

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

# THE MAIL AND ADVOCATE

Official Organ of The Fishermen's Protective Union of Newfoundland.

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ST. JOHN'S, NEWFOUNDLAND, SATURDAY, SEPTEMBER 9, 1916.

Price: 1 Cent.

## Lord Robert Cecil Discusses American Blacklist Policy

### Precaution Taken to Avoid Hardship to Innocent Traders—No Attempt Will be Made to Interfere With Legitimate Trade

LONDON, Sept. 9.—Any impression that blacklist is merely entering a wedge for trade warfare after the war may be dismissed at once. I assure you blacklist is purely a war measure. I cannot insist too strongly that the Government is taking every precaution to guarantee its enforcement so as to cause as little hardship as possible to innocent traders. We believe our trade measures are proving efficacious although it is difficult to give any figures indicating the extent of harm done to our enemies, but I might point out that the mark is still declining in value. It was then pointed out to Lord Robert Cecil that the belief prevailed that consignments of firms trading with blacklisted firms might be refused shipment through the fear of not getting coal. Lord Robert replied: "This fear is unfounded, as we have no desire to interfere, nor does the law contemplate any interference with legitimate trade. We are taking precautions to prevent an unjustified extension of the blacklist. Questioned in regard to the fate of a ship accepting a consignment from a blacklisted firm to any South American port, the Minister of War Trade said: "I fear we have to insist that our Nation's refusal to supply coal for such a purpose, and I am afraid that refusal of the United States to permit the clearance of a vessel refusing such a consignment, would cause friction between the two countries."

## Polar Expedition Missing

OTTAWA, Sept. 8.—The Russian Government has asked Canada to make public the fact that two Polar expeditions, sent out by the Archangel Society in 1912, for the study of conditions in the Russian Far North, have been missing for two years. Parties of scientists were sent out to study conditions between the sea and Kars and Behring Straits in Aug., 1914. One of the ships were abandoned, and it is feared that both parties are lost.

## Huns Delighted At Fall Turtukai

AMSTERDAM, Sept. 8.—The German newspapers greet the news of the capture of the Roumanian fortress of Turtukai by the Bulgarian and German forces with jubilation. The Cologne Gazette recalls that Field Marshal von Moltke considered this the best point for crossing the Danube. The Volks Zeitung says that this crossing of the Danube is barred to the Roumanians and Russians. The capture of the fortress itself is a weighty victory, even if one leaves out the consideration of possible further success.

## RUSSIAN GEN. ESCAPES FROM PRISON CAMP

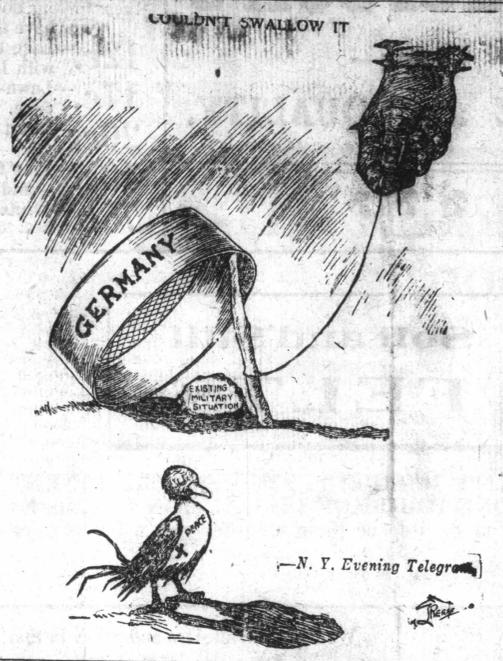
PETROGRAD, Sept. 9.—General Korniloff, formerly Commander of the Fortieth Russian division, who was captured by the Austro-Germans in Galicia in May, 1915, escaped from prison camp in which he was held in Austria and has arrived at Bucharest. The Russian General reached the capital of Roumania after a month of adventures in his trip across Hungary, walking by night and hiding by day.

## Austrians Retreat Before Roumanians

VIENNA, Sept. 8.—Austrian troops have been withdrawn from positions west of Szerada, fifty miles north of Kronstadt, before Roumanian attacks, says an official issued from the Austro-Hungarian headquarters to-day. Heavy fighting continues east of Halez, in Galicia, the official adds.

## Another Pirate Action

LONDON, Sept. 8.—The British steamer Heathdene, 3,541 tons gross, is sunk, according to an announcement at Lloyds.



## Central Powers Hard Pressed on All Fronts—The Allies Advancing

Roumanians and Austro-Bulgarians Fighting on a 70 Mile Front—Roumanians Continue Offensive—Austro-Germans Trying to Hold Back Russians—Fighting on Somme Particularly Vicious

LONDON, Sept. 9.—Roumania, which entered the European war less than two weeks ago is now the scene of a great battle between the Russo-Roumanian forces and the armies of the Central Powers. The southern part of Dobruja or Eastern Roumania, has become the fighting ground and the opposing armies are engaged from the Black Sea to the Danube along a front of about 70 miles. The Bulgarian and Turkish troops are advancing along the Black Sea Coast and have occupied Baltjik and two other seaports, Sofia, reports, and the fortress of Dobrichor. Bazardjik, fifty miles south-east of Bucharest, has been taken by the combined Bulgarian and German forces, but the armies of the Central Powers have not yet crossed the Danube. All reports agree that the Roumanians are continuing their offensive in Eastern Transylvania and have occupied the important town of Orsova, on the Danube, above the Iron Gate, advancing from Szededa in Transylvania. North of Kronstadt the Roumanians are driving westward. Vienna admits the withdrawal of Austrian forces before the attacks against Hargitta. The Russians on the northern end of the line, near Riga, have commenced a new undertaking, and have crossed the Dvina, north of Dvinsk. Repeated efforts by the Germans to dislodge them, Petrograd declares, have been unsuccessful. In eastern Galicia the Austro-Germans are fighting to hold the Russians from advancing on Halez, southeast of Lemberg. Petrograd says the Austro-German forces have fallen back on the western bank of the Gnila-Lipa, while Vienna asserts the troops of the Central Powers are holding their own in the heavy fighting that is going on. The Russian attacks against the German positions on Ziota-Lipa, southeast of Brzazany, have failed with heavy losses, Berlin reports.

## Another Raid on Hun Trenches

LONDON, Sept. 8.—A British statement says, beyond the usual artillery activity and some local bombardment last night there was nothing to report on the Somme front. Two officers and fifty men were brought in as prisoners yesterday. South-east of Guinchy and near Richebour Avou, we raided the enemy's trenches inflicting severe casualties. The enemy shelled Armentieres, north-west of Lille yesterday evening.

## KING SIGNS PROCLAMATION

LONDON, Sept. 9.—King George today signed a proclamation requiring British subjects to make returns in regard to property owned by them in countries at war with Britain. Also claims, are made by them against the subjects of Governments of hostile countries.

## Balkan Activity

LONDON, Sept. 8.—The following account of yesterday's operations at the front in Greek Macedonia was issued officially here to-day:—"Activity of artillery continued on our Doiran front. Our patrols carried out successful raids. On our Struma front the enemy shelled the bridge at Kopriva during the night. Our patrols crossed and raided Jenjij, east of Gudelli, and a strong enemy patrol was encountered and driven back."

## GREAT BRITAIN WONT CHANGE HER POLICY

LONDON, Sept. 8.—It is not likely that Britain will change her black list policy at the request of the United States, said Lord Robert Cecil, Minister of War Trade, discussing to-day the possible effect of the recent American retaliatory legislation. To the Associated Press, Lord Robert said the reply to the blacklist protest made by the States may be expected soon. Lord Robert declined to enter into any details of the contents of the reply, beyond the statement that the principle embodied in the British legislation forbidding trading with an enemy country, was unlikely to be surrendered in any measure. The Minister of War Trade professed himself to be puzzled by the provisions in the Revenue Bill passed by Congress at Washington, dealing with prohibition imports, as such orders, he said, were adopted strictly as an effort to conserve tonnage, and were applied accordingly in general defence of British commercial acts. To the Associated Press, Lord Robert said, the ideas expressed by some of your newspapers that Britain is adopting a deliberate policy with which to injure American trade, is pure moonshine, since, outside our own Dominions, our trade with the States is most important. Of course, and naturally, a trade rivalry exists, but no responsible statesman of this country would dream of proposing an insane measure designed to injure American commerce.

## SOMME BATTLE STOPPED FOR THE PRESENT

HEADQUARTERS OF GENERAL VON GALLWITZ, Sept. 6 (By courier to Copenhagen)—"Toronto Globe" by William Bayard Hale.—"Today I have been on the firing line south of the Somme. The great battle is over for the present, that is to say the activity is reduced and wide sections of the line are silent though the roar of the artillery and occasional gunfire and less frequently the machine gun work still fill the air. I was able, therefore, to creep nearer the front positions, especially as it was hazy, and I made acquaintance with acres rendered forever memorable by events of yesterday and the day before. What I saw within the trenches it is unlawful to describe, perhaps the censor will permit me to give reference to a battalion which on 100 yard front received two thousand shells and not a man was hurt. For obtaining real information one of the best opportunities is to talk with prisoners. This afternoon I saw and talked with a party of Frenchmen taken yesterday. Most of them were Frenchmen with a few Senegal negroes among them. A few hours before there had been 1,300 of them in the sugar shed where I saw them. After the fight a hundred passed it on their way to the rear of the line. Of the remainder fifty or sixty were boys of 1916 class, but all looked well fed and comfortably clothed. They had spent 8 days in a resting place and were only returning to a front position when they were gobbled up. They were willing to talk, but from a military standpoint the value of the testimony of these prisoners was the evidence they afforded regarding the number of French and British forces engaged on the south line of the triangle attacking Peronne, that is to say the line described as south of the Somme. It is certain that ten French divisions participated in the battle of the last three days. On the northern line of the triangle it is believed that 25 French and British divisions are engaged. This means that a total of 70,000 men attacked the German line, as a matter of fact probably nearly a third of these were held in reserve. It is safe to say that half a million soldiers were gathered within that slice of land which their Generals have cut out of the German piece. How many were the numbers of defenders I am not sufficiently in the confidence of the German Generals to learn.

## FRENCH TROOPS MAKE PROGRESS

PARIS, Sept. 9.—French troops made further progress in the village of Vermand-Dovillers south of the Somme, according to a French official communication issued to-day.

## THE KAISER TO DECORATE HUNS AND BULGARS

LONDON, Sept. 9.—Emperor William plans to go to Bulgaria to confer the Order of Pour Lemerit on the Bulgarian and German Commanders who captured the Roumanian fort of Turtukai, says an Amsterdam despatch.

## MOVEMENTS OF SHIPPING

Mr. LeMessurier, C.M.G., had the following messages to-day:—The S.S. Alanda cleared from Botwood for London with 5050 tons of pulp and paper. The S.S. Frieda arrived at Botwood from Sabine, Texas, U.S.A., with 4400 tons of sulphur for the A.N.D. Coy. The schr. Alamilia cleared from Pushthrough for Gibraltar with 2050 qtls. codfish. The Gaspe cleared at Blanc Sablon for Gibraltar with 6100 qtls. fish. The Bessie Fowlow arrived at Trinity from Labrador with 900 qtls. fish.

## If Her Balkan Allies Fall Now the German Empire is Doomed

Hindenburg Appointment Desperate Attempt to Shatter Russian and Roumanian Forces—Coming Struggle Decisive—All Hope for Success Has Now Vanished

## A GERMAN MONOPLANIST INTERNED

AMSTERDAM, Sept. 9.—According to the Maestricht les Nouvelles, a German monoplane after being hit in the wings and petrol tank by bullets of Dutch soldiers while flying over Dutch territory, landed in the Dutch village of Roosterin. The aviator, who was injured in his machine, was interned. The newspaper says the aviator probably lost his way while on a reconnaissance.

## GUS WADDEN'S BAKERY ON FIRE THIS MORNING. DAMAGE ABOUT \$150.

About 130 o'clock this morning Messrs. Chas. and Wm. O'Neill, who live on New Gover Street, above Mr. Gus. Wadden's bakery and fruit and pastry store, were awakened to find the whole premises filled with thick smoke and the wonder is that both men were not smothered. Both men donned what clothes they could reach and ran to the street to get the fresh air and found that the bakery in the basement below the shop was on fire. Wm. O'Neill ran to the nearest fire alarm, but could not manipulate it and then rushing to Water Street aroused Mr. Wadden, who quickly repaired to the scene. The three men went to the bakery where there is a plentiful water supply and seizing buckets, after a stiff fight of half an hour flooded out the blaze. The blaze was caused by the baker, before leaving the place putting kindling wood too near the hot oven. The smoke permeated the whole establishment for several hours and besides the damage done to the bakery a lot of pastry, rich cake of various kinds, fruits, confectionary, etc. were destroyed by the smoke. The loss will amount to about \$150 which Mr. Wadden can badly afford at this season of the year.

## "FRIS" CONTINUES VOYAGE

The Danish schooner "Fris" which put in here during the week, lumber laden from Richibucto, N.B., to Glasgow, continued her voyage yesterday afternoon. The mate who suffers from rheumatic fever and who it was feared would have to be put in hospital was after all well enough to stay by the ship, which was short-handed, and secured two seamen from this port.

## THE FLORIZEL SAILS.

The S.S. Florizel sailed this afternoon for Halifax and New York with a large outward cargo and these passengers:—Misses Fitzpatrick, Sullivan, Mary Sinnott, M. Ryan, Carter, Gregory, Liddy, Dancan, R. Rensing, Vera Windler, M. O'Dea, Briggs, Doherty, N. Power, McGrath, A. Strapp, Kennedy and E. Koke; Mr. and Mrs. Alison, J. F. Matthews, T. A. Dixon, F. M. West, F. O'Neill, H. W. Holton, Nelson Deal, W. S. Monroe, Rev. Father Sheehy, Mr. Whitten, J. Reson, Miss Slatery, J. T. Dunn, Mr. Myles, J. V. O'Dea, G. Peters, Mr. and Mrs. J. Ryan, Mr. Wildman, H. F. Rendell, Mrs. Donohue and 50 second class.

## ST. JOHN'S HAS "FIRST BLOOD."

Yesterday at Grand Falls the first match in the Inter-town Baseball series was played for the R. G. Reid Cup. The City 9 won out by a score of 13 to 9.

**READY FOR BED**

**Dr. Denton's SLEEPING GARMENTS**

For Children, Boys and Girls,  
To fit ages 2 to 7 years.

Sizes 0, 1, 2, 3, 4, 5, 6 & 7.

**W. H. JACKMAN,**  
39 WATER STREET WEST. 2 Doors East Railway Station.  
Phone 795. P. O. Box 186.

READ THE MAIL & ADVOCATE

## It may be late for SHOES but not for **SHOE Bargains.**

The real bargain is good anytime.

**LADIES' TWO STRAP PLAIN TOE LEATHER SHOES**—bow on front—part lined with leather—medium heel.  
**LADIES' BLUCHER LACED LEATHER SHOES**—Patent leather toe—part lined with leather. **for \$1.10**  
**MISSES' TWO STRAP LEATHER SHOES**—Plain toe with bow—part lined with leather.  
**MISSES' BLUCHER LACED LEATHER SHOES**—Patent leather toe—medium heel. **for \$1.00**

This offer is real—it is your opportunity to get a bargain in footwear.

## Anderson's

—-for—  
**STYLE and QUALITY.**

## Ladies' COLLARS.

In a variety of shapes and styles.

We can show you A STYLE THAT WILL CERTAINLY SUIT your taste and fancy.

We study the NECKWEAR STYLES of the world and bring them to your door.

Now have the latest.

- 12c.—Lace of different shapes, and White Lace Jabots edged with Lace.
- 17c.—Lawn—Military and Sailor shapes, some with coloured edge.
- 20c.—Lawn and edged with Lace.
- 40c.—Fine Organdie and Voile sets of different shapes—sizes and styles.
- 75c.—White Voile—with lace edge—different styles.

## For the Fall change **FLEECE-LINED Underwear.**

IS WHAT YOUR BOY NEEDS. It must be Fleece now if he is to be comfortable.

THE CHEAPEST—BEST VALUE underwear for Fall—for all size boys. CHEAPEST—BEST VALUE—one quarter price of woolen.

GET A SUIT FOR YOUR BOY NOW. **30c to 40c garment.**

The Latest



## Soft and Stiff **FELTS**

On Top of DURABILITY—CORRECT STYLES—PERMANENT SHAPES—ours have that ONE TOUCH OF DISTINCTION that singles them out from all others. You should see them whether you want one or later.

## APRONS.

We have prices and kinds in APRONS that we are sure will meet every purse.

- 25c. Will get a Tea Apron with two rows of embroidery.
- 30c. Fine Lawn with Embroidery.
- 40c. Voile with embroidery.
- 75c. Fine Voile with a 6 inch flounce and embroidery.

## The Flower Section. **Violets**

We have now a small showing of rich looking

THEY ARE PACKED SEPARATELY IN A NEAT BOX and enclosed in a wrapping of tissue paper. Get them as fresh as real ones from your garden.

**40c.**

Also showing Foliage—25c., 30c.

Our stock of **Shirts** IS COMPLETE. In that sample line now IN THE WESTERN WINDOW we have all sizes. WITH ANY STYLE OF CUFFS AND ANY SIZE STRIPE

**75c.**

Others from \$1.20 to \$2.00.

## We have still all sizes and prices in that **English Shape Cap**

We are now showing IN THE EASTERN WINDOW.

You can be suited to SHAPE—SIZE—and PRICE.

Sizes from 6 1/2 to 7 1/4.

**Prices: 75c to \$1.30**

## Re-Fills for Cushions.

Your cushion may not have that nice new appearance that it once had.

IF IT'S OUT OF SHAPE—WORN FLAT—YOU NEED A REFILL—made of flowered Gingham—filled with a material that will always keep your cushion in shape.

**Only 30c.**

Send for one.

## British Officer Was Murdered in Dug-Out

### He Was Bayoneted in Going to Help A Shamming German—How His Death Was Avenged in an Underground Fight.

LONDON, Aug. 30.—A tragic story of the death of a young British officer, who was enticed into a captured dug-out by Germans shamming injuries and then bayoneted, was told by a member of a party of wounded men on arrival at Southampton.

"He was as fine a lad he was as ever ye saw on parade; an' he knew how to take care of his platoon, too. I can tell ye. We was in their front line then, clearin' the trench. We'd took a whole lot o' the beggers prisoners, an' Mr. ——— he'd never let ye lay a finger on a Boche if the fellow made a sign of puttin' up his hands, although he'd seen something o' their dirty tricks, too. 'No, by God!' he said, 'not in my platoon, Micky. It's a point of honor, Micky,' he says. Much they care for honor, the cruel beasts they are.

"We come to a dug-out that had the entrance to it all blown in, an' I was all for bombin' it first and askin' questions after. But my officer, he wouldn't have it. He kep' in front, with me an' the rest of No. 1 section behind him. 'Who is da?' he sings out down the dug-out, in their own lingo, you see. And one of the sausage-eaters he calls out, all so meek an' peevish in English, you know. 'Only me, sir,' he says. 'Well, come on out, an' nobody'll hurt ye,' says Mr. ———. 'Cannot move, sir; very bad wound, sir,' says the Boche—curse him!

"Well, I wanted to go and see to the blighter, but Mr. ——— saw the bomb in me hand, and didn't altogether trust me, may be. 'Wait a minute, Micky,' says he, an' down he goes. Next minute I heard a groan, an' 'They've stuck me, Micky,' very faint like, from Mr. ———.

Flight Underground.

"Here, boys, I says to the section. 'The swine have killed Mr. ———'

Well, we just made one rush for that dug-out. One o' 'em stuck me with his bay'nit, here ye see. He'll do no more stickin'. I smashed his head with the butt. An' I got one other, with me bay'nit. An' I could hear others runnin' like rabbits in the passages. I got one of ours to look after Mr. ———; though I could see he was done; and sent the others back to the trench, quick, to see if they could catch any of the Boches gettin' out another way. Then one other chap an' me, we followed on, where we heard 'em running; an' I don't mind tellin' you, what with poor young Mr. ——— an' the sting o' that Boche bay'nit in me side, I was seein' pretty red.

"There was two of the devils I'd got in the dug-out; an' there were five more altogether—one a sergeant. There was two o' my chaps waitin' for 'em when they got to the other entrance in the trench, an' my mate an' me, come along pretty close behind 'em. They squealed all right, when they saw the point o' Tim ———'s bay'nit in the sun just at the mouth of the dug-out, where they thought they was goin' to get clear. They turned an' come our way then, with Tim an' his mate behind 'em. An' then they met me an' my mate; an'—well, they won't meet nobody else this side o' hell.

"We fought like rats in that hole, an' poor Tim he was killed. I got chipped about a bit myself; but I was that wild about my officer, they hadn't got much of a chance, the dirty hounds."

"Ayre, it were a pity they got Tim, an' the officer; a pity, that." The speaker was a very big man, with a rough-hewn granite-like face, a farm worker, I would say; by no means sad, or gloomy; but of a reflective turn. His hands were enormous, and

another man told me he had done great execution with them at close quarters. I could well believe it. He ruminated now, apparently with great satisfaction.

"Yes, it's better not to trust 'em till you've put the steel or a bullet into 'em. There's nothin' very civil about 'em, even when they've lived in England."

Simply Awful.

Visitor—Of course you tried the jinn-rikhas while you were in Japan, Mrs. New Gilt.

Mrs. New Gilt—Oh, my word yes. Aren't they awful tasteful things.

## LEGAL CARD

MR. LLOYD, LL.B., D.C.L.,  
 Barrister and Solicitor.  
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 jy4,w&s,3m

Harry and James, brothers were in their playroom for a little recreation after supper. Harry hit James with a stick. An argument followed and in the midst of it the nurse happened in with the news that it was time for them to retire. James was put to bed first. The nurse said:

"You must forgive your brother before you go to bed. You might die in the night."

After a few minutes elapsed James replied:

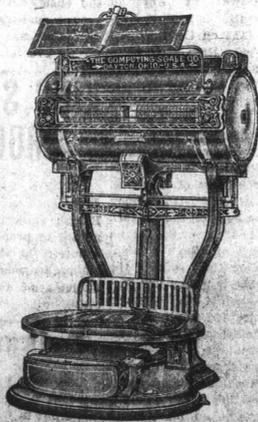
"Well, I'll forgive him tonight, but if I don't die he'd better look out in the morning."

## OUTPORTS WAKING UP.

WILLIAM DUFF & SONS LTD., of Carbonara, have just placed their order for one of our latest type DAYTON MONEYWEIGHT SCALES.

William Duff & Sons Ltd., are an old and well established firm, and they realize that it does not always pay to wait "Till after the War" to get something they really need every day in their business.

Merchants are beginning to realize that there is no economy in delaying the purchase of something that is really needed, that is an added convenience, and that will save money every day you use it.



**Nfld. Specialty Company,**  
 RENOUF BUILDING,  
 SOLE AGENTS FOR NEWFOUNDLAND.

We also handle Electric Lighting Plants, Gasolene Lighting Plants, Gasolene Lanterns and Table Lamps, Telephone Systems, Cash Registers, Oil Tanks and Pumps, Refrigerating Machinery, Butchers' Supplies, etc.

## Chas. Evans Hughes And the German Vote

We recently drew attention to the care taken by Mr. Hughes in his campaign tour not to alienate the German vote of the United States, the bulk of which is supposed naturally to belong to the Republican party. In his speeches in Detroit, Chicago and St. Paul, he had a great deal to say of President Wilson's bungling of the Mexican situation, but very little of the duty of the United States as a neutral nation in regard to the European war. For instance, in his St. Paul speech he said: "If anything in this campaign is real, it is that we are now facing the question whether we want words or whether we want deeds; whether we want that which is written and spoke, or whether we want American action in the interests of the American people, worthy of the American name, maintaining the American honor, and buttressing the prosperity of the United States." But he went right on to talk about Mexico, and said not a word on the violation of the neutrality of Belgium, on the sinking of the Lusitania, or on any other of those outrages which so aroused the indignation of Colonel Roosevelt, and even stirred so mild-mannered a statesman as Elihu Root. The result of this "pussy-footing" is that it is hard to say whether Mr. Hughes, had he been in Mr. Wilson's place, would have made England or Germany the chief object of his remonstrances. The German-Americans—and perhaps that is precisely what he desired—are taking infinite satisfaction out of his utterances, and assuming that it is England particularly against whom he is waxing fierce.

The New Yorker Herald finds that the opening Hughes speech "met the expectation of every real American." To the Westliche Post of St. Louis, even a hasty examination of the Hughes policies "convince every non-partisan reader that we have to do with a document of truly statesman-like force and comprehensiveness." The Cincinnati Volksblatt is convinced that Mr. Hughes "has a good argument when he says that the Lusitania should have been avoided by President Wilson's immediately and definitely coming out against England's illegal actions, which forced Germany to take the law into her own hands." To the Illinois Straits-Zeitung, Mr. Hughes' doctrine is "the beautiful, the true."

"Whoever reads that speech cannot doubt for a moment that every word is a fact—that American leadership of such a man would win back every iota of lost rights." The New Yorker Straits-Zeitung calls the speech a "a forceful enunciation of American principles." The Deutscher correspondent interprets Mr. Hughes' criticism of President Wilson as proof that Mr. Hughes is incensed chiefly by the President's attitude toward France and Great Britain, and that "in order to protect our rights Mr. Hughes would have threatened an embargo on arms and ammunition."

So it goes. While Mr. Wilson is truckling to the labor vote in the matter of the threatened railway strike, Mr. Hughes is truckling to the German vote in an effort to hold it to its customary moorings within the Republican party. Meanwhile, "Brer" Roosevelt is "lying low and saying nuffin." But after November, when the Presidential election is decided, one way or the other, how the Colonel will make the fur fly again! Like most educated Americans, he is profoundly convinced that the United States, not only as a neutral in general, but as one of the signers of the treaty guaranteeing the integrity of Belgium, should have protested when Germany invaded that country; and that all along the neutrality of the United States should have been warmly benevolent toward the allies. But in the throes of a Presidential election, in which the keynote of all campaign speeches on the Republican side must be set by the nominee of that party, even the Bull Moose must be circumspect, and safely tethered. After the national upheaval, we can appeal from Philip drunk to Philip sober.—Hamilton Spectator.

# All Belgium Mined, Ready For Blow-up

## Germans Place Explosives Under Cathedrals, Historic Buildings, and Streets—Plan Against Retreat Day—Worker Tells What Enemy will Do.

NEW YORK, Aug. 30.—A story of conditions in Antwerp as they are today, as well as in other parts of Belgium, was told yesterday by Herman Huysmans, an expert worker in an ammunition factory, who managed to get out of the country, and who arrived here yesterday to begin life anew in this country. His wife and two little children were killed during the bombardment of Antwerp in 1914, and since that time he has lived alone and much of the time in want in the Belgian metropolis. Huysmans is educated and the story he told yesterday was not a recital of atrocities and inhuman acts committed by the Germans, but one rather of German efficiency as directed at the people of a conquered country.

The food situation in all parts of Belgium, Huysmans said, could not well be exaggerated. Milk is no longer to be had and babies are now fed on milk tablets, which are to be had only in minimum quantities. Bacon sells at \$2.50 a pound, and coffee, except in the cases of those who still have some money left, is no longer to be had. The country has been mined by the Germans, supposedly in anticipation of a possible future retreat through the country. Able-bodied Belgians have the option of working for the military authorities or of seeing some of their women folk deported into Germany, while the crops when harvested are divided into a ratio of about four and one-half parts to the Germans and one-half part to the Belgians.

**Bread 40 cents a loaf.**

"When I left Antwerp," said Huysmans, "bread was selling at 40 cents for a small loaf, meat brought \$2 a pound. The potato crop this year was fine for the Germans, but not for the Belgians, for if a farmer had a crop that netted 500 kilos he had to turn over 450 kilos to the German authorities, most of it to be exported into Germany for the population there.

"The Germans have been busy for months mining the country. The mines have been placed not only at strategic points, but in many of the

**Defences All Reconstructed.**

"In Antwerp the Germans have reconstructed all the defences and the city was never so strongly fortified as at this moment. The Germans compel the Belgians to do military construction, and when one refuses they go to his house and take his wife or daughter or perhaps both and deport them to Germany. They do not even tell them to what part of Germany they are going. On one occasion they lined up a lot of Belgian workmen and asked those who were willing to work for the Germans to step forward. The whole line stepped back two steps.

"I had to utter just two words to tell the story of Belgium I would simply say 'poor Belgium.' That tells the story."

### WHERE TO GET THE MAIL AND ADVOCATE

- The Mail and Advocate can now be had at the following stores:—
- Mayo's—Duckworth Street.
  - Mrs. Gallivan—Duckworth St. East
  - Mrs. Peckford—Foot Signal Hill Rd
  - Mr. Gosse—Plymouth Road.
  - Mrs. Kelly—King's Bridge Road.
  - Mrs. Hayes—King's Bridge Road.
  - Mrs. Brien—Colonial Street.
  - James Whelan—Colonial Street.
  - F. Fitzpatrick—Gower Street (top of Nunery Hill).
  - Mrs. Organ—Military Road.
  - Mr. Parsons—Catherine Street.
  - Mr. E. Parsons—Corner Hayward Avenue and McDougall Street.
  - Mrs. Wadden—Pleasant Street.
  - Mrs. Dounton—Fleming Street.
  - Mr. Fitzpatrick—Field Street.
  - Miss E. Lawlor—Head of Long's Hill.
  - Mrs. Bulger—Head of Carter's Hill
  - M. A. Duffy—Cabot Street.
  - M. J. James—Cookstown Road.
  - Mr. Horwood—Barter's Hill.
  - Popular Store—Casey Street.
  - Mrs. Tobin—Casey Street.
  - Mrs. Cummings—Head of Casey St.
  - Mrs. Healey—Corner Water St. and Hutchings Street.
  - Mrs. Fortune—Corner Water Street and Alexander Street.
  - A. McCoubrey—(tinsmith) New Gower Street.
  - Royal Tobacco Store, Water Street.
  - Mrs. Joy—New Gower Street.
  - Capt. Flett—Cor. Gower and Prescott streets.
  - Mr. Ryan—Casey Street.
  - Mrs. Collins—Foot Patrick Street Water Street West.
  - Mrs. Keefe—Hamilton Street.
  - P. J. Morgan—Pennywell Road.
  - Chas. Truscott—New Gower Street
  - Miss Murphy—Water St. West.

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## GREAT PICTURES AT THE NICKEL FOR THE WEEK-END PROGRAMME

The Broadway Star Features present in three parts:—

### "THE HUMAN CAULDRON."

This photoplay was produced with the co-operation of the Police Department of New York City. The scenes were photographed in the Public Institutions which they portray. A powerful drama with a moral.

### "THE FOX AND THE PIG," Episode 7 of "THE DIAMOND FROM THE SKY."

### "UNKNOWN."

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**TRAVELOGUES, CARTOONS AND COMEDIES ARE SHOWN WITH THE BIG FEATURE PROGRAMMES.**

## The Problem of Food Prices

Why are food prices continually going up?

This is the question being asked by the great majority of the 100,000,000 people in the United States.

And they haven't been satisfied with the answers.

"We are helpless," reply the retailers. "The big concerns are boosting the wholesale prices. We must increase our prices or go out of business."

"The war is the reason," say the food barons. "Tremendous demand on America. Supply smaller than before the war. Prices just naturally go up. Unfortunate, but true." The food baron smiles a bit as he gives his answer.

Figures compiled by the California State Market Commission show that on twenty-three commodities the average increase in wholesale prices from 1913 to 1916 is 24 1-5 per cent.

Sugar has increased 71 per cent; mutton, 34 per cent; onions, 177 per cent; potatoes, 105 per cent; prunes, 100 per cent; beans, 64 per cent, and raisins, 41 per cent. In six months canned fruits and vegetables controlled by Pacific coast concerns have gone up from 20 to 50 per cent. Lard has advanced more than 30 per cent in three months, with no change in normal conditions of supply other than "the war."

**Consumer Perplexed.**

All these boosts in price on the actual necessities of life have caused the consumer to scratch his head and try to figure out the why. At the same time he has attempted some mental arithmetic to find out why his salary has not increased in proportion to the price elevation.

It's all very puzzling to the average consumer.

One answer to his puzzle is this: The food barons of the nation are indulging in the greatest "squeeze play" of the century, using the European war as an excuse for the sensational aviation in prices. The consumer is the "goat."

The average citizen of the United States has already come to the conclusion that the war is affording multi-millionaire manipulation of a wide variety of products a convenient blanket to cover a maze of sins commercial.

**The "Gittin' Is Good.**

This is true in the food market. The men who control huge quantities of foodstuffs are going just as far as they dare in their campaign to "gittin' plenty while the gittin' is good."

The increase in sugar prices has been one of the sensational features of this "squeeze play."

Sugar men advance this reason for higher cost of sugar. England has been unable to get her usual supply from Java, owing to war conditions, and has therefore gone to Cuba, one of the great sources of the American sugar supply. This move, they say, has naturally decreased the American supply and sent prices soaring to the highest mark in twenty years.

However, in the face of this excuse, sugar men admit that the supply from Hawaii and the Coast States is far larger than usual and that huge warehouses are filled with enough sugar to last three years.

Yet the sugar kings appear worried over a possible shortage in the future, shove up the prices and blame the war.

There are several other answers dealing with the economic phases of the question. These answers are interesting.

For instance, the tremendous bulk of gold flowing into the country during the war has cheapened the buying power of the yellow and attractive metal, which, by the way, is only theoretically scattered liberally per head over the nation.

Because its buying power has been cheapened, food prices have gone up. That's good as answers go, but it's a hard one for the ordinary man to understand.

**Producers and Consumers**

Here's another answer: Prof. W. E. Hotchkiss, of Northwestern University, at Chicago, claims that the trend of population towards the cities is a great factor in the increase of food prices. "Consumers of foodstuffs are increasing and producers decreasing. More food is produced to-day, but the percentage of population engaged in food production is decreasing. The trend is toward the cities, where people become consumers of food, when heretofore they had been producers. All efforts in the way of foods have been toward the decreasing of the cost of production and perfecting the machinery of commercial distribution. Great advancement has been made in preparing and handling foods, but this is still far from efficient, and there has been no big increase nor enough attention given to the producing of foodstuffs."

Prof. Hotchkiss' contention sounds as though he believes that when people move from the country to the cities they become consumers of food, something they were not while upon the land. The trend toward the cities does not add to the number of consumers. Just how this abandonment of the farms has affected the production of foods is best seen by taking a look at the constantly increasing amount of food produced. Every year's crop is larger than the previous one, and "bumper crop" stories and cartoons fill the papers, during the harvest season. A comparison of increase of population with increase of food production will show that the per capita supply is not growing smaller.

**The Real Shortage.**

It isn't shortage of production that is responsible for the high cost of living nor is it due to increase of population. The shortage is in brains. The people of the United States have permitted their food supply to remain in the hands of private profit seekers, and every one of them has raked in something for himself first. The railroads get a rakeoff, the commission agents took some, the jobber, the banker, the elevator company, the local transportation company, the retailer, every one of them grabbed off a bit of profit for himself first.

There has been no national effort to bring the food direct from the producer to the consumer. Private firms have stood between, and they have not only demanded a pro ratio share, but speculated and cornered parts of the supply.

There's only one solution—and that will come when the Nation will produce for service, and not for profits.

Some men are born great, some achieve greatness and others join the police force.

## THE CRESCENT PICTURE PALACE.

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### "APPLE BUTTER COMEDY"

A Selig Chronicle of Bloom Center.

### "Acomita Indians, Pueblo, New Mexico"

A scenic and instructive picture.

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A New and Classy Musical Programme, Drums and Effects.

## HERRING NETS

We have the following Herring Nets in stock, and in addition have 76 more to arrive in a few days. Notwithstanding the large stock worth nearly \$10,000.00 those interested will notice there are some sizes we have comparatively few of. So to avoid disappointments order ahead. Our stock is the largest, and our prices the lowest.

	2 1/4	2 3/4	2 1/2	2 3/8	2 3/4
30 Rans	5	22	8		
35 "	10	23	15		
40 "	10	22	39	40	24
50 "		2	32	55	16
60 "	5			5	5

	10	10	5		
30 "	10	10	10	5	
35 "	10	10	20	11	6
40 "	10	11	20	5	22
50 "	5	10	12	28	28
60 "	1	10	22	30	23

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Now that the holidays are over the boys will need a new suit for school.

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**YOUTHS' SUITS**, long pants. Sizes 7 to 12. . . \$4.50 to \$8.00.

**CONWAY SUITS** for little boys, 3 garment, Tweed and Serge, with detachable linen collar. Sizes 000 to 2. . . \$2.50 to \$5.20.

**SINGLE PANTS**, lined and unlined. Sizes 1 to 12, from 70c. up.

**SINGLE COATS**, all sizes, from \$1.50 up.

## STEER Brothers.

## A Frenchman's Daring Feat

Spoke Good German and Enters German Trenches Where he is Made Welcome—Gathers Much Valuable Information While Paying his Friendly Call

PARIS, Aug. 28.—On Monday one of the most remarkable stories of the war was told by Corporal Marcel B. Classe, aged thirteen, belonging to a French regiment d'élite. The Corporal took part in the French drive at Maurepas on Thursday, and was under the German bombardment. A big shell exploded near him, and in describing his experiences he said:

"For an instant I felt myself in the midst of an earthquake then I lost consciousness. The next thing I remember I was finding myself in a shell hole five yards further up the slope, naked, save for a shirt, but beyond numerous bruises and the loss of two front teeth, marvelously uninjured. There was no sign of my men, but before me lay the corpse of a Boche soldier in the uniform of the Fourteenth Bavarians. It seemed later the sun was hidden, and I shivered in the wind. The German canonade now was so heavy it seemed impossible to rejoin my comrades, so I stripped the Boche of his coat and trousers and put them on. After waiting some time the wild idea seized me of crawling towards the enemy's line—a great part of their shells were falling behind me—to see if I could learn anything useful, but the escape from the explosion that caused a state of fatalism in which nothing seemed to matter. Besides I speak German fluently, and I hoped to get most valuable information. After creeping through the bushwood for twenty or thirty yards I reached the German

boyan, along which I advanced boldly. Suddenly 'wer da' rang out, and I saw a group of German soldiers cooking food at the entrance of a dugout. They greeted me with amazement, and I learned the Bavarian battalion to which they imagined I belonged had been annihilated by the French bombardment. They were a newly-arrived Silesian regiment from Verdun, just brought up to full strength by drafts from home. Already in two days they had four hundred casualties while waiting in the rear lines. My Munich accent quite deceived them, and the lost front teeth accounted for any indistinctness of speech, so they made me welcome."

Truth is all right in its way, but fattery is generally jollier.

It takes a cop to cop a cop.

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("To Every Man His Own.")

**The Mail and Advocate**

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ST. JOHN'S, N.F.L.D.; SEPT. 9th, 1916

**The Ultimate Stupidity**

"ON account of war" the Morris Government, instead of adopting a policy of retrenchment, revised (repulsed, to be accurate) the tariff with a view to make up the shortage in the revenue which would necessarily ensue, according to the statement of Finance Minister Cashin. Accordingly, the duties all round were increased; and fishermen's supplies, which were formerly exempted, were placed on the dutiable list.

Under the old regulation motor engines and motor-fuels used for fishing purposes were exempted; or rather, in the case of fuels, fishermen got a "refund" at the end of the season on presentation of a document of formidable verbiage. Why gasoline was not actually "exempted" as was kerosene oil, may not be known to the average reader. Briefly, owners of automobiles and pleasure motor craft were using the fishermen's privilege, and were endeavoring to beat the Customs. Owners of autos could hardly qualify as fishermen in our acceptance of the term, though they might be so regarded by the Newfoundland Game Protection Board which seems to regard all who sally forth on a trouting excursion as "fishermen."

The refund privilege expired when the Department of Finance acting presumably on instructions from the Advisory Committee and the financial editor of the Government, removed motor fuels from the Free List. Meanwhile fishermen all over the country had contracted for the purchase of motors, and were building large skiffs in which to install them.

While fuels were purchasable at a reasonable price, fishermen laid in a copious supply at the beginning of the fishing season; but when they started skywards in the local market, owing to the duty, they passed beyond the financial reach of the smaller fishing crews. Hence most of the Labrador fishermen went to the coast with very limited supplies of motor fuel. Some of them, so we are creditably informed, removed the engines from their skiffs.

During the trapping season the loss of motor power was not so keenly felt; but at its end, the smaller crews were forced to abandon the voyage, as fish could be found only on the outer grounds where it is now reported as abundant. Captain Parsons, of the Sagona, states that "at Cape Charles the larger boats went out daily to the Bull Dog—some twenty miles off—and got from 12 to 15 quintals daily." Similar reports come to us from Battledore and Indian Tickle, and boats off at the Ferrets and the Wolf Islands have been securing good catches.

The forced abandonment of the voyage by the fishermen who had not the means of getting to the outer grounds means, in the ultimate analysis, an abnormal shortage in the up-the-shore catch; and

we estimate it at fully 25,000 quintals of fish, or a loss to the fishing interests of \$125,000, as \$5 is now being paid for fish on the coast since Mr. Coaker's agents have entered the field. The Combine had been playing the old game, but they can no longer use "the rise" bait. This business is played out.

Now, we figure out the situation for the benefit of the "interests." Five hundred motor boats would mean for three weeks fishing—from August 15th to mid-September—not less than 25,000 quintals of fish. This estimate is as conservative as can be made. For this shortage the Morris Government is responsible; and the responsibility cannot be gainsaid.

We figure out three barrels of motor fuel per skiff, oil and gasoline. This means approximately 60,000 gallons paying a duty of 8 cents per gallon. The nett return to the Revenue on this would be less than \$5,000. What does the Government do in order to rake in this immediate contribution to the Treasury? It sacrifices a prospective FIFTY THOUSAND DOLLARS. This is easily demonstrated. Placing the loss to fishermen at \$125,000 it means that their purchasing power is reduced by this amount. Under existing conditions, FORTY CENTS OFF EVERY DOLLAR spent by the fishermen must find its way into the coffers of the Finance Department.

If there ever was such an exhibition of ineptitude, stupidity, and cussedness in the history of this "distressful country," we should like to see the record.

The oratorical "fishermen's friend" and the pugnacious contingent on the Government benches will need considerable lubrication to explain this infamy, to the satisfaction of the public; and we doubt if even that enormous quantity of oil "saved" to the fishermen will suffice to calm the troubled waters. A storm of indignation is sweeping onward and no Mrs. Partington efforts will stay its progress.

Mr. Coaker from his seat in the Assembly issued repeated warnings to the Government, and uttered a vehement protest against the iniquitous burdens placed upon the shoulders of the fishermen by the imposition of a duty on motor-fuels and motor-engines; and his utterances may be summed up in the old dictum: "Whom the gods would destroy, they first make mad." The insane policy of the Government is now bearing its fruits—fruits that are cankered and nauseating.

**THE LABRADOR FISHERY.**

The following messages were received from Labrador by the Marine and Fisheries Department last evening:—

Makovik—Poor fishing.  
Hollon and Smoky—No report of fish.  
Grady and Dom'no—Fair hooking.  
American Tickle—No report of fish.  
Venison Isid and Battle Hr.—Good hooking.

**ANOTHER ACCIDENT IN MILL.**

To-day Mr. Eli Whiteway had a wire from Mr. J. L. Symmonds, mill-owner of Colinet, saying that one of his men had been hurt. The man came out to-day by the shore train and proved to be Bernard Davis, of Colinet. Yesterday, while at work his hand became accidentally caught in the machinery and was badly mangled. He arrived by to-day's shore train and was taken by Mr. Whiteway to Hospital where most of the fingers of the left hand must be amputated.

**REID'S STEAMER REPORT.**

Argyle left Placentia 4.30 p.m. yesterday for Red Island Route.  
Clyde left Lewisport: 10.20 a.m. yesterday.  
Dundee due Wesleyville to-day.  
Ethie left Port aux Basques 12.25 p.m. yesterday going North.  
Glencoe left St. Jacques 3.20 p.m. yesterday going West.  
Home left Fortune Hbarbor 2.30 p.m. yesterday outward.  
Kyle to leave Port aux Basques about 3.15 a.m.  
When left Trinity 3.40 p.m. yesterday outward.  
Melgie due Port aux Basques this a.m.  
Sagons left Carboncar 6 a.m. yesterday going North.

**When Help Was Needed**

The Kiddle—Come quick. There's a man been fightin' my father more'n half an hour.  
Police-man—Why didn't you tell me before?  
The Kiddle—Because father was gettin' the best of it until a few minutes ago.

**REVELLE BY CALCAR**

AS an asset what are the natural attractions of Newfoundland worth? If we accept the statement of the Game and Inland Fisheries Board they were worth to the Government in 1915 the magnificent sum of \$3,520,000. The total revenue derived by the Board on account of game and fisheries amounted to \$22,219.06. Of this sum \$16,000.00 was an appropriation from the public funds and \$2,699.06 represent fines and forfeitures.

If there were no offenses against the game laws the Board would be short on revenue account \$2,699.06. In face of this fact it is to the credit of the Board that they are doing even the little they do to prevent poaching, etc., but we cannot expect them to be over zealous when it might mean a balance on the wrong side of the account.

We find them bemoaning the loss to the revenue of \$650.00 because certain fishermen and hunters failed to turn up in 1915 for a repetition of previous torture and inconvenience. Having noted what our attractions are worth to us to-day, let us ask ourselves the question: Is this the ultimate? Is this what a "Sportsman's Paradise" is worth?

Of course in these estimates we have left out of account the money which visiting sportsmen put directly into the pockets of the people, which we cheerfully admit is quite a nice sum, but it is not enough. It should be ten times as much, and our attractions we believe could be made to pay a handsome dividend to the common funds of the country.

What are the chief draw backs which militate against a greater influx of travellers? This is a question which a commission should be appointed to thoroughly go into.

One of the great draw backs we believe is in the wretchedly equipped and miserably operated railroad system. People who have once travelled across the country on the cars of the Reid system tremble at the thought of the return journey. And if possible it is getting worse.

The road bed is in a terrible condition and the cars are very uncomfortable because of the horrible rocking and jarring consequent on a very rough road bed. Beside the time taken to travel from point to point is too long. It is as good as can be expected under the circumstances, but then if we are sensible we had better have conditions improved.

The great mistake was made of course in permitting the road to be built as it is without any regard to grade or curve. Mr. Burchell, the Government Engineer at the time, is greatly to be blamed for this state of affairs. That railroad will have to be shifted in a great many places if ever it is to serve the public as a railroad should. There are fearful gradients along the road that are a puzzle to an engineer. There seems no reason for their existence whatever.

Of course the contractors had a reason, but it is not our idea to discuss them here. Perhaps the reader is wise. Some day that road will be reconstructed then mark our word for it there will be some astounding proofs of either the incompetence of the original engineers or the cupidity of the contractors.

Let us return to the question of visitors. We believe that the very few hardy and heroic exceptions even hunters like some degree of bodily comfort to attend their hunting and travelling. We go so far as to say that the easier and plainer you can make it for them the more hunters you are going to see.

Some kind of comfortable lodgers of small hotels should be erected at those points along the railroad where hunters like to go. He is a heroic hunter indeed who likes to be put off a train in the wilderness far from a telegraph or post office, hotel or other connecting link between him and civilization. Some men relish this sort of thing, but the great majority like at least to take their departure for the deer country from some snug hotel.

Nowadays since the emancipation of the woman it is customary for men to take their women kind along on for a hunting or fishing trip, and it will be found that where ladies might travel with ease and comfort there you will find men coming in greatest numbers and staying longest.

**VARIA BY GALE**

WE now reach a stage of Trade development which is more interesting than those already discussed; for our trade was the "nursing mother" of England's maritime greatness; and the greatest statesman of the Elizabeth Age wrote: "The Newfoundland fishery was the mainstay and support of the western counties (then the great maritime centre of England) after a successful attack on the Newfoundland fleet would be the greatest misfortune that could befall England." To the early American settlers Newfoundland was the parent Colony. She once saved the Colony of Virginia from starvation by a timely cargo of fish; and when New York settlers first tried to establish a fishery at Sandy Hook, it was to this Colony they applied for appliances and men.

As Newfoundland began to assume importance, other English colonies were established further South; and soon after the landing of the Pilgrim Fathers in New England, there were dealings between Newfoundland and the new settlements. Trading vessels from Boston and other New England ports brought cattle and corn which they bartered for fish and cod oil, for gold, wines, olive oil and dried fruits that the Devonshire fishermen smuggled through their salt from Cadiz, and Spanish fishermen brought from Bilbao. Besides smuggling goods, the New Englanders smuggled men, headed up in casks. They also embarked in another industry—one which has unfortunately played a disastrous part in our history—the manufacture of New England rum. By the way, we might return the compliment just now. We have just imported an immense quantity of rum from the West Indies, via London, and as we shall have no use for it after December 31, it might be profitably disposed of to some of Uncle Samuel's dealers—not in Maine, of course, but elsewhere.

The New England trade with Newfoundland seems to have been confined to smuggling on a vast scale; and it is not so long ago (whilst Americans enjoyed fishing privileges in Fortune Bay and elsewhere) that certain American skippers played the same game, notably our own former countryman, the redoubtable Sol Jacobs. We find that as early as the year 1706 in Lord Dartmouth's Report that New England masters were doing a howling smuggling trade. They are taken up with in the

management of an illegal trade; and they seldom depart (from Newfoundland) till men-of-war are sailed away, and then carry away handy-crafts-men, seamen, and fishermen whom they entice in expectation of big wages.

The reason why the New England men fish upon the coast of Newfoundland besides carrying on illegal trade is that they get those men; they having otherwise a most advantageous fishery on their own coast.

The trade between Newfoundland and New England was very extensive during the XVIIth century and continued until the revolt of the American colonies. In 1729, in the Boston Records, we find an entry regarding the admission of James Pulman Taylor, of St. John's, and "liberty granted him to open a shop on giving Bond in one hundred pounds to indemnify the town." In 1742 is a record that one Captain Nathaniel Welch was to be prosecuted for bringing passengers to Newfoundland without reporting them at the import office.

There was no Custom House in Newfoundland at this period. The first came into existence in 1762; which was under the control of the department in Boston, then the Capital of the British North American Colonies. The merchants at the time were so reluctant to pay fees to the collector, that Mr. Hamilton, that he threw up the job in disgust. Opposition to customs' officials was marked even at a much later date; and the writer remembers a "protest" issued by a well known supplier against this "scandalous wasting of money." The said merchant, by the way, was not remarkable for scrupulous regard-

**GLEANINGS OF GONE BY DAYS**

SEPTEMBER 9

VICTORIA, packet-boat, plying in Conception Bay, lost and all hands, 1850.  
Cathedral Cathedral, consecrated, 1855.  
Regatta on Quidi Vidi Lake (2 days), 1855.  
Capt. Wm. Furneaux drowned, 1869.  
Most Rev. Dr. Power (new Bishop for St. John's), arrived, 1870.

Bishop Howley arrived first time after ordination, 1870.  
Foundation stone of Mount St. Francis (home of Christian Brothers) laid, 1877.  
Northern Standard registered, W. McKay, proprietor, 1897.  
Mrs. Cordeza, American millionaire, arrived by train from Bay of Islands, 1899.

Schr. Catacean, Capt. English, arrived with 20 emigrants from P.E.I., attracted by opening of railway, 1881.

SEPTEMBER 10

Edward M. J. Delaney, C.E., suspended work on clearing Quidi

ing importations; and certain high-dutied commodities were sometimes packed very carefully in tar barrels and other receptacles in order to evade the duty. The same trick is still in vogue; and we have no doubt that liquid supplies will be distributed later through some outposts by the use of such receptacles as kerosene oil barrels and beef barrels which will enclose a keg, as per usual!

Vidi Gut, 1850.  
Ferryland Catholic Church consecrated, 1865.  
Edward W. Bennett born, 1857.  
Thomas Tobin, a cooper of this town was robbed of \$600 by gypsies at a place called Cascumpec, in P.E.I. He was told by them to place his money in a box, and after a certain time it would be doubled. At the expiration of the time named he opened the box, and found one hundred and twenty leaden dollars. The gypsies had meanwhile decamped, and Thomas was left lamenting, 1863.  
Empress of Austria assassinated, 1898.

John Sheppard, keeper Fort Amherst lighthouse, died, 1890.  
Steamer Garlands arrived, decks swept and crew injured, 1899.  
Barque Camelia, with Captain Harvey, wife and child; and seven of crew lost near Sydney, 1891.  
James, eldest son of Richard Howley, and brother of Bishop Howley; died, aged 14 1/2 years, 1846.  
Great open air meeting to protest against a Confederate delegation going to Canada, 1888.  
U.S. warship Juniata arrived here from Greenland after fruitless search for Polaris' crew, 1873.  
Steamship Windward arrived back with Peary party at Briggs, 1899.

**Ham and Eggs.**

Husband (testily) Oh, if—if—if! You remind me of what the fellow who got lost in the woods said to his companion.  
Wife—Well, what did he say?  
Husband—He said, "Now, if we had some ham we'd have some ham and eggs, if we had some eggs."

**Reid-Newfoundland Co.**

**SUNDAY EXCURSIONS.**

**Bowring Park.**

First train leaves West End Promenade at 2.15 p.m. and every half hour during the evening.

**Tor's Cove.**

Train leaves St. John's Station at 2.00 p.m.

**Kelligrews.**

Train leaves St. John's Station at 2.30 p.m.

**Reid-Newfoundland Co.**

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Wm. Ashbourne, Twillingate  
G. J. Carter, "  
J. W. Hodge, "

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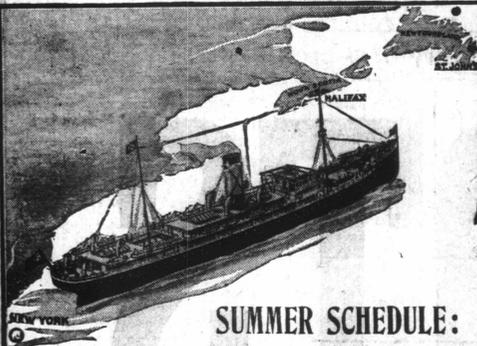
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(By G. K. Chesterton, in "To-day,"  
London, Eng.)

As a partisan of radical reform, I complain of the Conscientious Objector because he concentrates on himself a limelight of modernist martyrdom, to the neglect of many respectable classes to which I refer—burglars, pickpockets, footpads, and robbers with violence—in short, of the great proportion of what we call the criminal classes. I do not mean this in the least as a cheap, exaggerated gibe at the expense of the Conscientious Objectors. On the contrary I mean it as a serious and sympathetic truth on behalf of the burglar. There goes on day after day a clockwork of criminal procedure which crushes and cuts to pieces a long stream of poor men and women and a whole section of the poor men of England, without an instant's consideration for any of their dim traditions, or their incessant sense of injustice or their almost inevitable types of revolt. Nobody ever dreams of considering each prisoner's individual standpoint, though each standpoint is entirely individual; nobody ever dreams of listening to theoretic excuses for the thief, though he is generally in some sense trying to support his family, while the Pacifist citizen is only trying not to support his country.

**The Blasphemer of Nationality.**  
Nobody talks admiringly, or half admiringly, about his courage and firmness in facing the law and the majority; though the virtue valor of a common burglar is enough to sink a whole fleet of Mr. Ford's Pacifist ships. Nobody makes a hero of him, though he quite unquestionably is a hero, if we are to separate the fact of isolated audacity from the principles to which it is applied; and that is the only ground on which I conceive myself as sympathizing with the blasphemer of nationality. But, above all, nobody thinks of asking whether there is a moral case for the burglar; and yet, as compared with the non-resister, the moral case for him is colossal.

Self-defence is self-evident. If it is not, nothing in morals can be called self-evident; and certainly not private property. As a matter of fact, I believe strongly in private property; which is more than most of the very few property-owners in England do. I believe that the social evil, of which burglary is the symptom, does not consist in the fact that the householder has private property, but in the fact that the burglar hasn't.

**Faith in Property.**  
I believe in private property, but I know the real cause for it, much too well to pretend that it is as obvious as the abstract right of self-preservation. It is surely a much more mystical and disputable proposition to say that there is something in a man's head, which makes him point confidently to a stone and call it his, than to say that he has some sort of right to ward off the stone before it smashes the very head with which he thinks. It is surely more doubtful whether I may keep a quadruped in order to eat it, than whether I may resist the quadruped when it is trying to eat me. And when it comes as it does in modern England, to my having whole droves of eatable quadrupeds, or perhaps all eatable quadrupeds, while my neighbor has nothing to eat, the case for his helping himself is so appallingly plausible that compared with it the case of any Pacifist is nothing but a case for a mental specialist.

Because we believe in private property we break, without mercy and without memory, the man who does an illegitimate but a natural thing. We only begin to excuse him on the ground of his peculiar opinions, when he does an unnatural thing; a thing as unnatural as any perversion of sex.

**Spiritual Loyalty.**  
For this is the matter upon which there appears to be some misapprehension, among the Pacifists and semi-Pacifists, regarding the sentiments of people like myself, who claim that their sympathies are really popular and really revolutionary. I think the misapprehension which I mean hangs the mind of men like Mr. Bertrand Russell when they write about the Conscientious Objector. They seem to think, and even to suppose that we think, that the professor of non-resistance is a doubtful case, a figure on the borderline between the lawful and unlawful, a man whom we might regard as we should have regarded an honest Jacobite after the 45, one techni-

cally disloyal but spiritually very loyal. We do not admit that idea, or even the beginnings of it. For us a man who denies self-defence, and the defence of others, is not one of the first and most excusable, but, on the contrary, one of the last and least excusable of the list of the enemies of society. If a man truly and seriously convinces me that he must not strike a blow to save a woman from torturers, I do not (strange as it may seem) think he is too good for this world; I simply think he is as bad as the torturers. The point is very obvious; yet it seems to be strangely overlooked.

**The War of the Future.**  
Therefore when I ask to have the case of my friend the burglar sympathetically considered before the case of the Conscientious Objector, I do it on the perfectly simple ground that I think the burglar the better man of the two. I think quite seriously that he has kept intact more of the traditions of the best Christian civilization, though it be in a distorted form; for his excuse against a top-heavy society is itself a sort of ill-instructed self-defence; and is immeasurably more moral than a slavish veto upon any kind of self-defence. And with this, there enters an even wider objection, which the real revolutionist must entertain against the non-resister's position. It is one much too wide to be adequately dealt with within this space; for it concerns all the free men against the Servile State, which will most certainly be the future war of the world. I think, however, that I can quite sufficiently summarize it in a sentence. As a revolutionist, I object for many reasons to the new privileges of the Pacifists; but chiefly because a Conscientious Objector to war must mean a Conscientious Objector to revolution.

## Just Arrived:

A LARGE SHIPMENT OF

**PRINCE  
ALBERT  
Smoking Tobacco**

In 1/2 lb and 1 lb Glass Jars.

Always in stock a full line of  
**Smokers' Requisites.**

**S. G. Faour**  
378 WATER STREET.

## NOTICE TO MOTOR OWNERS

**Kerosene Oil in 8 hooped bbls.**  
**Motor Gasoline in Wood and Steel bbls and cases.**  
**Polerine Motor Oil (in 5 gall. tins) @ \$2.95 each.**  
**Special Standard Motor Oil (in 5 gall. tins) @ \$2.90 each.**  
**Special Standard Motor Oil in bbls and half bbls. @ 55c. per gallon.**  
**Motor Greases at lowest prices.**  
See us before placing your order.

**P. H. Cowan & Co.,**  
276 Water Street.

## WE ARE NOW BOOKING ORDERS FOR:

**NEW OAK COD  
LIVER OIL BARRELS**  
**SCOTCH AND LOCAL  
HERRING BARRELS.**  
**SALMON TIERCES  
AND BERRY BARRELS.**

If you need any of the above we can supply you at short notice. No order too large or too small to receive prompt attention. Write  
Box 156. Phone 144.

**The  
Mercantile Coöperage,**  
275 Southside Road.

# SLATTERY'S

Wholesale Dry Goods House.

## TO THE WHOLESALE BUYER--

In stock and ready for your inspection, at the Lowest Possible Prices:

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

Also the following, many of which are Jobs:--

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

# SLATTERY'S

Wholesale Dry Goods House.

P.O. Box 236.

Duckworth and Georges Sts.

Phone 522.

## Fliers Have Time To Watch Shells

"Stabilization Gives Leisure to Realize Danger—Can Smoke and Read"—Thrilling Tales of Air—"Sail for Hours Without Putting a Hand on Lever," Says One

LONDON, Aug. 30.—The hardest part about flying in war is the thinking that a flying man has to do. Here's the idea in an English flying man's own words:

"There isn't enough to keep a man's mind busy in the air since the war has developed the aeroplane. In the old days of the aeroplane there were so many things a flying man had to watch that he didn't have time to worry about what might happen to him. But in these days sitting in your machine is about like sitting on a log and waiting for something to happen. "We don't have to use our hands as we used to. There is only one lever, and you don't have to watch that very closely. You can fly for hours without having your hand on it. You can write or read or smoke and unless you touch the lever to change its position you will fly along at the same level indefinitely owing to the self-stabilization of the machine. Look Down: Watch Shells. "So with your attention only mildly occupied, you keep looking down over the edge to see what's happening. You get to watching the wires and wondering what would happen if a bullet cut one of them. You look at the trail all around and consider how frail they really are. Shrapnel is breaking below you and around you; perhaps that's a daily occurrence. There's no use of trying to dodge it, for by doing so you may only run into it. "So there you sit imagining all sorts of horrible possibilities. You've been told to go to a certain place and then return. Your route is all laid out for you and your duties are so simple and easy that while you're performing them you have a thousand times too much spare time for thought and worry. As for myself, I'd much rather have the aeroplane a less simple affair, just to have my attention occupied. An imagination is a curse to a flier. "And then there's the problem of the whirling compass. "An airman flies into a cloud; suddenly the finger of his compass begins to whirl around like a clock gone mad. Scientists say it doesn't whirl, but so

many English airmen, have had the experience that even the scientific men are wondering whether the phenomenon isn't worth studying.

**The Whirling Compass.**

Here's a flying man's side of it: "My compass finger has whirled like a top when I have gone into a cloud. It's enough to turn you demented. It's bad enough, goodness knows, to be lost in a cloud, but to have your compass go back on you at the same time is too much. Our scientific instructors tell us that the compass doesn't change, but we lose our heads when we get into the mist and change our courses without realizing it, so that the compass indicator changes naturally. "But in some clouds your compass doesn't change. It remains as steady as it was in the sunshine. Why should a flier jiggle his course unknowingly in one cloud and not in another? My opinion is that there are certain kinds of clouds that are charged with electricity. In such clouds your compass goes crazy. In other words, where electricity is not present your compass behaves itself."

**How High the Clouds?**

How far are the clouds above the earth? "As high above as we wish to climb. But the chief question with a flying man is how low the clouds are. A crack English flier, told the correspondent something about low clouds. "You may be walking along the street on a heavy day and, looking up, may think that the clouds are miles high. As a matter of fact they may be only 200 or 300 feet above you. That's the kind of a day that the airman dreads. I've been lost in a cloud in France and come down out of it only to find myself flying around among the church steeples of a French town, with good chances of killing myself. "In a cloud you can never tell whether you're over the enemy's lines. You may come right down onto his trenches before you know it. Clouds, the low kinds, are the most deadly things we have to fear."

**The Old U.S. Machines**

This same flying man drew a photograph from his locker and showed a likeness of himself sitting in an aeroplane such as fliers used in the United States in, say, 1912. With this aeroplane the flier at Los Angeles had flown over a moving freight train and a movie hero had dropped from the aeroplane to the top of a boxcar. "You couldn't get me into such a machine as that now," he said. "I've gone through all sorts of experiences on the English front, but as I look back at it now, I was always in more danger flying in that old machine of

mine in the United States than I have ever been flying over the front. I don't see how we ever dared fly in the contraptions we had then."

And he had been a star flier with the Moissant troop that first showed flying to the American people. He's a British flying captain now, so his name cannot be used.

## ADVICE TO BASEBALL FANS

If you're one of those baseball dubs who root for Wanderers or for Cubs,

On any hot half-holiday when all the fun is in full play, your throat is likely to give full cry. To pent-up wrath against the Ump., Or player whose place is the dump:

'Tis when you find, as you sit dumb How useful's Coco-Cola Gum. When next you go up to the grounds

Whence oft are heard discordant sounds,

Just take a box of Honey Fruit, The flavor's sure to help you root, Or if you are a player, son, 'Twill make you good for a home run.

Wholesale by  
**J. B. ORR CO., LTD.,**  
New Martin Building, St. John's, 21w/1f

## ECONOMY.

A Gas Cooker saves time and temper. Where Gas Fires and Cookers are installed, it has been found that one servant can do the work of two as compared with a house where coal is used.

With a Gas Cooker the heat is utilised and directed just where and when it is wanted. There need be no waste. There is less loss of weight in food cooked by Gas than by old methods; meat Cooked in a Gas Cooker loses one ninth of its weight; in a coal range it loses one third, thus the saving in 9 lbs. of meat is 2 lbs. when Gas is used. This more than pays for the Gas used.

St. John's Gas Light Co.

In Store: 5,000 Brls. "Victory" Flour, 2,000 Brls. "Royal Gold" Flour. FRANKLIN'S AGENCIES, LTD. J. B. URQUHART, Manager

OUR THEATRES

THE NICKEL. The show at the Nickel theatre last evening afforded the greatest satisfaction to all lovers of the movies. The performance was really one of the best ever shown in St. John's and afforded the greatest pleasure to all. The bumper matinee for children takes place this afternoon, when extra pictures will be shown for the benefit of the children.

THE CRESCENT.

Go to the Crescent Picture Palace to-day, the big variety programme is a great one. Willfred Lucas and Robert Aaron feature in "The Miser's Heart, a Biograph melodrama. Claire McDowell, Gretchen Hartmann and Charles H. Malles in "His White Lie", an emotional mystery drama. "Dreamy Dad at Sea", a cartoon laugh. "Acoma Indians, Pueblo Mexico," a scenic and educational picture; and a Selig comedy "Apple Butter." Mr. Sam Rose sings an Irish ballad: "Ireland must be Heav'n." Professor McCarthy presides at the piano, playing new and classical music. Nothing cheap but the price at the Crescent.

MISS FLORA PIKE

Will open her Studio for PIANO and HARMONY September 12th LeMarchant Road.

P. E. OUTERBRIDGE Broker & Commission Merchant

Oil, Fish, etc., sold on low rate of commission. Prompt settlements.

All business entrusted to me receives personal care and attention. Acting in the capacity of Broker for Messrs. Samuel Harris Ltd., The Marystown Trading Co. and other well known out of town firms, I am in constant touch with the market and can obtain the best prices possible.

TRANSHIPMENT DEPARTMENT.

Having recently established a Transshipment Department I am prepared to handle transshipments to and from the outports with promptness and satisfaction. sept7,th,sat,tues

Commercial Chambers ST. JOHN'S. tue,th,sat

Phil Jensen's Good Work

Though we in Newfoundland have of late been taxed in certain circles with tepidity as regards the brave boys who have given and are giving of their best to defend the Empire and render safe the lives of loved ones in Terra Nova, we believe the charge is not wholly true. Of course there may be periodically a cooling off apparently in our fervour and a temporary lapse in our zeal to do honour to our gallant lads of the Army and Navy still in the main the hearts of our people are sound and loyal and their sympathy, regard and respect always are extended to the brave Newfoundland veterans who return from the fray with honorable scars of battle on them and with the din of the bloody strife through which they had passed still ringing in their ears.

No, we Newfoundlanders are not ungrateful to our brave defenders and we hope that the future will show them tangible evidences of our gratitude. Where all have proven themselves amid the grim realities of this awful war, where bravery and loyalty have been so universally displayed amongst our gallant lads in khaki it would savour rather of unfairness to make any particular distinction as regards the merits of each or any of them. But we cannot refrain from a particular reference to the excellent work done by Private Philip Jensen, the hero of many fights who returning home wounded and maimed and unfit for any further active service, yet could not refrain from serving the flag he loves. This he has done in a splendid manner by the most interesting lectures he has been giving all over the Colony in the interest of the Red Cross Fund.

Few can tell how many young men vacillating in the good cause for the nonce have been influenced to don the soldier's uniform by the stirring addresses of this brave young soldier. Up to date his excellent work has netted the Red Cross Fund something like \$3300 but \$1000 more are wanted and we feel sure with the enthusiasm which Private Jensen throws into the good work in which he is now engaged this sum will be forthcoming in due course.

He will lecture in the T. A. Hall on Monday night next and we bespeak for him an auditorium packed with an appreciative audience not alone eager to hear his interesting recital but anxious to help in the good work of which he is the exponent and for which Private Jensen is the ardent advocate.

The use of Carbonium means more Power, less Fuel, perfect Ignition, easier Starting, and uniform Combustion. IT PAYS.

CHURCH SERVICES

Church of England Cathedral.—Holy Communion at 8 a.m., also on the first Sunday of the month at 7 and 11 (Choral). Other services at 11 a.m. and 6.30 p.m.

St. Michael's Mission Church (Casey Street).—Holy Communion at 8 a.m. and 11 on the 3rd Sunday of the month; and at 8 on other Sundays. Other services, 11 a.m. and 6.30 p.m.

St. Thomas's.—Holy Communion, 8 a.m.; Morning Prayer, and Sermon 11; Preacher, the Rector; subject: "Hands Across the Sea of Life." Sunday School, 2.45; Evening Song and Sermon, 6.30; Preacher, Rev. C. A. Moulton.

Christ Church, Quidi Vidi.—Holy Communion, second Sunday at 8 a.m. Evening Prayer, third Sunday in each month at 7 p.m. Every other Sunday, at 3.30 p.m.

Virginia School Chapel.—Evening Prayer every Sunday at 3.30 p.m. St. Mary the Virgin, St. John's West.—Holy Communion on the first Sunday in each month at noon; every other Sunday at 8 a.m. Other Services at 11 a.m. and 6.30 p.m.

METHODIST.

Gower St.—11, Rev. Dr. Bond; 6.30, Rev. T. D. Darby. George St.—11, Rev. T. B. Darby; 6.30, Rev. N. M. Guy.

Cochrane St.—11, Rev. H. Royle; 6.30, Rev. Dr. Bond. Wesley—11, Rev. N. M. Guy; 6.30, Rev. H. Royle.

Presbyteran—11 and 6.30, Rev. W. J. Fowler. Congregational—11 and 6.30, Rev. W. H. Thomas.

Salvation Army Hall East End.—7 a.m. Prayer Meeting; 11 a.m. Holiness Meeting; 3 p.m. Free and Easy Meeting; 7 p.m., Salvation Meeting.

GEORGE ST. (Adult Bible Class).—The Class will re-open to-morrow afternoon at 2.30 sharp. The Rev. Dr. Bond will deliver an address, and it is hoped that members and friends of the Class will be present in large numbers to hear the learned speaker. Mr. H. Courtenay will render a solo. Volunteers and outport men will receive a cordial welcome. Entrance on Buchanan St. off New Gower St.

COCHRANE STREET.—As the erection of the organ has progressed sufficiently, the services on Sunday will be held in the Church proper. In the evening at 6.30, a Memorial Service for the late Hon. H. J. B. Woods will be held, at which several representative gentlemen will give short addresses.

WESLEY.—The Methodist Volunteers will parade to Wesley Church on Sunday morning. The subject for Sunday evening will be: "The Search for the Unsearchable." The Church is open for any and all; and those not having any particular church home are heartily invited to attend. Our outport friends will receive a welcome.

ADVENTIST.—Subject: "The Plan of Redemption." All welcome. Evangelist, D. J. Barrett.

LETTER FROM OPORTO

Yesterday the Board of Trade had the following letter from Lind and Conton of Oporto under date August 17th:—"The demand for new British cure is fair but does not keep pace with arrivals. Old fish, stocks of which are considerable, is causing us anxiety owing to the heat. Prices of this quality have fallen and will fall still further as it is absolutely necessary to get it into consumption. It is now very risky to send old fish here."

COMPLAINTS OF SPEEDING

Complaint has frequently been made over the manner in which motor cycles and bicycles speed over LeMarchant Road at night. Owners of automobiles, truth to tell, go along slowly and carefully as a rule, but cycles are the chief sinners. These fellows never think of keeping a light on their machines and like to give citizens a scare by running as close to them as possible without ringing their bells and then laughing at their discomfort and surprise. The presence of a plain clothes policeman would lead to the arrest or prosecution of these gentry to cure them of this dangerous habit. If riders have rights so have pedestrians and the latter must be protected at all costs.

SCHOONERS FROM STRAITS.

Yesterday the Board of Trade had a report of the following vessels returning from the Straits fishery to St. John's during the month:—The Winnie M. Grandy with 200 qtls.; Annie Cluett, 300; Ocean Star 200; Maggie Snow, 130; Angela Maria, 250; Virhana, 150; Maggie E., 230; Margaret Bartlett 200; George and Martha 300; Pearl 120; Minnie 180 and Hester Nellie 180, making a total of 2,470 qtls for 80 men.

Newfoundlanders To the Rescue

(Ayr. Paper) A boating accident of a distressing nature occurred in Ayr Bay, Samuel Cassells, aged thirty-seven, a labourer residing at Cambusnethan, being drowned within sight of the shore.

A motor char-a-banc conveyed a party from Wishaw to the Auld Toon, and between three and four o'clock in the afternoon Cassells, James McKeewan, and John Holdgate, who had come with the excursion, hired a small boat and went out into the bay. The sea was perfectly calm, and the men proceeded well out.

About an hour afterwards the boat was observed to capsize, and it was surmised at the time that two of the men had been changing seats. In the nearest boat to the scene of the accident were Private T. Gowans and P. O'Keefe, of the Newfoundland Regiment, and they made all haste to the men who were now seen to be struggling in the water. They succeeded in picking up McKenna with some difficulty, and the soldiers turned their attention to Holdgate; whom they caught hold of and held until another boat came on the scene. By this time the third man had disappeared, and although a diligent search was made by both boats, no trace of the man could be found.

In the meantime the alarm had been raised on shore, and a motor boat put off to the scene, arriving too late, however, to be of any service. The two men were furnished with some dry clothing, and appeared to be none the worse for their exciting experience.

Fishery News

Sept. 2nd. From J. Butt, (Blanc Sablon to Forteau).—There is nothing to report as the fishery is closed in this section. The total catch is 12,900 qtls. Nothing was done the last week.

Sept. 2nd. From R. Furneau (Rose Blanche to Hr. LeCou).—The catch to date is 13,390 qtls. and for last week 150. Fifteen dories and skiffs and 4 boats are fishing. Prospects are fairly good and there was plenty squid this week.

Sept. 2nd. From R. Scott (Harc Bay to Wild Cove Pt.).—Prospects are very poor, bait being scarce and the weather rough. Two hundred and fifty dories and skiffs are fishing. The catch to date is 3,995 qtls. with 200 for last week.

Sept. 2nd. From J. White (Colinet Island to Head of Salmonier).—The latest arrivals from the grounds report codfish not plentiful but dogfish numerous. The total catch is 5,900 qtls. with 300 for last week. Prospects are not encouraging though squid bait is fairly plentiful. Fifty dories and skiffs and 20 boats are fishing. One banker and six vessels from the grounds returned this week.

Sept. 2nd. From R. Lawton (Southern Head of Keels to Knight's Cove Pt.).—There is very little fish reported on the grounds and hook and liners are doing practically nothing. Trawlers are getting from 1/2 to 2 qtls. daily but the bait supply is very irregular. Prospects are very poor. Twenty motors and skiffs are fishing and the catch to date is 3,200 qtls. with 80 for last week.

It is proved that Carbonium absolutely eliminates Carbon from Cylinders, Cylinder Walls and Piston Heads.

COCHRANE ST. METHODIST CENTENNIAL CRURCH

As the erection of the organ has progressed sufficiently to permit the use of the auditorium, the congregation will, however, assemble in the church proper for worship in the evening at 6.30 a Memorial Service for the Hon. H. J. B. Woods will be held, at which several representative gentlemen will give short addresses.

A MAGISTERIAL ENQUIRY

Yesterday a magisterial enquiry began before Mr. John McCarthy, B.L., Clerk of the Magistrates' Court, into the death of the late George Bursell. The evidence of Drs. Campbell and Cowperthwaite and Mr. Snow was taken and the enquiry will be continued this afternoon.

TRAIN REPORT.

Thursday's No. 1. Arrived Port au Basques 2.45 a.m. to-day. Yesterday's No. 2. Left Alexander Bay 7.05 a.m. To-day's No. 2. Leaving Port au Basques after arrival of Meigle.

Kalomite Laundry Marvel—the clothes washing wonder of the century. Try it. Ask your grocer for it and save labor. G. W. GUSHUE, 216 LeMarchant Road. —aug21,t

OBITUARY

CAPT. S. W. BARTLETT.

Another of the noted citizens of Brigus passed away early this morning in the person of Capt. S. W. Bartlett, who had been ailing for some time. Death was not unexpected, as for the last week or more life hung by a slender thread. Capt. Sam was the son of Capt. Abram Bartlett, one of the successful vikings of the old days of the sealing sailing vessels, and at a time when Brigus was famed for producing as fine a body of sealing captains to be found in the country. He married Margaret Wilson, daughter of John Wilson Esq., who was magistrate in Brigus for many years. The son followed the career of the father for a while and eventually became captain of the S.S. Micmac, belonging to the firm of Baine & Johnston's, commanding her in 1876, 1877 and in 1878 when she was lost. In his later days he made several trips North with Commander Peary of Polar fame, earning the name of the most successful polar mariners. He also superintended the building of the S.S. Roosevelt, which his nephew, Capt. Robert Bartlett, afterwards commanded, and bringing Peary successfully towards the Pole. After resigning from Arctic work he was engaged for some years by the Canadian Government to command the S.S. Neptune in the work of exploring and surveying Hudson Bay. His reputation for successful seamanship in that difficult region led to his services being required by the Hudson Bay Co. for another period of years having associated with him his son Harold who commanded the "Laddie." His health falling him about two years ago he was obliged to give up seafaring life and remain home.

Capt. Samuel Bartlett was a most exemplary citizen, a good father and kindly disposed towards the poor and Brigus to-day mourns the loss. Three children survive him. Miss Edith Bartlett, (Rev.) John Bartlett of Sydney, former pastor of George St. Church, and Harold who is now engaged in the coal trade. Two brothers survive him, Capt. Wm. Bartlett, who commands the S.S. Viking; and Capt. John Bartlett, who is in Canada. To the sorrowing relatives the Mail and Advocate tenders its sincerest sympathy.

C.L.B. HOLD DANCE

At a meeting of the Warrant and Non-Commissioned Officers of the C.L.B. held Thursday night it was decided to hold a dance on the night of the 19th inst. An excellent programme has been arranged and the splendid band of the Brigade will furnish the music. All who attend are assured a jolly good time.

STORMY ON WEST COAST

The Reid Nfld. Coy. tell us to-day that it was very stormy on the West Coast all night and this morning from Humbermouth to Port aux Basques. A gale of S.W. wind prevailed with heavy rain and to-day it is close and warm all over the country, the temperature averaging 60 in the shade. At noon here in St. John's it registered 70.

MAKING LONG VOYAGE

The schr. Nellie M. is making a long voyage out from Cadiz to this port, salt laden. She is 31 days out to-day and is evidently meeting adverse wind and weather.

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Brakesman's Narrow Escape

Yesterday afternoon one of the Reid Nfld. Co.'s brakemen had a narrow escape from serious injury, if not death, in the railway yard. While the hunter was at work he went in between two cars on one of the sidings to do something with the brakes when the shunting engine came down to couple up to the cars. Fortunately Condr. Blackler saw the man's position and signalled the engine-driver to slow up, which was quickly done. The engine, however, took the cars with a sudden bump and one of the man's legs was caught and severely bruised, but no worse injury resulted, though he certainly had a narrow escape.

OUR VOLUNTEERS.

The volunteers were engaged yesterday at Swedish company, and platoon drill, and the members of the Officers' Training Class had bayonet fighting. The following enlisted:— Maurice Gillingham, Glenwood. Joshua Ryan, Pilley's Island. Arthur Wheeler, St. John's.

\$150 PLATE-GLASS BROKEN

This morning at 9.20 while Mr. Frederick Chislett, marble worker, and his assistants were putting up a monument in his window, Water Street, another became displaced from its pedestal and fell with a crash through the large plate glass window. The glass is very heavy, being full a quarter of an inch thick, and large fragments were scattered around the sidewalk but fortunately no one was passing at the time or they would have been seriously cut. The glass is worth \$150 and is insured. Some other monuments in the place were damaged to the extent of about \$20 by falling glass.

BOY SEVERELY INJURED.

Yesterday a boy named Chas. Adams, aged 7 years, living at 49 LeMarchant Road, received serious injury as the result of exploding a dynamite cap which he found among the coal in the cellar at his home. His right hand was badly mutilated by the explosion of the dynamite, and Dr. Burden who attended him removed him to hospital. He was operated on at the institution last night and two fingers and the thumb of the right hand were taken off. The boy bore the experience well and will pull through all right.

A FINE JOB.

The S.S. Athos, which has been in the dry dock the past 5 or 6 weeks, undocked today. She was given thorough repairs by the Reid Nfld. Co. and men competent to speak of the work say that the job is an excellent one, and as good as could be done in any other part of the world. She takes on the cargo discharged here and then will proceed to Trepassay to load up the balance left there. Afterwards she will continue her voyage to Glasgow.

STAR THEATRE RE-OPENS

We learn to-day that the Star Theatre will open on the 18th inst. under thoroughly new auspices. Mr. Wm. Ryall will be the manager and the theatre will in future be known as the "Royal." It will be conducted as a moving picture house with the most modern and up-to-date appointments and will present pictures from the best authors. Vaudeville of a very catching character will be a feature and we bespeak for the 'Royal' theatre the success its principals deserve.

TORBAY GARDEN PARTY

Notice is hereby given that the Ladies of the Torbay Parish are preparing for a Grand Garden Party to be held on Wednesday, the 13th inst. All are invited to attend.—sep5,7i

WANTED—A Cook for the Schr. "Lief" going to Oporto.

Apply in the first instance to P. E. OUTERBRIDGE, Commercial Chambers.—sep7,t

WANTED—At once experienced Pants Makers to work in factory and outside Constant work and high prices for making. Apply to BRITISH CLOTHING CO., Duckworth St.—jne27,t

W. P. A.

ONE of the work rooms at Government House will be open for Red Cross Work every Tuesday and Friday, commencing Tuesday, 19th. The Committee have been occupied during the last month preparing the latest bandages, etc., devised for use during this war. There will be work ready for both experts and beginners, and it is hoped there will be a large gathering as the need is great. Workers are asked to wear large white aprons with bibs.—sep4,9,2i

St. John's Municipal Board TENDERS FOR OATS AND HAY.

TENDERS addressed to the undersigned will be received until Thursday, 15th inst., at 1 p.m., for the delivery at the Sanitary Stables, Hayward Avenue, from time to time as required, 650 Bushels No. 1 Heavy Black Oats, duty free. Also, One hundred and twenty tons No. 1 Prime Timothy Hay, (in bundles), duty free. Applicants are requested to mark across the envelope the words, "Tender for Oats" or "Tender for Hay" as the case may be. The Council is not bound to accept the lowest or any tender. By order, J. L. SLATTERY, Sec. Treas. sep9,12,2i

TENDERS.

TENDERS will be received up to Saturday, September 9th, 1916 at the office of The Nova Scotia Steel and Coal Co., Ltd., West Wabana, for the supplying of Boards, Planks, Sleepers, and Sided Logs, sufficient for Company's requirements for season of 1917, amounting to some 500,000 feet board measure. Particulars of quantities and specification will be mailed to parties wishing to tender, on receipt of letter or telegram requesting same. Bidders can quote either f.o.b. wharf, Wabana, or f.o.b. ship in secure harbor, which must be stated. Lowest or any tender not necessarily accepted. NOVA SCOTIA STEEL & COAL CO., LTD., West Wabana. sep2,7i

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M. A. DUFFY,

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