

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

THE MAIL AND ADVOCATE.

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COMMONS SITS TILL LATE ON MUNITIONS BILL

Sir Henry Datzel Declares Management War Department

NATIONAL SCANDAL

Lloyd-George Promises Enquiry Into the Matter

London, July 2.—The Commons, after suspending the eleven o'clock rising rule, sat until midnight this morning in order to put the munitions measure through the last stages. The amendment, limiting the Government's power to enforce by arbitration all labor disputes, together with other changes, were adopted. In proposing a new clause, transferring all powers possessed by the Ordnance Department of the War Office to the new Minister of Munitions, Sir Henry Datzel declared the management of the Department has been recognized as a national scandal. Other members criticized the Department and urged the Government to enlighten the House on the truth of those accusations.

Lloyd George replying, said it was more important to guarantee that the mistakes made in the past should not be perpetuated, and admitted there had been serious mistakes in judgment and added the questions raised would have to be investigated and responsibility placed on the right shoulders. He assured the House that the powers already given him were adequate to prevent any repetition of the mistakes.

After the Minister's assurances, Sir Henry withdrew the proposed clause and the Munitions Bill passed through the remaining stages of the third reading.

SUBMARINE WAS TOO SWIFT FOR ARMENIAN

Avonmouth, July 1.—There were eleven Americans among the nineteen members of the crew who lost their lives by the sinking of the Leyland line freight steamer Armenian by a German submarine, off Trevade Head, Cornwall, on Monday. Some members of the crew were killed outright when the German torpedo struck the ship.

When sunk by the German submarine the Armenian was carrying a cargo of 1,422 mules from Newport News to Avonmouth. The animals were to be used by the French armies in Belgium and France. The vessel had a crew of 72 men, and carried 96 mule tenders. The submarine was first sighted by the man at the wheel, and, though the ship was pushed to the limit, the underwater craft overhauled her and commenced shelling. The Armenian's efforts to keep her stern to the submarine proved futile.

Germans Restrict All Travelling On Swiss Frontier

Geneva, July 1.—The Swiss people are wondering what is happening on the other side of the Rhine. No German trains are arriving at Constance, and the Swiss railway as a consequence has been obliged to suspend international service in this section. The Germans also suspended the steamship service on Lake Constance. Swiss neutrals, as well as others, including Americans, have been unable to enter Switzerland, all being stopped on the frontier.

It is believed here that the Germans are sending large reinforcements through Southern Germany from Russia, to the French front, and for this reason they have put the usual restrictions on travel.

Good Work Of Russian Airmen

Berlin, July 1.—Several German ammunition trains carrying munitions to Gen. Von Mackenzen's army in Galicia, were blown up at Przework by Russian aviators, on Sunday.

OFFICIAL

BRITISH.

London, July 1.—The French Government report German attacks east of Metzler repulsed. After two unsuccessful attacks in the Argonne the Germans gained footing in some part of the French line near Bagatelle.

The Italian Government report a night attack on the Isonzo front, completely repulsed. The Leyland liner Armenian on Monday off the Scilly Islands. Twenty are reported drowned.

BONAR LAW.

FRENCH.

Paris, via St. Pierre, June 30. (midnight)—On the banks of the Yser and north of Arras artillery contests; between the Oise and Argonne a calm day. After a uninterrupted bombardment lasting three days the Germans attacked our positions between Binarville and Four de Paris road. Repulsed twice, they succeeded in a third attack in taking a footing in a few places of our lines near Bagatelle, but were repulsed everywhere else after violent fighting. On the Verdun front, bombardment, also on Ailly front and Metzler. Dardanelles.—Since our successes of 21st June the French troops have been engaged in local actions. In view of the consolidation and extension of captured ground they occupied several new trenches and dugouts connecting the captured works with lines previously held. Several counter-attacks were repulsed. On the 27th British left supported by our artillery, obtained great success. After an intense bombardment the Britishers took by assault on certain points four Turkish lines, also progressing about 1500 metres. On the extreme left wing they occupied a mountain top at Kritiia height, making 180 prisoners. A counter-attack by the enemy last night was annihilated, the enemy's losses being very heavy.

Submarine Sinks Cargo of Grain

London, July 1.—The British steamship Lomas, from Argentina for Belfast, with a cargo of corn, was sunk by a German submarine on Wednesday afternoon, sixty miles west of Scilly Islands.

The submarine first fired two shots, presumably as a summons to haul to, but the second shell struck the steamer, killing the second officer.

The crew took to the boats, were picked up by a Belgian trawler, and landed at Milford Haven.

Two Victims Submarine Attacks

London, July 1.—The Norwegian steamer Marina, bound for Leitth with a cargo of pit props, has been sunk by a German submarine off Halsund, The British barque Thistebank, which sailed from Bahia Blanca, Argentina, on April 26th, with a cargo of wheat for Queenstown, was torpedoed by a German submarine yesterday at a point off Fastnet, Ireland.

France Denies Her Artillery Using American Shells

Paris, July 1.—With reference to an interview published in America, in which Prince Rupprecht of Bavaria is quoted as saying that fifty per cent. of the shells used by the French were manufactured in the States, the Ministry of War made to the Associated Press the following official statement: "Neither now, nor at any time since the beginning of the war, has French artillery made use of any shells manufactured in the States."

Bulgarian Reserves Get Notification

London, July 1.—Bulgarian reservists in London were served with notice today, as to their respective regiments so as to know where to report immediately in event of being called to the colors.

The Bulgarian Consulate said that the notification was only a formality necessitated by a change in regimental depots.

AUSTRO-GERMAN DRIVE BECOMING MORE FORMIDABLE

Fighting Along the Guila Lipa Still Raging Furiously— Developments in Galacian Campaign Astounding the Allies

London, July 2.—The northward drive of the Austro-German armies from Galicia into Poland is daily becoming more formidable. Britain is puzzled as to whether they propose to make the main effort in this direction, instead of maintaining the concentrated offensive to the eastward to force the Russians out of the south-west tip of Galicia.

This afternoon Berlin official communication not only records progress in this sector, but further North in an arc around Lemberg, well along what now is become the Northern front between the Vistula and Bug Rivers. Only a hundred miles north is the great Russian base of Brest Litovsk, linked with Warsaw by important railways, lying almost due east of the Polish capital. Development in the Galician campaign has created a situation entirely unexpected by the Allies. A few months ago the Russians were in the Carpathian Passes and during the spring months were making confident predictions that both in Britain and France that Hungary would soon be over-run.

The British Press that has been optimistic for some weeks that the Russians would turn and make a stand now frankly concedes that the new invasion of Russia is serious. The papers, however, place faith in Russia's munitions campaign, much the same as the British public are relying upon Lloyd George's plan so as to equip the British army in France, as ultimately to match the Germans in explosives and munitions, especially machine guns.

The Aras sector is maintaining its reputation as the storm centre of the Western front, but despite the fact that the losses are piling up daily, neither side has been able to deliver a decisive blow.

A despatch tonight from Athens says the Allies have taken the Turkish stronghold of Kritiia, on the Gallipoli Peninsula's western edge, which Gen. Ian Hamilton's report yesterday carried with his forces, but there is no confirmation.

Gratification over the British progress on Gallipoli is hardly more pronounced than the realization of the tremendous task which faces Britain and France in their attempt to clear the Turks from their natural defenses, barring the way to Constantinople.

The first stroke against British naval craft in home waters for some time is announced briefly by the Admiralty tonight, which says that fifteen men have been lost by mining or torpedoing the destroyer Lightnings, an old craft laid down two decades ago.

GERMANY PREPARING BIG ATTEMPT BREAK THROUGH FRENCH LINES

Says Lieut. Colonel Rousset, French Military Critic, But Says Failure Awaits Them

Paris, July 2.—The furious German attacks in the Argonne by an entire army corps with the object of breaking through the French line in the hope of reaching Verdun, will be repeated, according to Lieut-Col. Rousset, military critic of the Petit Parisien.

He asserts that successive checks have not discouraged the Germans

and that they will continue the efforts to gain control of this hilly forest region, called the Thermopylae of France.

Lieut-Col. Rousset and other military writers agree however that French forces have made such preparations as to insure the failure of all efforts on the part of the Crown Prince's army.

Incredible Story From Switzerland

Geneva, July 1.—A despatch from Austria to the Geneva Tribune reports the capture by Italians of the mountain fortress of Consignina, 2500 metres north of Ala in Trentino, which cost the Austrians £800,000 to construct. The correspondent characterizes the affair as audacious. He states that an Italian captain with 100 men climbed the slope, and demanded that the fortress surrender, saying that the fortress was surrounded, which was a simple bluff. The garrison capitulated.

Leyland Liner Was Engaged by Admiralty

Washington, July 1.—The Leyland steamer Armenian was engaged on Admiralty business when she was sunk by a German submarine off the Cornwall coast, two days ago, with the loss of a score of American lives. Ambassador Page at London reported to the State Department today that he had been so informed by the British Admiralty officials.

British Destroyer "Lightning" Lost

London, July 1.—The British Admiralty announced tonight that the torpedo boat destroyer Lightning had been lost, and fourteen members of her crew are missing. Although no mention is made as to the manner in which the Lightning was sunk, it is presumed she struck a mine or was torpedoed.

All's Quiet Along the Niemen Vistula Front

Petrograd, July 1.—There has been a lull in the Shavli region, on the Niemen and Maro fronts, and on the front, also on the left bank of the Vistula. Noticing the enemy crossing the Dniester, near Halicz, we took the offensive and drove him back, making hundreds of prisoners.

Greece Claims Section of Albania

Rome, July 2.—A despatch to the Tribune from Antivari, Montenegro, says that two large Greek bands are advancing toward Berat, Albania, after occupying a village along the way. There have been no previous reports of any intention on the part of the Greek Government to lay claim to a section of Albania.

Fireworks Factory Marseilles Destroyed

Marseilles, July 2.—An explosion yesterday destroyed the illuminating rocket factory, where one hundred persons were employed. Eighty women were working in the factory at the time. The fire spread rapidly. Four are known to be dead, and others with the exception of ten badly wounded, are thought also to have perished. Rockets made in the factory were for the use of the army.

Carranza Fails To Capture Mexico

Mexico City, July 2.—Repeated attempts made by the Carranza army directed by General Gonzalez to capture Mexico City have failed so far. The forces under General Zapata and Carza claim to have had the advantage in the fighting. Members of the Diplomatic Corps are meeting daily in an endeavor to protect the lives of foreigners.

Serbs Capture Town and Prisoners

Nish, Serbia, July 2.—An official communication issued today by the War Office states that on June 27th the Serbs succeeded in forcing a landing at Micharskaada, near Shabatz and captured the place, making 185 prisoners and much material.

IN DAYS GONE BY

July 1

Old city cemeteries closed by Proclamation 1849.

Tilt Cove mine sold to C. F. Bennett for £45,000 1890.

Newfoundland Law Society instituted 1834.

Belvedere Cemetery consecrated by Bishop Mullock 1855.

Dr. A. J. Harvey died at Bermuda 1858.

Requiem Mass in old chapel for Daniel O'Connell 1847. All shops and business suspended for the day.

First through train to Port aux Basques 1898.

Steamer Merlin first arrived in St. John's 1850.

John L. Slattery and M. K. Greene appointed City Treasurer and Secretary respectively 1899.

Dog Tax first put in force by Proclamation 1888.

Kallem Noah opened business 1897.

July 2

Battle of Gettysburg, 30,000 killed and wounded, 1863.

Spanish fleet under Admiral Cervera destroyed 1898.

Visited Christian Brother Schools

This forenoon His Grace Archbishop Roche visited the schools of the Christian Brothers, St. Patrick's Hall and was received by Revs. Superior Ryan, Bros. Kennedy and Ryan and given an ovation by the pupils. A beautiful chorus of welcome was given by the singing classes, other songs were sung and the lads were put through a variety of exercises. The good Brothers and their bright pupils were the recipients of high encomiums from His Grace himself, an expupil of the schools.

"ARMENIAN'S" CAPT. DESCRIBES THE CHASE AND HER CAPTURE

Ship on Fire in Three Places Badly Damaged BY SHELL FIRE

When he Thought it Prudent to Surrender

London, July 2.—Captain Trickey, of the steamship Armenian, in an interview today said, he only surrendered to the German submarine when the freighter was afire in three places. After the ship's engines had been put out of action and a dozen members of the crew had been killed by shrapnel fire. Most of the members of the crew who had perished, Trickey said, were Americans.

The submarine, as signal for us to stop, said the Capt. first put a couple of shots over our bow, when we were four miles off. I put my stern to him and ran for it. The submarine then began to shell us in earnest, shrapnel bursting all around us, killing several of the crew and knocking others overboard. I soon realized the enemy was gaining on us, but I did not propose to surrender without a struggle, but my steering gear was soon hit and placed out of commission.

A shell fell into the engine room, another carried the Marconi house away and still another cut down the funnel and disabled the stokers preventing them from keeping steam up. By this time the ship was on fire in three places so I decided to surrender. We had resisted the enemy for an hour and 12 or 13 men lay dead on the deck.

The submarine commander then forced me to clear the ship. The Armenian went down, shattered by two torpedoes.

I must say that the submarine commander showed every fairness after we had given up, picking up many of the crew, who because of a damaged boat had fallen into the water.

TENSION IN UNITED STATES OVER LOSS OF AMERICAN LIVES HAS SLACKED OFF CONSIDERABLY

Germany Justified Under International Laws, When Ship Resisted Capture

Washington, July 2nd.—Tension over the destruction of the British steamer "Armenian" with the loss of a number of lives considerably relaxed today the following receipt of unofficial advices, telling of the apparent refusal of the ship's commander to heed the warning of the German submarine to stop. This phase of the matter overshadowed in the official view of all other questions involved in the destruction of the vessel. If official reports should bear out the news in despatches concerning the attempt of the Armenian to escape, it was said today, no new cause of complaint is likely to be added to issues pending between the United States and Germany.

Officials held that if the Armenian sought to evade capture the sinking of the ship was justified under international law even though non-combatants were on board. Precedents are cited in support of this contention.

Detailed information of the destruction of the Armenian still was waited today. Until such is available the position of the United States will not be announced.

Italian Ship Sunk By Submarine

London, July 2.—The Italian ship

Sardome, timber laden, was torpedoed without warning, five miles from Castletown, Bear Haven, Ireland. Two of the crew were killed outright and several wounded or missing, seven were saved. The Sardome sailed from Bunburg, February 21 for London.

Submarines Sink Three British Steamers

London, July 2.—Three British steamers, Inglemoor, Caucasian

and Wellsbury were torpedoed and sunk today by German submarines. The crew of the Inglemoor and Caucasian were landed at Falmouth. The crew of the Wellsbury safe.

Police Court

London, July 2.—Word has been received from Castletown, Bearhaven that nine of the Sardome's crew were drowned, two others died of injuries.

Bad Weather Hinders Italian Advance in Tyrol

Udine, Italy.—The Italian advance in the Tyrol is seriously hindered by continued bad weather, which is exceptional in midsummer.

Mountaineers do not remember the season when there has been so much snow on the heights on July 1st.

WOMEN'S BLOUSES Including Lawn, Delaine, Linen, Crepe Fancy Prints, Cotton and Silk Repp and Silk Taffeta Materials. High and low neck Collars, trimmed with Embroidery; some with Lace and Insertion, and hemstitched, asstd. style, colors, etc.

Prices Assure a Substantial Saving.

Women's White Lawn Blouse ROBES

Lace Trimmed Collars, Tucked and Embroidered Fronts, also a limited number of Serge Robes, in Navy, Saxe, Tan, etc. Extraordinary Values that Challenge their Equal from any other source.

Women's White Underskirts

Made of Fine, Soft Finish Longcloth, Embroidered Flouncing, chosen for their attractiveness and newness of design. Popularly Priced.

Children's Wash Dresses

NO. 1 QUALITY
Check and Figured Percale in two colors; Light Blue and White, matched with self color collars, cuffs and belt; Circular Skirts.

NO. 2 QUALITY
Made of self colored Linene with belt and shoulder buttonings, short sleeves. Colors: Blue, Pink and Tan.

Girls' Fancy Wash Dresses

No. 1 A
Made of Cotton Crepe with floral design in Blue or Pink colors. Trimmed Collar and Cuffs. Circular Skirts.

No. 1 B
Made of self color Linene, trimmed with Check Gingham with matched Pearl buttons. All warranted fast colors and 1915 styles.

An assortment of **CHILD'S WHITE PINAFORES** In a variety of up-to-date styles. Prices according to size and quality.

Children's and Misses' **UNDERWEAR** For Summer wear.

WOMEN'S SUMMER UNDERWEAR Although low priced they are not seconds. Absolutely standard first quality.

WOMEN'S SUSPENDERS With Rubber Grips

WOMEN'S COTTON and CASHMERE STOCKINGS In White, Tan and Black Colors

WOMEN'S SUEDE and SILK GLOVES In all the leading shades

SIDE COMBS, BACK COMBS and BARETTES

JAPANESE SILK In all colors.

WOMEN'S BELTS In Tinsel, Leather, Sateen and Silk. Assorted Colors. Ordinary and out-sizes.

Dainty designs in washable **FANCY SILK MOHAIR** 27 inches wide. A variety of colors. Suitable for Blouses and Dresses.

DRESS MUSLINS Fancy White, or White with colored floral figure.

Brand New Line of Lawn Embroideries and Insertions, all with the

FISHERMEN'S UNION TRADING COMPANY.

CURRENT PRICE OF GODFISH

Lorenzo Noseworthy vs William A. Munn Supreme Court

(Charles Jerrett, continued)

Re-examined by Mr. Mews, the witness said as follows:—

I was not at Battle Hr. when they were shipping their fish. I am told it is a better class of fish, that it is drier. This is only hearsay. What I have said to Mr. Howley about the Battle Hr. fish is only hearsay. Dry fish is worth a higher price than damp fish. It takes more dry fish to make a quintal than damp fish. Sometimes you get good dry fish, and sometimes bad fish. I was never present at Battle Hr. when they were shipping fish; we have good fish at our own place, but "Battle Hr. cull" is a general saying amongst the fishermen. The Battle Hr. fish goes to the same market as the other fish, so far as I know. I don't know what is the usual time for fixing the current prices of fish at Labrador. I cannot say what month the current price is fixed. Sometimes it is about September or October, but I could not say what month the price would be fixed in, or whether it has ever been fixed in September. I took no part in fixing it. As far as I understand the current price is fixed according to the conditions at the time it is being fixed. At the time the current price was fixed in October things did not begin to improve before well up in November.

If the price was fixed in November I cannot say whether they could have afforded then to give \$4; I don't know that. I made a profit last year. If I had given \$4 for fish last year, I dare say I could still have made a small profit.

Cross-examined by Howley, K.C., the witness said:—

I know of my own knowledge that the Battle Hr. fish is a better cure. At our place we don't get fish until the latter part of July or the beginning of August; Croucher had fish on the flakes at that time. I know of my own knowledge that the Battle Hr. fish is a better cured fish. It is caught earlier and has the advantage of finer longer days for making. I know or my own knowledge it is worth more than the Northern fish. My estimate that it is worth from 50c. to \$1 a quintal more is only guess-work.

The above examination was taken before me at St. John's on the 12th day of May, 1915, the witness having been first duly sworn, and the said evidence was read over by him, and signed by him.

Dated the _____ day of _____ 1915. Morine, K.C. appears for the plaintiff; Howley, K.C. for defendant. Arthur Donnelly, examined by Mr. Morine, K.C. on behalf of the plaintiff, said as follows:—

I am in the employ of Baine, Johnstone & Co. I am cashier with them. A branch of their business is carried on at Battle Hr. It was so carried on in 1914. They exported codfish from the Labrador in 1914. Two cargoes were exported, both by sailing vessel. The names of these vessels were the Elizabeth and other whose name I can't recall. There were somewhere between 8,500 and 9,000 qtls. between the two cargoes. That fish was all collected in and about Battle Hr. within a radius of about 40 miles. The collecting was done by schooners sent out. There was no more than one grade or quality of fish purchased; it is all known as Labrador sloop. It would go to the Mediterranean markets. We paid \$4 for the fish we purchased; for the 9,000 qtls. Some of it was caught by crews fitted out by ourselves. Those persons that we ourselves employed were sharemen under us in most cases. I should say, that is sharemen at the Battle Hr. branch. They were settled with at \$4 that was the uniform price. We gave no bonus. I am not personally acquainted myself with the Labrador trade, to a very large extent. I have never heard of more being paid for what is called Straits fish than for fish caught anywhere else on the Labrador. I have never heard of it within the last 20 years. Our radius for the catching of fish goes as far as Chateau in the Straits and as far as Francis Hr. on the Labrador. So that some of the fish would be from the Straits and some generally from what is called Labrador. All the fish taken at the Battle Hr. premises was shipped to markets abroad with the exception of about 100 qtls. which was brought on here.

Cross-examined by Howley, K.C. for the defendant the witness said as follows:—

All our fish was paid for last year at \$4. All we shipped to the markets from Labrador was paid for at \$4. It was all settled for at \$4 with the exception of about 60 qtls. brought on

here, which was settled for at \$3.60, or some other price fixed by the seller himself; that is fish we would have to take to help a man. I did not see the contracts made on the Labrador, but our Head Office here instructs as to how the fish should be bought. J. T. Croucher purchased the fish for us. Croucher is now on his way to Labrador; I think he left last night, but I am not certain. He said he was leaving and I have not seen him this morning. He was in St. John's on Monday.

William F. Coaker, examined by Mr. Morine, K.C. on behalf of the plaintiff, having been first duly sworn said as follows:—

I am President of the F.P.U. I was interesting myself in the purchase of Labrador fish last year. I am also President of the Union Trading Co. The Union Trading Co. bought some Labrador fish last year. As to the prices paid for Labrador fish last autumn I have to say that the price of Labrador soft up till the 7th October, was from \$4.50 to \$4.60. On the 7th October the price was \$4.25; on the 8th \$4.25; on the 9th \$4. On the 18th price fell to \$3.80 cash and \$4 trade; on the 20th it fell to \$3.50; on the 22nd it began to advance a little and \$3.60 to \$3.80 was paid. (\$3.80 was received by the dealers of some of the firms). After November 2nd prices gradually advanced again till about Dec. 15th when the price reached \$5.50. That would be the highest price paid for fish in at that time. That Labrador soft, so-called, is the same as Labrador sloop. It is about the same cure as the fish usually shipped from the Labrador by vessels to the foreign market. A quantity of Labrador fish is brought to Labrador, for instance, and cured, what is known as hard cure. That commands a higher price. I have been speaking, entirely, of the sloop or soft. That sloop fish sold in St. John's comes in by what is known as floaters. The fish shipped from the Labrador to Mediterranean markets is by Conception Bay people who go down to the Labrador and live there for the season, or by people living on the Labrador, but chiefly Conception Bay people. They do not usually take vessels down, but go down there by vessel or steamer. They don't fish from vessels but fish from the shore with traps. Speaking of the price of the same kind of fish sold on the Labrador and sold in St. John's, if it was brought from the Labrador to St. John's it would cost the freight of 40c. a qtl. In comparing prices in St. John's and prices on the Labrador, if the seller brought it from Labrador and sold it in St. John's, it would be fair for him to take into consideration that he would have to pay a freight.

So far as the buyer is concerned it is more convenient for him to ship from the Labrador; it is less expense, furthermore it would have the advantage of getting earlier to the market as it is then nearer to the market. As far as possible the fish caught by these stationers and liviers is shipped direct from the coast. The quantity brought to St. John's is that there is no way to ship it from the coast; the vessels taking fish down there would be loaded. Generally speaking it is late-caught fish, and the vessels would be filled up and not able to take any more, or the fish would not be quite ready when the vessel was leaving. What I know about the Labrador fishery is what I gather from the men; I have never been on the Shore. I have been running the Trading Co. for four seasons. During that four years I have been dealing with Labrador fish to some extent. What is known to the trade as Straits fish is superior fish. Straits fish in St. John's is known as the same quality fish as the Labrador dry. Straits fish caught in the Straits and shipped as sloop, so far as my information goes is always the same price as the Labrador. So far as I know there is no preference between Straits sloop and Labrador sloop; the only difference I know of is in the cure. Some of the fishermen make there fish better than sloop and get an extra price because it is better than sloop. The large quantity of Straits fish caught by the people who live along the Shore, or fish from the shore, is cured as sloop. The better quality of cure is exceptional. There is Newfoundland caught fish also sold as Labrador sloop. With regard to the fish caught in the Straits or on the Labrador, shipped to market by vessel or steamer—that is this soft or sloop—I have never known any difference in the price based on its quality as sloop in any year.

Cross-examined by Mr. Howley, K.C. on behalf of the defendant, the witness said as follows:—

I have never been on the Labrador. My knowledge of the fishery down there is based on what I have heard from fishermen and from what I have known in connection with the trade. I purchased some Labrador fish the past season. I purchased it in St. John's; at various times during the latter part of the fall. We purchased most in the latter part of the Fall. I have not with me the date when my first purchases were made. The fish we purchased here would be chiefly

fish sent in from outports in barrels and in packages; sent in as sloop. That is sent in by small dealers who would want to barter it. Of this fish I purchased altogether not more than 200 or 300 qtls.; that is fish we took in our own stores; I had other dealings with Labrador fish besides 200 or 300 qtls. We sold a large amount of fish on behalf of men who came in to our stores in the outports. We sold that to the various firms round town. An account of these sales would not be entered in our books. The men would come into the office and ask if I would sell a certain quantity of fish for them and I would make arrangements with merchants to buy it. The prices for that fish and which I have stated in my direct examination, were the prices obtained from day to day. \$4.60 was paid for fish in the early part of the season, then it fell to \$3.50 and advanced again to \$5.50. We sold some fish last season to Union Councils for our own stores. I sold some fish in Nova Scotia last season. I sold in Nova Scotia about 1,600 qtls., I think. That sale was made some time in October, probably about the 20th October. That was sold at \$3.60, taken on the spot where it was caught. It was from the Labrador. It was fish caught on the Labrador and brought home in schooners to Green Bay and sold down there. We sold some of that fish at \$3.60. There was an effort made to make an agreement to sell more than that amount. The effort was made by the people who wanted to buy it. We had no refusals last Fall in St. John's for fish we were trying to sell in St. John's; not at the price from day to day. \$3.30 was the lowest price got last fall for fish that came to St. John's for sale. Several of the fishermen on the Labrador communicated with me during the season last year as to the probable price of fish. I cannot remember receiving any communication from anyone of the name of William Coombs, of Horse Hr. last year. I replied to most of these fishermen by telegram as to the probable price or value of fish. I don't remember sending a reply to William Coombs, or to anyone individually, but I remember sending replies (To be continued)



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To Shopkeepers:

- 100 dozen **ROYAL PALACE Baking Powder** at 50c dozen tins.
- 500 Dozen **TOILET SOAP** 1 dozen in a Box, 35c dozen.
- 500 Dozen **BLACK PEPPER**, at 10c lb.
- 150 Dozen **ELECTRIC PASTE**, the best Blacklead on the market, 48c dozen.

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WHERE THE MONEY GOES

Expenditure Voted the Past Session by the Government—Every Elector Interested—Every Cent of All This \$4,072,000 Comes Out of the Pockets of the People

| COURIERS—Continued | |
|---|----------|
| Rushoon and Baine Hr. | 40.00 |
| Safe Harbor and Pool's Island | 15.00 |
| St. Anthony and Braha | 54.00 |
| St. Anthony and Lock's Cove | 138.00 |
| St. Anthony and Quirpon | 171.00 |
| St. Bride's and Cape St. Mary's | 20.00 |
| St. George's and Sandy Pt. | 246.00 |
| St. George's and Shallow Cove | 50.00 |
| St. John's and Portugal Cove | 430.00 |
| St. John's and Pouch Cove | 600.00 |
| St. John's and Railway Wards and Steamers | 2,160.00 |
| St. John's and Conception Bay Night Trains | 180.00 |
| St. John's and St. Philip's St. Jones' Within, Hatchet Cove and Long Cove | 52.00 |
| St. Jones' Without and Gooseberry Cove | 67.30 |
| St. Joseph's and Holywood | 450.00 |
| St. Joseph's and St. Mary's | 450.00 |
| St. Julian's and Conche | 40.00 |
| St. Kyran's and St. Leonard St. Leonard's, Lunaire and Grognet | 33.00 |
| St. Mary's and Peter's River | 150.00 |
| St. Paul's and Cow Head | 44.00 |
| St. Shott's and Trepassay | 80.00 |
| Sally's Cove and Rocky Hr. | 105.00 |
| Salt Pond, Scissors Cove, Lewisporte and Brown's Arm | 182.00 |
| Salvage and Railway | 228.00 |
| Samson's Island and Exploits | 52.00 |
| Sandy Cove, D.B. and Happy Adventure | 20.00 |
| Saunders' Cove and Glovertown | 52.00 |
| Seavoy's Island and Salt | |

AT THE NICKEL

| | |
|---|--------|
| Clam Bank Cove | 158.00 |
| Tilt Cove and Davis Camp | 478.00 |
| Tilt Cove and Indian Burying Place | 90.00 |
| Tiltton and Railway | 35.00 |
| Tor's Cove and Railway | 200.00 |
| Tor's Cove and St. Michael's | 80.00 |
| Topsail and Railway | 140.00 |
| Troytown and Railway | 390.00 |
| Trepassay and Chance Cove | 408.00 |
| Trepassay and Daniel's Point | 40.00 |
| Trinity and British Harbor | 302.50 |
| Trinity and Railway | 180.00 |
| Trinity East, Railway and Ethic | 100.00 |
| Trout River, Chimney Cove and Bonna Bay | 78.00 |
| Troytown, Brighton & Pilley's Island | 63.75 |
| Troytown and Great Troytown | 40.00 |
| Twillingate and Comfort Cove | 238.00 |
| Twillingate and Little Hr. | 20.00 |
| Twillingate and South Side | 50.00 |
| Upper Gullies and Railway | 10.00 |
| Victoria Village and Carbon car | 83.00 |
| Waldron's Cove and Fortune Harbor | 41.90 |
| Ward's Harbor and Pilley's Island | 90.00 |
| Wellman's Cove and Pilley's Island | 104.00 |
| Wesleyville and Fair Islands | 400.70 |
| Western Head and Morcote's Hr. | 52.00 |
| West Point and LaPoile | 52.00 |
| West Port and Baie Verte | 126.00 |
| Westport and Jackson's Arm | 102.00 |
| Westport and Hampden | 512.00 |
| Whitbourne and Railway | 46.00 |
| Wild Bight and Little Bay | 70.00 |
| Wild Cove and Seal Cove | 78.00 |

"HAZARDS OF HELEN" FORBES LAW DUGUID "YE UENGEFUL VAGABONDS"

See Helen leap from the flying freight.
Sings—(a) A Son of the Desert; (b) Drink to me only with thine eyes.
A spectacular dramatic tragedy of Pilgrim days.
SEND THE CHILDREN TO THE BIG BUMPER MATINEE SATURDAY.
Coming—ONE WONDERFUL NIGHT, by Louis Tracy. An Essancey masterpiece in four parts, with Francis X. Bushman, winner of the "Ladies' World" contest as the typical hero in this great production.

ROSSLEY'S THEATRES

EAST END. WEST END.
EAST END
Closed for the season. Will open in September with first-class Company, in Tit Bits from Opera, Drama, Comedy and Burlesque.
A RECORD PROGRAMME
Great Vitagraph Feature:
THE OLD GUARD'S STORY
Featuring Charles Kent, Clara Kimbal Young, Van Dyke Brook, James Young, and other stars.
ANIMALS WE NEVER THINK OF.
MADE TO MARRY (Big Comedy)
THE JOCKEY'S TEMPTATION.
1st & 2nd CONTINGENTS LEAVING ST. JOHN'S.
NOTE—On Monday, Mr. Rossley intends putting before the public the finest programme ever seen at OURS.

5c. CRESCENT Picture Palace 5c.

"THE DEMON OF THE RAILS"
A Thrilling Railroad Drama featuring Helen Holmes.
"AN UNPLANNED ELOPEMENT"
An Essancey Drama with Francis X. Bushman.
"THE GREEN EYED MONSTER"
A strong Lubin Drama.
"THE TETTERED DUKE"—A rich comedy drama.
"THE JOB LOT RECRUITS"
An Uproarious comedy—a riot of fun.
The usual Extra pictures at the big Saturday Matinee.
SEND THE CHILDREN.

COAKER ENGINES

are THE BEST Motor Engines for Fishermen

W. F. Coaker, Esq., M.H.A.,
President Fishermen's Union
Trading Company Limited.

Dear Sir,—
Last Spring I purchased a 6 h.p. COAKER Engine which has given me every satisfaction.

I certainly consider it the best Motor Engine for fishermen to-day on the local market.

With my trap boat I am able to make seven knots an hour. Last Summer I had my trap set four miles away and I made two trips daily with three dories in tow, and never had the slightest mishap.

I would advise any fisherman who requires an Engine that can be operated easily and give good results to buy a 6 h.p. COAKER Engine.

Yours truly,
WALTER HILLIER.
Point-aux-Gaul, Lamaline,
April 1915.

Specially Low Prices in LUBRICATING OILS.

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

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

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

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

TESTIMONIALS:

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

From Swim Bros.,
Fish Merchants.

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

Yours truly, (Sgd.) SWIM BROS.

A. H. Murray

ST. JOHN'S

SHIPPING

The Argyle leaves Placentia to-day for Red Island.
The Clyde arrived at Lewisporte at 7.15 this a.m.
The Dundee left Blandford at 2.20 this a.m.
The Ethic left Clarenville at 4 this a.m.
The Home left Fortune Hr. at 3.15 p.m. yesterday.
The Erik left Carbonear at 3.10 p.m. yesterday.
The Kyle leaves Basque after the arrival of Wednesday's train.
The Meigle left Port au Choix at 7.45 p.m. yesterday.
The Fogota left Wesleyville at 7 a.m. to-day.
The Prospero left Trinity at 9 a.m. to-day, bound North.
The Portia left Lamaline, at 5 p.m. yesterday.
The Earl of Devon arrived at Twillingate yesterday morning. Messrs Bishop & Sons say that the damages to the ship are all above the water line as far as can be ascertained.

Advertise in The Mail and Advocate

PARK DRIVE

Smoking Tobacco
The Best 15 cent Plug
For Sale at
All Dealers

J. J. ROSSITER
Real Estate Agent

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.

ST. JOHN'S, N.F.L.D., JULY 2, 1915.

OUR POINT OF VIEW

Wednesday's Outrage

YESTERDAY we protested against the manner in which Bowring Bros. were living up to their public obligations in connection with receiving freight, and stated that through the bungling of the firm, the trade was compelled to pay outrageous prices for carting goods on Wednesday intended for transhipment by the Prospero.

The steamer's sailing hour was also bungled badly. She was advertised to sail at 10 a.m., then postponed until 2 p.m.; then the time of sailing was fixed for 7 p.m. She got away about 8 p.m., but passengers were hanging about the whole day owing to lack of thought on the part of the firm.

It was really the first trip north of Fogo, for freight was refused on the last trip for ports north of Fogo, while few ventured to ship anything on the first trip. This trip was the first normal trip of the season and owing to the ice blockade in Green Bay the firm should have considered that there would be a heavy offering of freight for the most northern ports.

The public requirements demand better facilities for handling freight. Accommodation should be provided according to the reception of freight for north and south daily. The present very unsatisfactory system rejects receiving freight until the ship is in port ready to load cargo.

Such rules are an abomination for they throw all the work of receiving freight usually into one day, hence congestion, outrageous expenses on the part of the trade and a serious lack of that attention to packing and filling orders so essential to conducting a successful and satisfactory outport business.

The firm of Bowring has had 15 years experience in connection with this coastal contract and there can be no excuse but that of indolence and cruel indifference to the public requirements, for such conduct and treatment as that complained of by us yesterday.

The public requirements must be attended to by the firm. They are receiving large public grants for the service and they are making large dividends on their coastal boat investment. They must be taught that the public will not tolerate such negligence in the future.

Their boy managers defied the people last winter and aroused the whole country to boiling heat over the outrage committed

against humanity, law and order by the manner in which they handled the agitation to punish Kean for the Grave Error of Judgment that sent 79 breadwinners to their early death and crippled 21 others for life.

They at that time risked a revolution and created a bitterness against the nonentities running the business here that it will take a score of years to live down. They sent Kean to the ice in defiance of the Managing Directors of the Florizel at Liverpool and exposed the pledged word and honor of the old firm of Bowring to ridicule and thereby caused an uproar throughout the Colony that caused people to shudder.

On that occasion the common sense and usual discretion of President Coaker prevented disorder and probable riot.

These two jelly fish men looked on, intent on doing only what suited the whims of Abram Kean. Even the findings of two Judges of the Supreme Court in such serious and far reaching words was considered by them as not reflecting upon Kean and their whole behaviour throughout those trying days showed them as being utterly incapable of understanding their duty to the Public, the Judges or to the Country.

They sent Kean to the seal fishery in order to appease their craving to injure the F.P.U., and he went and devoured his sealing reputation and did what no other sealing master was ever before guilty of—he jinked the Voyage and the Country secured 20,000 seals from a patch containing some 250,000.

In December Kean rammed Horse Island Rock in broad daylight and barely escaped destroying the Prospero. That error in judgment cost the Insurance Companies some \$25,000 and the owners of freight another \$5,000 or more.

The ship was no less than six weeks on dock under repairs. Scores of shippers had their goods thrown away on that occasion and not one cent has been recovered from Bowring to recoupe those poor people for the loss of their goods.

One man of Fogo lost \$500 worth and although the ship called at Fogo going North and the man went for his goods, and they were refused delivery, yet Bowring absolutely refused to pay that poor man his money for goods thrown overboard because Kean had no better knowledge of a place he had passed weekly for 15 years, then to beat the bottom out of the ship he commanded on a rock he had pointed out to him a few hours before by a pilot.

In the face of such an outrage and such a grave error of judgment he not only was employed again this Spring to do the same work but his negligence and carelessness went unpunished in every way, and not even an enquiry was held into such conduct by either the Underwriters or the Court of Admiralty, which a few years ago punished Capt. Axford by taking away his certificate because he struck the Fiona's keel entering Placentia on a foggy night in Winter.

Nonentities like Jack Munn and Eric Bowring—stepfathers of the Anti-Union Star—consider such behaviour as deserving the firm's esteem and lauded the sinner whose conduct sent 79 poor Toilers to their horrible death and 21 more to life torture.

Yet they expect the people of Newfoundland to acclaim them honorable and far seeing business men and hope again to fool the public into giving their firm a renewal of the coastal contract.

We would advise Sir Edgar Bowring, whose business reputation has been continually esteemed, to give close attention to such matters and if possible to remain continually in the Colony for the next two years in order to keep the boys running the business in proper shape and teach them

thing or two they must yet learn before they become possessed of half the business ability possessed by himself.

We venture to say that Bowring's firm would not be \$25,000 out on the Florizel's sealing venture this year, had Sir Edgar been in the Colony continually since the sealing disaster, for had he done so, he would not have permitted Kean to jump from the Stephano to the Florizel—ousting his son Joe—and thereby leading the fleet to a complete jink as he did last March, for had Kean been ashore Capt. Geo. Barbour—who would have lead—would not have rushed for the landwash in Green Bay as did Kean but would have taken a cut from the Funks and worked outside until he reached the seals that abounded in the mouth of Green Bay.

We are sorry we have not a photo of the three Knowalls—Kean, Munn and Young Bowring—to appear with those remarks. The public would be delighted if it beheld the conceited face of Capt. Kean, the puny miserable face of Jack Munn and the brilliant, keen, genial, ennobling countenance of Eric Bowring—a glance at a picture of the three would suffice for a life time.

Some day we hope to enable the public to derive great pleasure from the publication of a cartoon, that our artist is now completing. It will be called "The Three Knowalls." No need to explain further.

Nitric Acid From the Air

NEVER in the history of the world has chemistry played so important a part in war as it does to-day. The chemist in his laboratory surrounded by his crucibles, balances and microscopes is winning the war for his nation, his part is superior to that of the man behind the gun. He it is who makes possible the high explosives of the terrific shells, and it is his knowledge that has evolved the metal to withstand the gas pressure behind the ton heavy projectile. The magic power of the chemist takes the elements from their affinities and forces them to assume new combinations awful in their slumbering potency.

"Necessity is said to be the mother of invention" that this is true we are often called upon to witness even in the ordinary walks of life. Necessity may then be regarded as the great friend of the human race, the fairy god-mother, as it were, although this particular fairy often wears a forbidding and harsh aspect.

If you close one door on the man of genius and resourcefulness, you but open another, for when the spirit of necessity comes to his aid, and his hands are given a double cunning, and his brain receives an almost uncanny subtlety.

Germany from the very beginning of the war found herself shut off from the great nitrate supply of the world—the salt peter deposits of Chili, and it was thought that this would soon reduce her to a position where she would no longer be able to supply her soldiers with explosives. Nitric acid, the basis of all high explosives would fail her it was thought, but with the door to the nitrate deposits of Chili shut in her face, she quickly had recourse to a supply that no power on earth can limit, for it is free as the air, and is in fact the very air itself.

She has established large plants, with water powers, and in those factories she is making all the nitric acid necessary, for explosives and also for fertilizing purposes. It was also predicted that Germany would soon feel the pinch of necessity in respect to a petrol supply, another of the elements absolutely necessary to the conduct of warfare, and made so by the genius of the chemist. Traction engines, motor cars and flying machines all need

MOSDELL'S BOOMERANGS

He (COAKER) comes from the backwoods, they said, and alleged this accident of birth as a reason for his failure, forgetting that such a one as Lincoln had his upbringing in a log-cabin. He (COAKER) is of the Toilers, alleged his enemies, a mere fisherman-farmer, overlooking the fact that most of the great enterprises that have benefitted and uplifted humanity have been fathered by Sons of the so-called Common Folk. Birth and breeding and inexperience of public affairs seemed to the scoffers insuperable obstacles for the man COAKER to surmount, but their estimates were ill-calculated. For birth and breeding gave him an intimate knowledge of the life and needs of the men he set out to benefit and genius knows and admits no handicap from obscurity.—Mosdell, in The Fishermen's Advocate, Dec. 1913.

A philosopher has said that the truly great man is him whose genius leads him to attempt and accomplish the apparently impossible and to act irrespective of contemporary, opinion inasmuch as his ideas and plans are so much in advance of his age as to outrun sympathy. Such a man was W. F. COAKER—solitary, but confident; despised but determined.—Mosdell, in The Fishermen's Advocate, Dec. 1913.

It is given to but few to see the accomplishment of the work they initiate but COAKER has lived to see his great movement start, gather way, sweep aside the many obstacles in its path and give promise of a future of wonderful success and incalculable benefit to Newfoundland's Forty Thousand Toilers of the Sea.—Mosdell, in The Fishermen's Advocate, Dec. 20, 1913.

Caplin struck here on Monday but as yet codfish is not plentiful. Traps from one to four quintals; trawls from one to five quintals.

Considerable ice was around the coast yesterday which compelled the fishermen to take up their traps.

The Fogota, Captain Dalton, arrived here from the North at 1.30 p.m.

Mr. Will Murphy, son of Mr. John Murphy, who has been away to college at Halifax for the past year, arrived by yesterday's train.

SHOAL HR. T.B.
Shoal Hr., T.B., June 28.—The caplin struck in here quite recently and everybody was on the rush securing them for their ground.

Codfish also struck here a short time after the caplin landed and several of our folks secured fairly good catches.

Messrs. George Strong and Allan Balsom did remarkably well. The general opinion is that the ice drove the fish in the Bay.

Mr. and Mrs. Doctor Forbes from Bonavista came in on Saturday night's train to wait for the cross country express. Mrs. Forbes is going to Montreal on a visit to her friends. The Doctor went home to Bonavista again by the branch line.

Everything around here seems to be much brighter now. The gardens are growing fairly well and with such a fair sign of codfish the prospects are fairly bright.

PORT DE GRAVE
Port de Grave, June 28.—The schr. Cweri, Capt. Elijah Muggford, arrived here from St. John's on Saturday evening and brought along considerable goods for the new Union store here.

Mr. M. Patten is doing good work with his trap. Mr. H. Andrews is also doing fairly well with his trap, getting a few qtls. daily.

Caplin struck the beach very early on Monday morning in abundance and the people were not slow to take advantage of their presence for at a very early hour they were on the spot and did not stop till they were satisfied with caplin; in fact the people could stand on the public wharf and cast their wheelbarrows full, which they did.

Several schooners here are now about ready to sail for the North as soon as a favorable wind offers.

Mr. Coaker Protests In The House

Against the Employment of Useless Government Officials

Thursday, April 29th.
MR. COAKER—In this Marine and Fisheries vote there is a vote of \$1,400 for the Deputy Head. Now if we vote that salary will the Govt. promise that they will keep that official at his work, instead of having him going from place to place at the whim of His Excellency the Governor, or any one else who wishes to send him, and we should know if he is still receiving the salary he has been receiving in addition to that paid him as Deputy Head. We find that last year he was receiving two or three salaries, one as Deputy Head, another as Secretary to the Governor. He has been receiving a salary of about \$2,500.

Now what is the use of having a Deputy Head of that Department if he can spend three-fourths of his time out of the office. The Minister of Marine and Fisheries should inform the House whether the work has been neglected. If not there must be no work there for him at all, and he is not wanted. If you are going to pay a man \$1,400 there must be some work for him to do. If not you don't want him at all. If he receives this salary he should be there all the time attending to his work.

Further, I strongly object to one man receiving two or three salaries. I do not know if it is necessary to pay \$400 for a Secretary to the Fisheries Board. It may be necessary to have a man there to record the Minutes, but in view of the fact that the other members only receive \$100, I would think that the same amount would compensate him. This is a year where we should try to save all the money we can.

Now if you can reduce \$100,000 out of these estimates, by cutting down all expenditures that are not necessary you will be doing something greatly to your credit besides proving the sincerity of your attitude towards these estimates. For instance, you have the Secretary of the Lighthouse Department drawing a salary of \$1,000. This office has been in existence for only two or three years. Cannot such an office as this be dispensed with? Can not the duties of this office be easily combined with those of some other official?

Personally, I regard this position as superfluous. He goes about from place to place, and in his absence his work seems easily to be accomplished by the officials remaining in that office.

Then there is the Fishery Inspector, who draws a salary of \$800. What does he do? He writes an annual report I know. But can not this man be dispensed with, even if for this year alone?

I know from experience that as far as Green Bay goes the herring fishery there never sees that of fiscal. The fishery there is never inspected in any way, as far as I know although the value of it is estimated at from \$20,000 to \$50,000. I know that the fish there have been inspected by the merchants who bought them, but by no public official.

The Inspector of Fisheries receives \$700. Now what is this man's duty? What does he do?

There is also a fairly good sign of fish with the hook on parts of the shore, and now that the caplin have come, it is hoped that good work will result.

Capt. Jos. Snow of Clarke's Beach passed down the shore on Saturday, picking up freighters

Has he anything to show for the salary he has been receiving? I think he might be dispensed with. Then again the Surveyor of Shipping. Everyone knows that his duties are not what might be called arduous. In the course of the year there might be some one or two vessels that he surveys. I think that some other official might take this job, and have his travelling expenses paid by the Government. Besides you have in the Custom House an Inspector of Ships and a Surveyor. Can not a more inexpensive distribution of offices be made that will be equally satisfactory?

Is the Government really serious in this attempt to economize? I need not enumerate these offices. This would ensure a large saving in this respect alone. If you do not do these things how can you prove to the people that you seriously intend to save their money. These positions have been justifiable in the days when the country was able to afford them, but now we cannot afford to maintain superfluous positions. It will certainly reflect discredit on the Government if they do not avail themselves of this chance to cut down these salaries which are not necessary.

I well remember that many a time when I was working down North some Public official, doing nothing in particular, would come around. Can you conceive anything more annoying to people who have to work fourteen hours daily to keep things going having the money they paid in taxes maintaining people in this manner. When these people have nothing to do they go about, and succeed in nothing except causing trouble. While we maintain these officials we merely advertise to the people our wasteful efforts of spending money.

This is the case of the sub-collectors at Lewisporte. It is the same at Moreton's Harbor. It is the same at Exploits. The sub-collector at Moreton's Harbor has nothing whatever to do, but to torment the fishermen, and create disturbances around the community. If a man has nothing to do, he generally amuses himself at other people's expense.

I admire the Minister of Marine and Fisheries. I think he has done splendid work the past few years, and there is much to testify to. I believe we should dispense with the Deputy Surveyor of Shipping, as well as the Inspector of Pickled Fish.

The Department of the Government Engineer is next on the list. Who is the Inspector of Railroads now instead of Mr. Petrie? I hope when this position is filled the Government will not pick up a useless man who happens to be in accord with them politically. These are the sort of things that are difficult to rectify afterwards.

I may say when we get to that side of the House any man that we consider does not fulfil his duty in his official capacity we shall dispense with without hesitation. I consider all these positions are not needed and I would be glad if the Government would discriminate between the necessary and unnecessary officials at the present time.

here, with seven or eight crews on board. We hope they will all get safely landed at their destinations and have a very prosperous year. The trawler 'La Provence' which has been repaired and painted on the dry dock comes off to-day, and the Bellaventure goes on for repairs before going to Hudson Bay.

Smart Neckwear For Men

ON your way down town drop in and look over our splendid stock of Men's Ties. We have them in the leading shapes, in the newest fabrics and designs.

Before the GREAT FIRE that destroyed MacGregor's Stock, Mr. MacGregor had contracted for goods to be delivered during March and April, and we have purchased from him all his new goods to arrive.

Today we received a shipment of Silk Scarfs, each one stamped

"Macgregor's, St. John's"

These are certainly distinctive, hand some, refined and entirely correct—the wide-end slip-easy band of a rich quality.

You owe it to yourself to see them and buy a variety. MacGregor's regular 95c. Scarf. OUR SALE PRICE 75c. EACH.

Come in today and see our general stock of Neckwear, we can surely please you in varieties, styles, qualities and prices.

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

Table Butter

Very Choicest Shipment now in Stock of
30 POUND TUBS
14 POUND BOXES
28 POUND BOXES
AND ONE POUND BLOCKS
OF "ENNIS KEAN" IRISH

To meet the shortage in Fresh Vegetables we have imported a large supply Cans of
CARROTS PARSNIPS
BEET SPINACH
SAUER KROUT, Etc.

W. E. BEARNS HAY MARKET GROCERY. PHONE 379

NEWFOUNDLAND RESERVIST WRITES OF LUSITANIA DISASTER AND THE RESCUE WORK

Dear Father and Mother—
It is indeed with a sad heart that I try and write you these few lines. No doubt by this time you have heard of the loss of the great liner Lusitania with over 1500 passengers off the coast of Ireland. It is an awful tragedy and I can assure you that it has caused a great wave of public sentiment against the commander of the German submarine and those responsible for the action of these submarines.

Our ship was one of the many that was sent to the rescue and the sights I witnessed will I can assure you never will be forgotten by me. Previous to our arrival on the scene all the living victims of the disaster were taken on board of other boats so we were ordered to lower boats and search for dead bodies. This was I think the hardest task I ever undertook.

The horrors of war were brought home in a striking manner when we began to pick up the bodies of women and little children. Tears came to my eyes as I thought of my own dear parents and what would have been my feeling if they had been victims of that submarine. It was a sight to make the strongest weep to see bodies of little children floating on the water. We were till three o'clock the following morning picking up dead bodies. The bodies were piled up on our decks and the sight was one to make the hardest heart weep.

On our arrival at Queenstown we witnessed even a sadder sight than before. Here you would see relatives and friends waiting patiently bowed down with sorrow, for news of some friend, a brother or sister, a father or mother. Many a strong man weeped as

the scene at Queenstown was the saddest one could possibly look upon. As I am writing this letter many a tear has fallen on the paper. I cannot keep them back. My mind is full of the sadness of this whole tragedy, and I feel sure if some of the boys home were here to see the scenes as I have seen they would not hesitate long to enlist and revenge the cold blooded murder of these innocent women and children.

Picture to yourself row after row of women laid out cold in death with little children clasped to their breasts; young girls, many of them not over 18, cut off in the prime of life. Over 1500 human souls sent into eternity without a moment's notice.

As long as the world remains the abode of man this murder of innocent women and children by the Germans will be the ugliest thing recorded in the pages of the world's history.

In many cases we saw father, mother and one or two children locked together in death. Their bodies were landed just as they were taken from the water. Queenstown was a city of mourning that day. There was no outburst but the grim determination of avenging this murder was seen on every face.

I am hoping to have a letter from you soon as I have not had one from home now for three weeks. I posted some photos last week which I trust will reach you safely. Kinds regards to Ben and family, and with best wishes for your good selves. Kiss all the children for me. Good bye.

Yours loving son,
DUG STEED.
N. R. Reservist Dug Steed
Little Catalina.

Methodist Conference Station Sheet, 1915-16

CHARLES HOWSE, President.
JABEZ R. SAINT, Secretary.
JABEZ R. SAINT, Sec'y of Committee

- ST. JOHN'S DISTRICT**
1. St. John's (Gower Street)—Douglas B. Hemmeon, B.A.; Mark Fenwick, D.D., Chaplain and Guardian of College Home, Superintendent of Missions in Newfoundland Conference; Samuel H. Soper, B.A., Missionary in China; Humphrey P. Cowerperthwaite, M.A., D.D., Supernumerary.
 2. St. John's (George Street)—Norman M. Guy, M.A.; T. Whitefield Atkinson, Supernumerary.
 3. St. John's (Cochrane Street Centennial)—Charles A. Whitmarsh, M.A., B.D.; Levi Curtis, M.A., D.D., Superintendent of Education, by permission of Conference; H. Gordon Hatcher, B.A., B.D., left without appointment at his own request; George Paine, Supernumerary.
 4. St. John's (Wesley)—Harry Royle; Edgar Taylor, Supernumerary, with permission to reside in Canada; Fred M. Sellars, leave of absence (Nfld. Regiment).
 5. Pouch Cove.—W. Henry Browning.
 6. Bell Island and Portugal Cove.—Supply.
 7. Topsall.—To be supplied under the Chairman of the District; James Nurse, Supernumerary.
Brigus—Cupids and Clarke's Beach, Robert H. Maddock, to reside at Brigus; Samuel Snowden, Supernumerary; Thos. J. Pitt, to reside at Cupids; Wm. Swann, Supernumerary; Clement Gaukrodger, to reside at Clarke's Beach.
 8. Bay Roberts.—Wm. Grimes, B.A.
 9. Bay Bulls Arm.—S. Scott Milley, under Superintendence of Francis H. Phillipson; John Reay, Supernumerary (Postal Address, Whitebourne).
 10. Sound Island.—Francis H. Phillipson.
 11. Haystack.—One wanted.
 12. Flower's Cove.—Supply.
 13. Red Bay.—Cater Winsor.
 14. Hamilton Inlet and Sandwyck Bay.—Wm. S. Mercer, and Summer Supply.

STUDENTS AT COLLEGE

1. Mount Allison University.—Wm. R. Sealey, John C. Elliott, Ira F. Curtis, Joseph J. Joyce, Wm. R. Butler, Samuel Baggs, Eli R. Anthony, Thomas M. Gillingham, Geo. Patten.
 2. Wesleyan Theological College, Montreal.—A. V. Robb, A. J. Waterman, H. Allenby, Alex. Patterson, Wm. H. McKirdy, Charles F. Davis, Stephen J. Pike, John G. Myers, Edgar Mercer, Baxter Warr, Ernest Davis, Oliver Jackson, A. F. March, John W. Baggs, H. C. Suter.
 3. Victoria University, Toronto.—Elijah Colish, Levi Halfyard, Wm. G. Day, Louis G. Hudson, W. J. Arms, F. Gordon Weir, Nath. Cole, S. J. Hillier.
DR. FENWICK, Chairman.
W. H. BROWNING, Fin. Sec'y.
C. A. WHITEMARSH,
Sunday School Sec'y.
- CARBONAR DISTRICT**
16. Carbonar.—Frederick R. Matthews, B.A.; Albert Johnson; Francis G. Wiley, Supernumerary.
 17. Harbour Grace.—Albert A. Holmes.
 18. Victoria.—George B. Pickering.
 19. Freshwater.—Ezra Broughton, One wanted.
 21. Western Bay.—E. Pollett Ward.
 22. Lower Island Cove.—Charles R. Blount.
 23. Olyd Perlican.—Thomas B. Darby, B.A.
 24. Hants Harbour.—Thos. H. James; A. Spurgeon, Curtis, to begin Nov. 1st.
 25. Heart's Content.—Henry Godfrey.
 26. Green's Harbor.—Robt. S. Smith.
 27. Random South.—Isaac Davis, under superintendence of John W. Winsor.
 28. Shoal Harbour.—John W. Winsor.
 29. Britannia.—Allan S. Adams; Wilfred J. Woolfrey.
F. R. MATTHEWS, B.A.,
Chairman.
A. A. HOLMES, Fin. Sec'y.
E. P. WARD, Sunday Sch S.
- BONAVISTA DISTRICT**
30. Bonavista.—Chas. Howse, President of Conference.
 31. Elliston.—W. H. Dotchon.
 32. Catalina.—Wilbert B. Bugden.
 33. Trinity.—Isaac French.
 34. Musgrave town.—Arminius Young.
 35. Port Blandford.—Watson Boyes.
 36. Glovertown.—Walter Vey.
 37. Deers Island.—Alfred T. Nottle, under superintendence of E. C. French.
 38. Greenspond.—Elijah C. French.
 39. Wesleyville.—Edwin Moore.

10. Newtown.—Bertie C. Henderson, John T. Clarke (Postal Address, Cat Hr.)
 11. Musgrave Harbour.—Robt. H. Mercer.
 12. Carmanville.—John W. Parsons, under superintendence of R. H. Mercer.
 13. Seldom Come By.—G. W. Supply.
 14. Fogo.—Henry Scott.
C. HOWSE, Chairman.
W. H. DOTCHON, Fin. Sec'y.
E. C. FRENCH,
Sunday School Sec'y.
- TWILLINGATE DISTRICT**
- 45.—Twilligate.—Sydney Bennett. One wanted.
 46. Change Islands.—Leofric E. G. Davies.
 47. Herring Neck.—Herbert G. Gillingham, under superintendence of S. Bennett.
 48. Moreton's Hr. and Summerford.—Wm. Harris; Stanley Edgcombe.
 49. Campbellton.—J. Harold Way, under superintendence of Wm. J. Wilson.
 50. Lewisporte.—Wm. J. Wilson.
 51. Grand Falls, Millertown, and Bishop's Falls.—Walter T. D. Dunn; Thos. G. Seeley; Walter B. Barnes.
 52. Botwood and Laureceton.—John T. Newman; Supply W.P.
 53. Exploits and New Bay.—Wm. J. Morris; One wanted; F. G. Purchase, left without a Circuit at his own request.
 54. Little Bay Islands, Long Island, Pilleys Island.—Thos. Pitcher; Cyril M. Curtis; John N. Sceviour.
 55. Springdale.—Stanley Williams.
 56. King's Point.—Reginald White, under superintendence of F. D. Cotton.
 57. Nipper's Harbor.—Frank D. Cotton.
 58. Tilt Cove and La Seie.—John A. Wilkinson.
 59. Bale Verte.—Supply R.M.
 60. Englee.—Wm. S. Eddy.
 61. St. Anthony.—C.A.F. Supply.
W. T. D. DUNN, Chairman.
J. T. NEWMAN, Fin. Sec'y.
W. J. MORRIS, Sunday School Sec'y.
 62. Burin.—Harry G. Coppin; Wm. M. Grandy, left without an appointment.
 63. Epworth.—Benjamin Mallalieu, under superintendence of H. G. Coppin.
 64. Flat Islands.—James Wilson.
 65. Fortune.—James Pincock.
 66. Grand Bank.—Chas. Lench; Chester Harris, B.A., leave of absence.
 67. Garnish.—Wm. S. Howell, under superintendence of Chas. Lench.
 68. Burgeo.—Chas. A. Adey.
 69. Channel.—Geo. L. Mercer.
 70. St. George's.—Hubert Well, under superintendence of W. W. Cotton.
 71. Bay of Islands.—Walter W. Cotton.
 72. Bonne Bay.—Norman A. James, under Supt. of W. W. Cotton.
J. PINCOCK, Chairman.
H. G. CHOPPIN, Fin. Sec'y.
C. LENCH, Sunday School Sec'y.

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