will have work in summer for twenty ships such as the Sable Island. If so the problem of finding a fleet of small steel ships will be solved, to great benefit of the Colony. It is my hope that the Bill will

stand as we have it now before us, and I trust that the Upper House will be in sympathy with its provisions, and that we will not have any further trouble with that House over Legislation of this nature.

(Continued on page 5)

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Items of News from Grand Falls

The Women's Patriotic Association are hard at work getting ready for the bazaar they will hold on May 24th. Already they have been promised several good things for their sale. They propose to have a turkey supper in connection and hope to raise quite a sum of money. Everyone is going to help. Among the many attractions there will be a baking contest for prizes donated by the Magic Baking Powder Co.

Mr. T. S. Poole, purchasing agent for the Anglo Nfld. Development Co., who has been ill of late, is improving, which news his many friends will be pleased to learn.

Gill Christian, the popular representative of Archibald Bros., shoe manufacturers of Harbor Grace, spent a few days in town. Gill's many friends are always glad to see him. The contemplated improvements in the Company's plant have been postponed for the present until such time as they can get the material necessary.

We noticed a large shipment of meat being brought to the meat store a few days ago. The proprietor, F. W. Lake, is very popular and what he don't know about running a provision store is not worth knowing. May his shadow never grow less.

Bob Ross, representing Bowring Bros., was a visitor to the town, arriving on Monday's express.

Mr. J. Judge is at present in New York but is expected home about Easter.

Passengers arriving by express report the road bed in very poor shape. Trains are from six to 12 hours late arriving here.

Among the arrivals on Monday's express was the genial representative for Magic Baking Powder and Gillet's

Lye, Mr. T. T. Cartwright. The genial T. T. C. we are sorry to hear, has not been feeling well of late and is on his way to spend Easter with his family, and then will take a Southern trip to see if that will pull him into shape. His many friends were glad to see him and all express a hope that he will soon be able to return to Terra Nova fully recovered. Few men of the travelling fraternity enjoy the confidence of the trade of Newfoundland that our genial friend T. T. C. does. It is a treat to hear him when he gets wound up on a patriotic speech. It was a treat to see him get two fives out of two men, the way he talked to them put them to shame. Hats off to Moore and Hailmutt of the meat store, they gave up their positions for a lot of less pay than they are getting in the volunteers, and Mr. Lake told them that should they return we would find work for them. These boys will make good. Watch them.

Stan Elliott, representing Harvey & Co., was a visitor a few days ago. Immaculate as ever, some people say Stan sells the best tea to be got in Newfoundland.

We noticed Dr. O'Connell going through to join the unit at Antigonish. Good luck Doctor.

Job Bros' representative was here a few days ago and left with a well filled order book.

Mr. P. F. Dwyer at the station has been under the weather since February and is still unable to attend to business.

What about a meeting of the Patriotic Society. Some people think Magistrate Fitzgerald should either attend to it or let some one else be chairman who would attend to it.

PATRIOTISM.
 Grand Falls, April 12, 1916.

HAVING enjoyed the confidence of our outport customers for many years, we beg to remind them that we are "doing business as usual" at the old stand. Remember Maunder's clothes stand for durability and style combined with good fit.



John Maunder
 Tailor and Clothier
 281 & 283 Duckworth Street

BRITISH
 THE POWER OF PROTECTION
 Buying a BRITISH SUIT Means PROTECTION from High Prices

BRITISH
 PROTECTION in Material.
 PROTECTION in Style.
 PROTECTION in Fit.
 Every Man and Boy Needs PROTECTION Have It!
 The British Clothing Co., Ltd.,
 Sinnott's Building
 Duckworth Street, St. John's.

We have a limited quantity of
CHOICE PARTRIDGE BERRIES.
 Selling cheap to clear 1915 stock.
SMITH CO. Ltd.
 Telephone 506.

Hubert Stokes Meets Sudden Death By Drowning

Tragic End of a Bright, Young Life

(Editor Mail and Advocate)
 Dear Sir.—Please allow me space in your highly esteemed paper for a few words concerning the sudden death by drowning, of Hubert, beloved son of Jesse Stokes of Cape Freels.

On the evening of Feb. 2nd, he left school, and for a little while was out enjoying himself with the rest of his little companions, about twilight, after the other children had gone home; he took his buckets and went to the well for some water. He had one bucket filled, and returned to fill the other. He knelt down on the ice, and while trying to fill his bucket he lost his balance and fell headlong in the well. He was missed from the home of his grandparents sometime after. They found the buckets were gone, and immediately an outcry was made. The people ran to the well and found they were just able to reach him. He was quickly taken out and carried home by kind friends.

Everything that loving hands could possibly do was done to try and restore him to life but to no avail. God had taken the little one to himself. His home had been with his grandparents (Mr. and Mrs. Job Humphries) since the death of his mother. He was twelve years old and was a great help to them, and the joy and comfort of their old age. They were nearly frantic with grief; as he had been to them

as a son, and all their affection was centred in him.

May the God of Heaven cheer and bless them in their sorrow, and give them strength to bear it. He was one of my scholars, and a very loving and obedient boy he was. He endeared himself to all by his smiling face, and winning ways. He always tried to do everything that was set him to the best of his ability. He is missed from the school-room and by every one around. The funeral sermon was preached by Rev. D. Roberts, who gave a very touching discourse. His text was taken from 1 Samuel 20-4 "There is but a step between me and death." The school children and teacher walked before the coffin, and each one dropped a rose into his grave. We sang at the grave his favorite hymn, "When He cometh to make up His jewels."

To the sorrowing ones we extend our deepest sympathy. Though it is a hard blow, the Lord will not put more upon them than they are able to bear, and His grace is sufficient to keep them.

A loving one from us is gone.
 A voice we loved is still.
 A place is vacant in our home
 Which never can be filled.
 Thanking you for space, Mr. Editor,
 I am—Yours respectfully,
 M. L. PITTMAN,
 Meth. Teacher.
 Cape Freels, April 6, 1916.

DID GOOD WORK.

While the fire was on yesterday, Superintendent Grimes, in the absence of J. G. Sullivan, had charge of both the firemen and police departments, and did excellent work. In less than an hour and a half after the alarm was given the fire, which was a fierce one, was under control. Early in its progress, through the foresight of Mr. Grimes, the electric current in that section was cut off to obviate possible accidents.

BAINE JOHNSTON'S REY NEW VESSEL.

Another fine vessel has been added to our local fleet, the purchase being made by Baine Johnston & Co., who have bought the tern schr. "Lawson," which is at present in Boston, but will go to New York to take general cargo for here. She will be the largest vessel of her class sailing from this port, and will take about 5,500 drums of fish. She was built at Port Gravelle, N.S., in 1909, by J. W. Cochran, and is 311 tons gross, 274 net, 128 ft. long, 31 ft. wide and 10.8 feet deep.

MEETING OF CITIZENS' COMMITTEE ON CITY CHARTER

Last night another meeting of the Citizens' Committee dealing with the City Charter was held in the Board of Trade Rooms, with a large attendance. Mr. Soper being absent the chair was taken by Mr. W. A. O'D. Kelly after some business was transacted. A letter was read from the Premier, in which he defined the status of the Citizens' Committee, and that there was no intention on the part of the Select Committee to either ignore or affront the Citizens' Committee on the presentation of their report to the Legislature.

The explanation contained in the letter was perfectly satisfactory to the Committee. Mr. J. C. Paddister withdrew his proposition that the election be held under the ward system and substituted that a plebiscite be taken on the matter, when the election occurs in June, the election and plebiscite to occur conjointly. The meeting closed at 10.30 p.m.

ADVERTISE IN
 THE MAIL AND ADVOCATE

IMPORTANT NOTICE!

THE following information is published so that the friends and relatives of the members of the Newfoundland Regiment may address their letters in accordance with the following directions:—

Always put the regimental number, full name, rank and Company (if known) of the addressee.

1. If the addressee is understood to be at the Depot in Scotland the letters and parcels should be addressed as follows:

(No.) — (Rank) — (Name) —
 Company
 Newfoundland Regiment,
 Newton-on-Ayr, Scotland.

2. If the addressee is understood to be on active service:

(No.) — (Rank) — (Name) —
 Company
 1st Newfoundland Regiment,
 British Expeditionary Force,
 c/o Newfoundland Pay and Record Office,
 58 Victoria Street,
 London, S.W., England.

3. If the addressee understood to have been invalided to Great Britain and is in Hospital:

(No.) — (Rank) — (Name) —
 c/o Newfoundland Contingent,
 Pay and Record Office,
 58 Victoria Street,
 London, S.W., England.

If in doubt of the whereabouts of a member of the Regiment, use same address as above, No. 3. Never address a letter in care of the War Office or in care of the G.P.O., London.

With regard to Parcels, they should be carefully packed and bear a Customs declaration specifying contents. The outer cover should be of strong linen, calico, canvas or other textile, (water-proofed), and must be securely sewn up. Packing in cardboard or paper is not sufficient.

(a) The address must be written in bold letters on the covering in ink or indelible pencil and not on a label, whether tied or pasted on.

(b) Wooden or metal boxes with square corners should not be sent unless well padded, as such boxes are liable to damage other parcels in transit.

(c) No perishable articles may be sent, and anything likely to become soft or sticky, such as chocolate or sweets, must be packed in tins well fastened down. Bottles, pudding basins, and the like are prohibited and will not be accepted for transmission.

(d) Cigarettes and Tobacco should be packed in tin boxes, soldered to make them airtight, and these should then be placed in wooden boxes, otherwise they are liable to be spoilt by damp.

Parcels must not exceed 11 lbs. in weight.
 Any further information may be had on application at the Post Office.

H. J. B. WOODS,
 Postmaster-General.

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Another WELL KNOWN FIRM Appreciates

"DAYTON MONEYWEIGHT SCALES."

McMurdo & Co., have recently installed one of our Dayton Moneyweight Scales, in their shipping department.

No guess work at McMurdo's. Nothing but absolute accuracy will be tolerated.

"Almost enough" or "a little too much" won't do at McMurdo's.

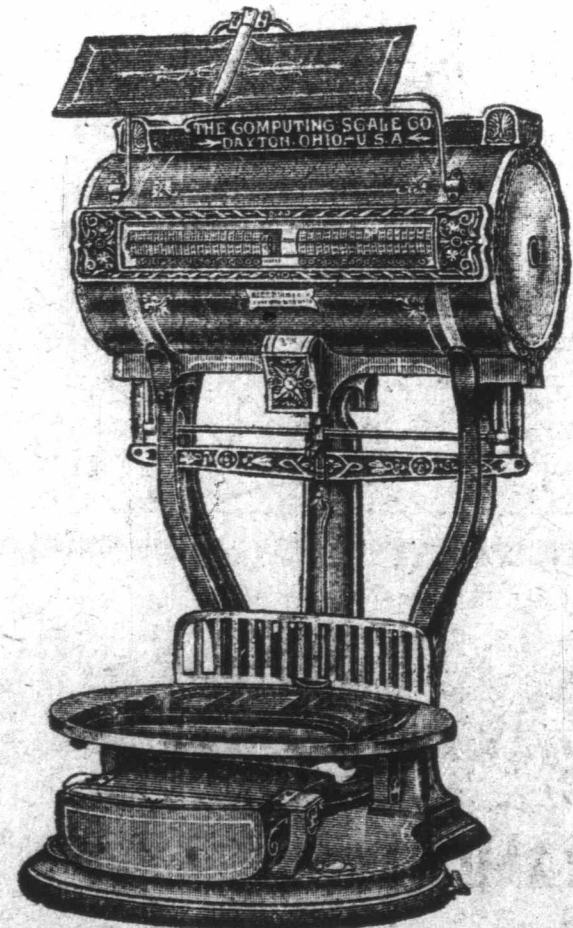
Some Merchants get along with any old thing in the way of fixtures, because it is cheap, and think they are saving money.

McMurdo's know better, and insist on the latest and most up to date, equipment, providing of course it is accurate and durable.

A cheap Scale is the most expensive thing in your store, it costs you a little every time you use it. Instead of saving money by its use, you are throwing away money.

If you don't believe it inquire at McMurdo's.

Dayton's Moneyweight Scales are sold and guaranteed by



Nfld. Specialty Co., Agents
 Renouf Building, St. John's

Hon. R. A. Squires, K.C., LL.B. Mr. J. A. Winter
Squires & Winter,
 Barristers, Solicitors
 and Notaries.
 New Bank of Nova Scotia Building,
 Corner Beck's Cove and Water Street.

IN STORE:

Absolutely The Best

FELL'S NAPHTHA SOAP. Try a few Boxes.

J. J. ROSSITER,

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 Company Limited, Proprietors.

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

ST. JOHN'S, N.F.L.D., APRIL 20, 1916

ANOTHER DISGRACEFUL SCENE

PROBABLY the most disgraceful scene ever witnessed on the floors of the Assembly was enacted yesterday by M. P. Cashin. During the past three sessions he has been the cause of trouble and disorder. Last year he insulted Mr. Morine in a most disgraceful manner. Yesterday he showed himself as a dangerous man, unable to appreciate the high honor conferred upon him by his constituents and the constitution, unworthy of the responsibilities of a Minister of the Crown and adviser of His Excellency, and capable of descending to very low standards of propriety when brought to task for untrue statements made against members of the House.

To realize that a Minister backed by a vote of the Government and his Leader, should be guilty of uttering false statements that were no sooner uttered than withdrawn, not once, but the twentieth time, in about as many minutes, is to say the least of it an occurrence that is unworthy of any man on the corner of a street, much less a Minister of the Crown and adviser of His Majesty's representative. We feel sure that every man present at the House yesterday was ashamed of the bad behavior of M. P. Cashin.

One Minister, however, was fearless enough to refuse to condone such conduct and refused to support it when referred to the House after the several rulings of the Chairman and Speaker.

There was absolutely no justification for the unparalleled scene. The Minister arose to protest against this paper's version of his conduct in the House the previous day and when challenged to point out a sentence or statement that was not justified, he refused, and said the whole article was false. We were present in the House on Tuesday and the report of our reporter was a very fair representation of what transpired.

The probable cause of the Minister's vulgar outbreak was the reference to his reading a speech prepared for him by Mr. McGrath, but that portion of it he did not refer to yesterday. The Country is well aware of the fact that P. T. McGrath prepares Mr. Cashin's Budget speeches and, further, that P. T. McGrath's name appear in the Public Accounts, as having been paid large amounts for preparing speeches.

The conduct of the Minister cannot be explained in any other way than to say that it was natural to him, and but a repetition of what he has attempted from year to year since he became a member of the House. If it is a pleasure to him (Cashin), it is not to the Country, nor do we believe the members of his own party envy him the reputation he has made. We know this much, that there is

YESTERDAY AT THE HOUSE.

House met at 3.30 p.m. MR. COAKER presented a petition from Triton re a shed. MR. HALFYARD presented a petition from Barr'd Island and Joe Batt's Arm asking for \$80.00 for the erection of a small house to serve as a shelter for people going on the Island, cutting wood, etc.; also from the Anglican Church at Fogo asking for a sum for the construction of a road. MR. CASHIN presented a petition from Bay Bulls for the use of the Dredge.

The following notes of question were given by Mr. Stone: Notice of Question MR. STONE—I give notice that I will on to-morrow ask the Minister of Public Works for a statement showing that moneys were sent by his Department to the District of Placentia and St. Mary's for the years 1913, 14 and 15. The names to whom the money was sent and the amount of money sent to each person.

MR. STONE—I give notice that I will on to-morrow ask the Hon. Minister of Finance and Customs if the present Sub-Collector at the port of Placentia is engaged in any work other than that for which he is paid by the Department, if so, the nature of such work.

MR. STONE—I give notice that I

will on to-morrow ask the Minister of Marine and Fisheries for a statement of all moneys sent by his Department to the District of Placentia and St. Mary's, for the years 1913, 1914, and 1915. The names of the persons receiving the grants and the amount of each allocation.

MR. STONE—I give notice that I will on to-morrow ask the Hon. Colonial Secretary if any amounts were paid to persons in connection with publication of the Casualty Lists of the First Newfoundland Regiment, if so, to give names and amounts paid each person.

MR. TARGETT—I give notice that I will on to-morrow ask the Hon. Colonial Secretary if the Chief Constable has been paid anything for his services, and if so, what amount.

MR. TARGETT—I give notice that I will on to-morrow ask the Minister of Finance and Customs if Captain Marshall was allowed his salary when absent from the Colony in command of the S. S. Lady Sybil, and if the said Capt. Marshall is now in the employ of the Customs, if permission was given the said Capt. Marshall to assume command of the Lady Sybil and by whom granted.

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Another Disgraceful Scene In the House

Cashin Again Turns the Assembly Into a Beer Shop-- Challenges Mr. Coaker to Fight

The "Mail and Advocate" Reporter Expelled from the Reporter's Box--The Government Saved by One Vote--Cashin Writes Himself Down as One Not Fit to Hold a Seat in the House--The Whole Scene a Premeditated Outrage By a Human Octopus--Cashin's Actions Prove the Proverb "You Cannot Make a Silk Purse Out of a Sow's Ear."

YESTERDAY beheld the worst scene the House has witnessed since Responsible Government was granted. The Sealing Bill was in Committee. The clause cutting out all steel ships over 450 tons had been turned down by a vote of 15 to 14; Messrs. Piccott and Woodford—two Ministers of the Crown—voting with the Opposition who stood by the clause to prohibit all steel ships over 450 tons nett. Mr. Cliff was not present, had he been present and voted with his Party, the Chairman—Mr. Parsons—would have had a casting vote.

The Bill was a Government measure, introduced by the Minister of Fisheries, who had charge of it in the House. A Joint Committee of both Houses had reported the Bill to the House. For some reason best known to himself, Mr. Devereaux proposed an amendment to permit the Florizel to engage in the seal fishery, while all other steel ships were prohibited. That amendment was opposed by the Opposition Party and by Messrs. Piccott and Woodford, who resolved to stand by the Committee's Report.

Mr. Cashin, who was a member of the Committee, went back on the report he had signed recommending the Bill to the House. The amendment was supported by two Northern members, viz., Mr. Kennedy of Harbor Main and Mr. Crossie; as Mr. Parsons was absent, Mr. Young if present would probably have supported the clause of the Bill, as he was a member of the Select Committee, who recommended it to the House.

The one bright spot of this deplorable discussion and consequent disgraceful conduct of yesterday, is the fearless manner in which Messrs. Piccott and Woodford stood by their promise to support the clause, which intention they intimated on Monday; both being Ministers of the Crown, showing that honor with them was more than passing fancy.

The Upper House will likely have a struggle over the same clause, as some members of the Upper House on the Joint Committee recommended the Bill.

The amendment being carried, Cashin arose to find fault with the article appearing in this paper which reported Tuesday's proceedings and he accused Mr. Coaker of writing it and being too unmanly to say in the House what he stated in his paper. Mr. Cashin went on for quite a time, casting all sorts of insinuations against Mr. Coaker, who at last raised a point of order on the grounds of being accused of doing something unmanly, stabbing in the dark, etc.

The Chairman took no notice of Mr. Coaker's appeal, and Cashin

again and again repeated the assertions. Cashin brought in Dr. Lloyd's name and referred to him, calling him (Cashin) a blackguard yesterday. Dr. Lloyd reiterated his statement, which was that Cashin's attack on him yesterday was blackguardly. Cashin asked that the words be taken down, the Speaker was called in, the words reported and Dr. Lloyd admitted them and said if the Speaker held they were unparliamentary he would withdraw.

Then Cashin asserted Mr. Coaker had been a party to taking 40,000 gallons of oil from the fishermen last year. Mr. Coaker again asked the words to be taken down and reported; this was done, and the Speaker permitted him to get away with the explanation that by such words he did not mean that Mr. Coaker had done anything wrong.

Cashin then proceeded when he again and again made assertions for which he was brought to order and for the twentieth time he withdrew his statements when a ruling was pressed for. His conduct was childish and unworthy of a member of the House or of a Minister of the Crown. He again and again withdrew statements made about Dr. Lloyd. He was given free reins by the Government Party, all of whom—except Mr. Piccott—supported him when the House was appealed to. Mr. Piccott did not support him in any division but remained seating while the other members of the party arose in their seats to vote.

Conduct such as the House never witnessed before on the part of a member or Minister of the Crown was witnessed for about two hours. Many members of the Opposition again and again had to speak in order to back up the protests of Dr. Lloyd and Mr. Coaker when denied by Cashin who repeatedly attempted to browbeat and deny his utterances.

Mr. Coaker administered one of those sermons he has so often delivered to offending Ministers who forget their responsibilities and their duty as legislators. He told the Premier that if such conduct was continued that Parliamentary Government would become a reproach and would not endure such conduct was turning the Assembly into a play house and such conditions could not exist with impunity, the people would revolt against it. It was the duty of Ministers to guide the House and protect its decency and dignity and not to lower it to such depths of rowdiness as witnessed this afternoon.

Mr. Coaker's speech calmed the House and gave the Minister time to reflect and realize his position. The debate then proceeded under calmer conditions when Mr. Coak

er replied to some of the Minister's statements.

Cashin stated that the article was written by a blackguard who ever he was, and The Mail and Advocate's reporter, who wrote the article being present, said he wrote it and he (reporter) was no blackguard, for which statement and action Cashin asked that he be removed by the Sergeant at Arms, whereupon Mr. Hibbs—our reporter—arose and left the Chamber.

Dr. Lloyd appealed from the Chairman's ruling to the House, when the Government Party, excepting Mr. Piccott, backed the Chairman's ruling respecting Mr. Hibbs. Probably the most despicable part of Cashin's conduct yesterday was his remark in reply to Mr. Coaker's point of order, in reference to Cashin's statement that Mr. Coaker dared not attempt to deny his statement of yesterday made just before adjournment, that Mr. Coaker was a party to taking 40,000 gallons of oil from the fishermen on gauge last season. This statement, Mr. Coaker pointed out, had not been made by Cashin yesterday, and was advanced to-day as a bluff.

Mr. Coaker said it was cowardly on Cashin's part to advance statements that he knew were absolutely incorrect. Cashin said, "if you think it cowardly, then come up stairs and fight it out." This instance will show what the House is enduring at the hands of a Minister of the Crown, and as the Premier was present and supported all the rulings favoring his conduct, he must be held responsible for what transpired, specially in view of his responsibilities as Leader of the House and custodian of its traditions and customs.

The Colony is not honored in Parliament by such members of the Minister of Finance and Customs, judging from his conduct the past three years in the House, or each session he has been the cause of scenes in the House that dishonor a Country and its Parliament. We have endeavored to give above a true account of the proceedings of yesterday.

Mr. Coaker challenged the Minister to name some sentence or paragraph in yesterday's report of the proceedings as it appeared in this paper that was incorrect, or was not a fairly correct report of what transpired; but Cashin did not point out what was wrong, simply stating it was all wrong. We have no hesitation in stating that our account of Tuesday's proceedings was a correct account of what transpired.

Nothing that we uttered yesterday, re Cashin, will we withdraw our report was but a true resume of what happened and what was said.

Reid-Newfoundland Co. WATER STREET STORES DEPT. The well-known Headquarters for Motor Engines Motor Boats, Motor Supplies, Gasoline and Motor Oils. Our Columbia Cells and Multiple Batteries give results unheard of before. Call or send for Quotations. Reid Newfoundland Co.

MR. (C) word in ations re Placentia ter. He tain Ke but eve side of the sea member Captain I have been be that position Florizel fishery and if is allow Kean's wooden the 'owr ther w very th the case I was Erik w Kean's the fact was goil help ou cause I occasion ha% on nearly Erik an there is very rig should you con are try because Now, C seal-kill always and if those co ter than in all t past, he fool. W ers in have do they con man Kean w days, an

Anderson's---The Store of Style and Satisfaction.

WE FEATURE FAIRIEST FANCIES HERE

50 Dozen Children's STRAW HATS

Style and Value are linked together in these Straws. Many of our customers have realized the value of these, and have made purchases. You should do likewise.

DON'T DELAY IF YOU ARE IN THE MARKET FOR HATS FOR THE CHILDREN.

ALL ONE PRICE
50c.

Also 30 Dozen Ladies' STRAW HATS.

HESITATE

about your Spring Straw Hat until you have visited us, seen our display, and proved that we have your Hat in both the Style, Shape, and Price.

PRICES:

90c. to \$1.30.

They are "crowned" with quality and "brimming" over with style.

LADIES'! FASHION Doesn't Whisper "Neckwear" this Season, She Shouts it.

Yes Neckwear is one of the biggest interests of the year. The whole swing and sweep of Neckwear beauty may be seen in our recently dressed West window.

Variety enough to bewilder, but at

ONE PRICE:
17c.

Mr. Dressy Man, Your CAP is Here.

If you want the very best quality made—you can find it here.

If you want to pay a usual price, the usual stores will oblige you.

If you want a better quality for less money—we are here from 8.30.

Everything in Caps
Except Poor Ones.

NOW! Choose Your Easter TIE.

If you appreciate a Tie that looks different—the kind that's unusual without being conspicuous you certainly want to see us as badly as we want to see you.

You can buy an ordinary Tie at an extraordinary price anywhere.

You can buy an extraordinary Tie at
An Ordinary Price Here.

Latest Creations in SPRING SHIRTS.

April is the time for the Soft Front Shirt to be firm in its demands on your attention.

We have the Soft Front Pleated Shirts, and Neat Striped Shirts in endless variety.

Whatever quality you select you'll get the full worth of your money.

All Prices up to
\$2.00.

ANDERSON'S, Water Street, St. John's.

MR. COAKER'S SPEECH ON THE SEALING BILL.

(Continued from page 2)

Mr. Chairman, I wish to say a word in reply to a few of the observations made by the hon. member for Placentia in connection with this matter. He introduced the name of Captain Kean. I don't know why it is, but everything that comes from this side of the House in connection with the seal fishery is attributed in some members opposite to animosity against Captain Kean. Now, no remarks that I have made since this matter has been before the House can be taken in that way. I stated a broad, square position: That I believe that if the Florizel is allowed to go to the seal fishery in command of Captain Kean, and if she is the only steel ship that is allowed to go, that all Captain Kean's sons who are looking for wooden ships will get them, because the owners will expect that the father will help out the sons. That very thing happened this year in the case of the Erik.

I was told that the owners of the Erik would not have given Captain Kean's son a ship this year but for the fact that Captain Kean himself was going in the Florizel and would help out the son. And he did, because I know that on three or four occasions this year the Florizel went on her journey, on one occasion nearly ten miles, and out of the Erik and took her in her wake. Well, there is no objection to that. It is very right and proper that a father should help out his son. But then you come forward and say that we are trying to penalize Captain Kean because he is a successful seal-killer. Now, Captain Kean is a successful seal-killer, for the reason that he has always had the best ship going out, and if he could not get seals under those conditions he would not be better than a fool. If he did not bring in all the seals that he has in the past, he would be no better than a fool. Why, there are not five plantations in Newfoundland who would not have done as well as he has done if they commanded the ships that he has commanded. This very spring Capt. Kean was out of the main patch four days, and he very nearly missed the

men; this year she only had 195, and they had better accommodation than any crew ever had before in the Neptune. The same thing applied to the 'Blandford.' No wooden ships ever provided better accommodation or food than that found on board the Neptune and Sam Blandford this season. Conditions are not any worse than they were before; on the contrary they are very much better because of our advocacy. We have gone back upon nothing that we have advocated here during the last three years. But why have we been spending four or five hours debating this clause, and why, last year, did we spend days and days over the Sealing Bill? Simply because a few men on the other side of the House want to get up and criticize things that they know nothing at all about.

I can tell the House that we have spent days and days discussing these things in our convention. We have come from Conventions where all the men interested in this measure were represented; we discussed these matters for days; and we know what we are talking about when we come here. When we come in here and place a Bill on that table and ask you to adopt it, it is done after very mature consideration, and we don't want it criticized by men who don't know anything about it except what somebody has told them either in the lobbies or the streets. We do not want to have any acrimonious debate on this measure, but I can assure the members on the other side that if they want it they can have it.

Then the hon. member stated that I said in this House that these wooden ships were floating coffins. Now, I challenge him to produce a single statement made by me in this House to that effect. It is incorrect.

Mr. Devereaux—A statement to that effect appeared in your paper.

Mr. Coaker—I never made any such statement in this House, and I am not responsible for all that appears in the paper. I know that some of the ships that went out this year were not as good as I would like to see them, but Lloyds' surveyor went over all these ships and examined them, and said that they were alright. He is supposed to know his business, and if he said they were alright it is not for me to contradict him; but my opinion is that some of them were not alright. One ship was held in port be-

cause of my agitation last year and \$30,000 spent on her this year. Another is being sent over to have new boilers put in her. Another had \$15,000 expended in repairs on her last summer. Well you don't suppose that would be done unless it was necessary.

I am very sorry to see the stand taken by the hon. member for Ferrisland, the Minister of Finance and Customs. He has spoken about the first meeting in connection with this matter. I was there and proposed this section. Mr. Cashin seconded my motion and signed the report of that committee. If he cannot agree to the 500, he should be no use to ask us to act on any more select committees. When we go to committee and bring in a recommendation, it is understood that the committee stands together. If any member is unwilling to agree he should say so. I know what happened at that first meeting as has been related by Dr. Lloyd. There was no formal motion, but it was agreed not to alter the bill. The report was presented to this house, and the Minister of Finance and Customs signed it. That report was that the committee would stand by the original report and recommendations. I can tell the Minister the reason 500 was changed to 450. It was because it was found that the Bellaventure, the Bonaventure and the Beothic would be admitted if the 500 ton limit was adopted, and so it was thought best to make it 450 to exclude these ships.

That is the reason. Even if the Minister cannot stand to this as it is, the least he can do is to support his original recommendation. We, on this side, must stand by the recommendations, for we were asked by the people of the North engaged in this fishery to have steel ships excluded from prosecuting the fishery. One hundred and fifty harbors sent petitions asking for this clause, backed by 10,000 voters.

I do not know why this debate has taken us so long this afternoon and yesterday to discuss because some want to send the Florizel to the ice, and so favor Bowings. There are many reasons why we should not allow her to go to the ice. If we allow her, the only one to go to the ice, what would be the result? Every son

that Captain Kean had would be given a wooden ship. And why. The catch of the Florizel would be limited to 30 or 40 thousand, but the Captain would kill more than that. He would kill enough for his sons in the wooden ships. That is one of the reasons why the fishermen do not want the Florizel to prosecute the fishery. It will give Bowings and Kean a monopoly of the fishery. You have said here if you limit her catch to 30,000 that the owners would not be bothered sending her to the ice. Well that is all the same. Why not stop her altogether? Both seem to have the same effect, and the clause would, if carried, give equal chances to all other ships and therefore fully encourage and satisfy the men and owners of wooden ships.

The men up in the Northern districts want the steel ships stopped from sailing to the ice, and so do the men from Conception Bay. They say that if you allow them to go to the ice you will cause the wooden ships to be discouraged. You are doing a lot to try to help out Bowings' not this one ship, while at the same time you are discouraging ten or twelve others. If you are trying to be fair, and are going to be fair, then don't allow one steel ship to override the whole fleet and give Bowings a monopoly of the industry. It is not right that any matter like this should be looked at other than impartially.

Mr. Munn came to my office and spent an hour discussing with me the benefits which must follow and the reasons why the Florizel should go to the ice; but he made no impression on my opinions in respect thereto. He could not convince that the Florizel should go. I suppose he interviewed the hon. member for Placentia and convinced him. I am surprised, however, to hear him speak as he has. The wooden ships would benefit greatly by this change, and I have no hesitation in saying that they stand 100 per cent higher in value to-day than they did last year. Owing to the withdrawal of steel ships. The most of the ships are being refitted. Those with old boilers are going to get new ones. I understand the Terra Nova is to go across to get new boilers. All this is the result of the passing out of steel ships.

I do not think that there is any need of a discussion such as we have heard this evening. The Committee

BIG BRIDGE GONE

Telegrams were received here yesterday afternoon to the effect that the big bridge over Main Brook, Grand Bank, had been carried away. The structure is well over 100 feet long and connects both sides of the harbor. It is thought that the structure collapsed as a result of spring freshets.

KYLE'S PASSENGERS

The S.S. Kyle arrived at Port aux Basques at 4 o'clock this morning with the following passengers—F. W. Smith, W. J. Parker, J. Nichol, M. Thompkins, S. Bradbury, J. C. Gardner, J. F. Fudge, A. H. Murray, J. Marshall, Miss E. Harden, Mrs. F. Allison, Mrs. G. Bowden, J. G. Wilcox.

The Prospero after returning will remain in port for some weeks to undergo her annual overhaul and repairs. The Portia will again take up the service.

ASK ME!

If you want a pleasant beverage, —drink Cocoa.

If you want a nourishing beverage, —drink Health Cocoa.

If you want it both pleasant and nourishing, and entirely free from harmful admixtures, —drink CLEVELAND'S Health Cocoa.

Ask your grocer, or ask me.

JOHN B. ORR,

New Martin Bldg., St. John's.

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THE MAIL AND ADVOCATE.

The Daily issue of THE MAIL AND AVOCADTE will be forwarded to any address in Newfoundland or Canada from now until December 31st next for the sum of

ONE DOLLAR.

The Weekly issue will be forwarded to any address from now until December 31st next for the small sum of

THIRTY CENTS.

Big Blaze at Furniture Store

Royal Stores Building on Duckworth St. Scene of Big Fire Yesterday Evening—Considerable Damage Done to Stock—Firemen do Good Work

About 5.15 yesterday a fire started in the big Royal Stores building, corner of Prescott and Duckworth St., which proved to be one of the most destructive conflagrations we had here for some time past. Up to last night it was not definitely known what had caused the blaze. The fire was first noticed in the Eastern corner of the second flat, where a large stock of furniture is stored, to be kept as a reserve. The fire was discovered by a young lad named Gillis who at once informed Mr. Heber Pearce, in charge of the department, and who had not long before gone to the ground flat to see Mr. Russel on business. Running up stairs Mr. Pearce gave the alarm to Mr. Hirst of the tailoring department, and he, after shutting off the motors, warned his assistants in the department. These were mostly girls, and without any excitement or confusion, and as the place was beginning to fill with smoke, these made their way down and made their exit by the Duckworth Street entrance.

By this time the flames had made much headway and rapidly spread over the building and an alarm was sent in from the box at the foot of Prescott Street, the Eastern and Central fire fighters responding very quickly, and coupling up as many lengths of hose needed had four copious streams of water playing on the burning structure. The interior part, before the firemen arrived, was a seething mass of flames, and the men under Chiefs Treble and Winsor and Supt. Dunn, worked well and confined their exertions more particularly to the rear of the building, where the blaze raged the more furiously than anywhere else.

The trucks, or slovens, of the Royal Stores removed a considerable amount of goods from the furniture department on the ground flat, volunteer workers took out some pianos and other articles, but the bulk of the stock could not be handled and was damaged by the water which leaked down from the floors above. The stock of raw material and partly finished in the workroom of the clothing department on the topstorey, that in the readymade and finishing room below, the furniture on both the second and ground floors, was all damaged by smoke or water.

The loss is partly covered by insurance with different companies, but will be a heavy one to the owners, who insured at the end of the year when stocks were slight, while at present they were heavier, particularly in the furniture department, than for years past. Where the fire began only beds, steers were stored, and no idea as to its cause can be given by those connected with the establishment.

Most of the fishermen in Red Island, P.B., and neighboring places are now busy getting ready for the codfishery, getting traps and boats and schooners ready, though bad weather is impeding the work. Early in May all the boats will get to the grounds.

READ THE MAIL & ADVOCATE

LOCAL ITEMS

Messrs. Stone and Jennings are returning to their homes by this evening's express.

Saturday last at Channel the fishermen did well and all the boats loaded with fine cod of very large size.

The members of St. Thomas's Men's Bible Class are asked to attend the service in the Church tonight. The Rector will preach. His subject will be "The man who said he would and wouldn't." There will be a collection.

A unique sight was witnessed at W. F. Wadden's drug store to-day, the windows being filled with globes containing live goldfish swimming in the water the globes contained. The pretty little fish were imported from New York.

The dredge Priestman which is now on dock, after coming off, will get to work on the harbor clearing the various docks of the accumulation of mud and silt. She will begin near Morey & Co.'s premises and will later go to different Bays for the same purpose.

Members of Cochrane Street Church congregation are reminded of the service to be held to-morrow morning to commence at 11 o'clock. The offering is to be devoted to the Supernumerary and other Funds. Special prayer service in the evening at 7.45. All are welcome.

DEATH OF MR. A. PRIDEAUX

Mr. Geo. Langmead of this city yesterday had a wire from Lynn, Mass., acquiring him of the death of Mr. Arthur Prideaux on Tuesday. Arthur was well and favorably known in St. John's and was the second eldest son of Mr. Wm. Prideaux, Supt. of the Poor Asylum.

TERRA NOVIAN DIES OF WOUNDS

This morning Mrs. Mary Ann Fowlow, 113 Long's Hill, received a message from the Adjutant General at Ottawa, informing her of the death of her son from wounds received in action. The deceased young soldier enlisted in Canada at the outbreak of war, and the sympathy of the community will go out to his parents. He has played a man's part and made the supreme sacrifice.

"Ottawa, Apr. 19th.
"Mrs. Mary Ann Fowlow, 113 Long's Hill, St. John's, N.F.
"Deeply regret to inform you that 167041, Pioneer Norman Stewart Fowlow, infantry, officially reported died of wounds, No. 10 Casualty Clearing Station, April 9th: concussion and shell shock.

BOY HURT AT FIRE

While the fire at the Royal Stores factory was on yesterday afternoon a boy named Cluney of Lime Street was knocked down by a horse passing and hurt about the body and legs. The police about took him to Dr. Campbell's surgery, where his injuries were attended.

Holy Week Services

ST. MICHAEL'S MISSION CHURCH. Good Friday. Matins and Ante-Communion, 10 a.m.; Preacher, Rev. A. G. C. Stamp. Lantern Service (Children) 7 p.m.; Lantern Service (Adults) 8 p.m.; Rev. C. H. Barton.

Easter Day. Holy Communion: 6.30, 8, and 11 a.m. (Choral); Children's Service, 3.15 p.m.; Evensong, 6.30 p.m.; Preacher, Rev. J. Brinton.

GOWER ST. CHURCH. The services of Holy Week held thus far in the above Church have been interesting and impressive to all who have attended. At to-night's service there will be a review of the final events leading to the Crucifixion, and the usual services of Good Friday morning and evening will also be held.

COCHRANE ST. CHURCH. Members of the Gower Street congregation are reminded of the special services, appropriate to Passion Week, which are being held each night this week in the school room of Gower Street Church. They are conducted by the pastor, are of a very solemn and helpful character, and are but one hour long. They begin at 8 o'clock.

ST. PATRICK'S CHURCH. In St. Patrick's Church to-day there was a High Mass and Procession through the Church, after which there was exposition of the Blessed Sacrament. To-morrow at 3 p.m. there will be Stations of the Holy Way of the Cross.

ST. MARY THE VIRGIN. On Monday, Tuesday, Wednesday and Thursday, Matins at 8 a.m. Evensong, 7.45 p.m. The Story of the Cross will be sung each evening. Good Friday—Matins 11 a.m. Preacher, Rev. H. L. Pike. Evensong, 7.30 p.m. Preacher, the Rector.

S. A. CITADEL

Good Friday, April 21st—11.30 a.m. Service conducted by Col. and Mrs. Otway; 2.30, Public Meeting by Col. and Mrs. Otway; 7.30 p.m. Salvation Meeting by Col. and Mrs. Otway.

OLD LADY DIES SUDDENLY

Last night as Sgt. Long and Const Emberly were passing Adelaide St. they found an old woman lying on the street unconscious, and hailing a cab she was driven by them to the Police Station. She proved to be Mrs. O'Grady, wife of Henry O'Grady of Wickford Street, and seeing that she was in a serious condition, Supt. Grimes telephoned for Dr. Cowperthwaite, who promptly responded, as well as Rev. Dr. Carter.

Before either had arrived, however, the poor old lady breathed her last, only a few minutes after arrival at the station. The physician pronounced death to be due to heart disease. Rev. Dr. Carter broke the news to her family and relatives. Mr. O'Grady who is a seaman is now absent from the city.

GLENCOE'S PASSENGERS

The Glencoe arrived at Placentia at 6.30 this a.m., bringing R. J. Larner, N. Bryce, R. J. Canfield, J. Cheeseman, P. Doyle, Rev. Curtis, W. F. Kelly, Mrs. F. R. Kiely, P. J. Selman, J. Connors, J. Reeves, M. Reeves, J. Inkpen, D. Booth, G. Jarvis, J. Hollett, W. Martin, Mrs. Leo Pike, Mrs. Lefevre, Miss M. Deer, Mrs. E. Collins, Master E. Weedon and J. L. Raymond.

A FIGHTING FAMILY

The family being the good old English name of Cornick, who are well known and highly respected in this city, have well demonstrated their patriotism and loyalty in this great world war. Herbert enlisted in Canada and is now in hospital after service in France. Will also joined the forces in Canada and is now in England convalescing gun wounds received in France. Fenwick is in Ayr with "Ours." Edmund who went with the First Nfld. Regiment is in Wandsworth Hospital, and Ray is in training with the parent companies here.

All of these lads surrendered positions of emolument and promise for the future to serve King and Country. They are the son of the late F. C. Cornick, who, for years, was an efficient and popular official with Harvey & Co., and whose widowed mother resides at 30 William Street. They are cousins of Messrs. Frank and Stan Cornick, also in the service, these latter being sons of Mr. S. W. Cornick, manager of the Consolidated Foundry Co. All honour to these brave lads, we say.

His Weak Reason. "You sentimental boy, why do you have my picture in your watch case?" "Because, I thought you might learn to love me in time."

GLEANINGS OF GONE BY DAYS

APRIL 20. FOUNDATION stone of first college of Maynooth laid, 1796. Napoleon the third born, 1808. No. 5 Company of Newfoundland Volunteers formed, E. D. Shea, Captain, 1860.

J. C. Toussaint closed business at Hotel de Paris, 1865. The remains of Capt. John Munn, who was lost the preceding fall at Cat Harbor, were interred at Harbor Grace, 1869. Robert G. Johnston, tailor, opened business, 1891. James Shelly (Farrell's) died, 1896.

Governor Sir G. W. Des Voeux left Newfoundland, 1887. John Comfort, sanitary inspector, died, 1887.

APRIL 21. Nano Nangle, founder of Presentation Order of Nuns, died in Ireland, 1784. Mrs. Smith (wife of late Manager Union Bank), died, 1874. Sir Hugh Hoyle, first native Chief Justice, sworn in, 1865. Steamer Curlew first arrived here, 1877. John Murphy, Gambo, married, 1888.

William Brazil died, 1897. Sir F. B. T. Carter sworn in Atorney General, 1865. William Hackett, mariner, died, 1894. Michael Cullen remained in hypnotic sleep in T. A. Hall window for 24 hours under influence of Professor Lawrence, 1898. Brig. Pride of the West, Capt. Bowden, lost near Red Island, Placentia Bay (crew saved), 1882. James Cantwell, lighthouse-keeper, Cape Spear, died, aged 79, 1880.

TRAIN REPORT

An express with a mail is due here at 2 p.m. to-day. The incoming express is due here to-morrow night.

The Dangers of Gasoline

Written at Request of the Select Committee on the Inflammable Oils Act by D. Jas. Davies, B.Sc., F.C.S., Government Analyst

People who handle gasoline should not for a moment forget its dangerous character. It is highly inflammable and in the summer months it gives off an inflammable vapour at the temperature of the air. A small volume of this vapour forms a highly explosive mixture with a large volume of air. One cubic foot of gasoline vapour mixed with, roughly, 55 cubic feet of air will burn with explosive violence on the application of a lighted match, or some other naked light.

If the oil is kept in a store-room it is essential that the place should be well ventilated, otherwise the small volume that might be lost during the filling up of tanks, &c., will soon vaporise and mix with the stationary air of the room forming an explosive mixture.

Imagine a small, badly-ventilated shed or outhouse, 6 feet long, 6 feet wide and 10 feet high. Suppose that two pints of gasoline have leaked and vaporized in the building. The vapour would soon mix with the confined air, and the vapour and air would then be in the right proportions to explode with great severity on the application of a match or some other naked light.

Any person before handling gasoline, or before entering gasoline store-house, should remove any matches that he may have about him. Red-headed matches contain phosphorus—Phorus, when exposed to damp air, burns slowly, and it is within the bounds of possibility that the glow arising from the very slow burning of the matches might ignite the mixture of gasoline vapour and air.

Gasoline should be stored in a well-ventilated store-house removed from any other building or buildings. In the absence of a suitable store-house the gasoline cans should be stored either underground or kept under water, especially so during the summer months; the gasoline cans would not then be exposed to variations of temperature. The cans should on no account be left exposed to direct sunlight.

SHIPPING

The S.S. Stephano left Halifax at 6 a.m. to-day and should arrive early Saturday morning.

The Dorothy Baird cleared to-day for Pernambuco with 5932 drums, containing 5750 qtls codfish, shipped by James Baird, Ltd.

ANXIOUS ABOUT VESSEL. Yesterday the Marine and Fisheries Department had the following message from Whitbourne:—"Our schr. St. Clair" left Marytown for St. John's Friday at noon. Captain had orders to wire if in port. Must have been out in Saturday's nights storm. Can anything be done to send her. L. H. SIMMONDS & SONS."

OFFICIAL CASUALTY LIST FIRST NEWFOUNDLAND REGIMENT

608, Staff Sergt. Major Fredk. W. Marshall, 13 Long's Hill; dangerously ill, gastric ulcers, London (improving), April 18; out of danger, improving daily. 1604, Private Chesley Pafford, Black Marsh Road; pneumonia (convalescent), Weybridge, April 17; discharged from hospital—on furlough. JOHN R. BENNETT, Colonial Secretary.

Honours for Our Naval Reservists

Seaman Albert Gregory Gets Distinguished Service Medal

The King has been graciously pleased to give orders for the award of the Distinguished Service Medal to the undermentioned, in recognition of services in the Patrol Cruisers, under the command of Rear-Admiral Sir Dudley R. S. DeChair, K.C.B., M.V.O., during the periods ending the 31st December, 1915:—

To Receive the Distinguished Service Medal. Seaman Albert Gregory, R.N.R., X719 (Newfoundland). The following have been mentioned in despatches by Rear-Admiral Sir Dudley de Chair for good services in the Patrol Cruisers:— Seaman George Boucher, R.N.R., (Newfoundland), 964X.

REID CO.'S SHIPS REPORT

The Kyle arrived at Port aux Basques at 3.15 this a.m. The Sagona left Sydney for Port aux Basques at 1.35 p.m. yesterday. The Home left Lawn at daylight, going West.

TENDERS

For the following Machinery for the Manufacture of Plain and Fancy Biscuits will be received by the undersigned until MONDAY, May 1st. The lowest or any tender not necessary accepted. 1 Wire Cut Soft Dough Machine, including 6 Dies. 85 Steel Pans. Reeve Ceiling Transmission. 1 Excelsior Pat. Convertible Cutting Machine. 1 4bbl. Dough Mixer, T & L Pulleys. 1 1 1/2 bbl. Dough Mixer, T & L Pulleys. 1 No. 3 Dough Break, 17 inch Rollers. 1 Reversible Dough Break. 1 30 gall. Cake Mixer. 1 Jacketed Icing Mixer. 2 Pan Trucks. 85 best Wire Pans. 85 Steel Pans. 1 Plain Soda Cutter.

H. J. BROWNRIFF, Liquidator, Royal Biscuit Co. Ltd. ap120,91

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Always needed, but seldom obtainable at such Very Low Prices.

An excellent opportunity of saving about 50 per cent. off regular prices.

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WHITE LAWN JABOTS. Regular 20c. 10c value; each.

WHITE AND PARIS NET JABOTS. Regular 25c. value; each. 15c

WHITE and CREAM LACE COLLARS, many beautiful designs. Regular 20c. 15c and 25c. value; each.

FANCY COLORED SILK COLLARS, various styles. Regular 25 cents and 30 15c value; each.

Extra Special!

LADIES' CREAM SERGE COATS 35c each.

Ladies' One Piece Dresses Made from All Wool Serge. Colors: Navy and Saxe Blue. Regular \$4.50 value. \$3.00 Now.

Ladies' White Lawn Dresses Pretty Embroidered; Long and Short Sleeves. Value \$3.00 to \$5.00. Sale Price \$1.60 to \$3.00.

Ladies' Costumes In Tweed and Corduroys; several leading colors. Formerly sold at \$5.00. For \$2.50.

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SUIT BARGAINS 150 AMERICAN TWEED SUITS Made from good materials by Union workmen, ensuring a well finished suit; sizes 30in. to 36in. Prices \$2.50 to \$4.50. Less than HALF the former price.

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Men's Tweed Vest Specials, 40c. to 75c.

Boys' Tweed Vests, 30c. Each.

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Shirt Specials MEN'S BLUE CHAMBRAY SHIRTS; full size, double stitched all through. 55c Each. MEN'S WHITE SHIRTS; double collar attached. Each. 75c MEN'S HEAVY BLACK SATEEN SHIRTS. Each. 85c

Footwear Specials Little Gents' Box Calf Boots. \$1.40 pair. Men's Kid Blucher Boots. \$2.40 pair. Men's Vici Kid Blucher Boots. \$2.80 pair.

Fishermen's Union Trading Co'y.

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Very Newest and Up-to-date Styles, just to hand in all the Leading Shades, Price \$8.50.

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LADIES' BLACK COSTUMES, \$8.50, 10.50, 12.00.

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