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THE MAIL AND ADVOCATE.

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Stephano's Passengers Were Given 15 Minutes to Leave Doomed Ship

Thirty Six Shots all Told Were Fired at the Stephano—Eight Minutes Elapsed Between the First and Second Shot—Ship Officers Did all Possible in Helping Passengers to Leave the Ship—Women and Children Were Frightened Over Prospect of Going Down Over Ship's Side—Had Weather Been Rough Loss of Life Might Have Resulted

NEW YORK, Oct. 10.—Twenty-nine women and fourteen children, survivors of the Red Cross liner Stephano, sunk on Sunday by a German submarine off Nantucket, arrived here late yesterday and were taken in charge by representatives of the American Red Cross Line.

The passengers agreed that 26 shots were fired at the Stephano before she was torpedoed and sunk. Mrs. Botwick Hudson, of New York, who was returning from Nova Scotia, said 8 minutes elapsed between the submarine's first and second shots. Capt. Smith ordered everybody to take to the lifeboats and said the officers did everything to help the passengers and assisted them to put life-preservers on. "We women and children were particularly frightened over the prospect of going down over the side of the ship into the life-boats," Mrs. Botwick said. "As we had only 15 minutes to get off the ship, if the sea had been rough or if it had been a stormy night, undoubtedly we all would have been drowned. The submarine went up to within 300 yards of the Stephano and fired a torpedo into her. The most thrilling sight of all was when the poor old Kingston was torpedoed and sent to the bottom. All saw that vessel plainly, for when the submarine had trouble in sinking the Stephano they turned their attention to the Kingston, and as it was still light we saw her hit. She crumpled up and went down like a stone."

OFFICIAL

BRITISH

LONDON, Oct. 9.—The Somme offensive was renewed on Saturday. We captured Le Sars, making progress at other points and taking nearly nine hundred prisoners. The French also attacked brilliantly, obtaining their objectives.

In Galicia the heavy fighting throughout the week has apparently been indecisive.

The Italians have gained important successes in mountain fighting.

On the Struma we defeated the Bulgarians, and advanced, capturing numerous villages. The Allied armies are advancing on Monastir.

The Roumanians have retired from Brassó (Kronstadt).

BONAR LAW.

LONDON, Oct. 10.—An official from the British headquarters in France tonight reads: "In the neighbourhood of Le Transley a party of the enemy was caught in the open by our artillery and dispersed. As a result of local operations we gained ground north of the Staff Redoubt, inflicting serious losses on the enemy and taking over 200 prisoners, including 6 officers. Early this morning we successfully entered enemy's trenches south of Arras. South-east of Souchez a strong enemy party rushed a crater fronting our lines, but was immediately ejected with heavy casualties."

On the Somme

BERLIN, Oct. 9.—No important change on the Franco-Belgian front, the War Office reported to-day. Heavy fighting continues in the Somme sector, where the battle is described as being of tremendous violence.

JOSEPHUS SAYS RULES WARFARE COMPLIED WITH

Secretary of Navy Daniels in Preliminary Report to President Wilson Says as Far as Can be Yet Ascertained German Sub Complied With all Rules of International Warfare

ASHBURY PARK, N. J., Oct. 9.—Secretary of Navy Daniels in a preliminary report to President Wilson this forenoon said that advice so far received indicated that all rules of international warfare have been complied with by the German subs, operating off the New England coast. The Secretary said while complete reports from American warships in the neighbourhood of the commerce destroyers are not yet in, reports tended to show all vessels had been warned, and that there had been no violation of conditions imposed on subs. by Pres. Wilson's last note to Germany. Further reports are to be sent the President by the navy department as fast as they are received.

NEW YORK, Oct. 9.—The British steamer Strathdene was fired upon without warning, according to the Commander, Capt. Wilson, who was brought into port to-day by the steamer Elm, number four, from Quebec, with 33 members of the crew. Capt. Wilson said that the first thing he knew of the presence of subs, was when shells began to fall about the ship about six o'clock yesterday morning. Time was given the crew to take to the boats, he said, after which the vessel was torpedoed.

Transport is Torpedoed

S.S. "Gallia", 15,000 Tons, Is Torpedoed—2,000 Troops on Board of Which 1,362 Are Reported Saved.

PARIS, Oct. 9.—The transport Gallia carrying 2,000 French and Serbian troops, has been torpedoed. The torpedo exploded in the transport's cargo of munitions. Up to the present 1,362 soldiers have been rescued. The explosion also destroyed the wireless apparatus, making it impossible to send out calls for help. The crew and troops took to the rafts and small boats, a number of which were picked up by a French cruiser. Others reached the Sardinian shore. The Gallia was a 15,000 ton steamer, 574 feet long, 64 feet beam, built in Seine in 1913, and owned by the Campagna De Navigation Atlantique of Bordeaux. She was one of the largest vessels sunk by subs. during the war, having been only 700 tons smaller than the White Star liner Arabic. The torpedo caused an explosion in the ammunition in her hold.

Along the French Front

PARIS, Oct. 9.—Artillery fighting occurred south of the Somme and in the region of Roye last night, but utmost calm, so far as infantry operations are concerned, prevailed along the entire French front.

Boston Americans Win Second Game

BOSTON, Oct. 9.—Boston won the second game in the world's series to-day, 2 to 1 in the fourteenth innings.

Only One Submarine Said to Have Been in Operation

Opinion is Growing That When Captain of U 53 Set Out on His Career of Destruction He Had Ample Evidence That British Patrol Ships Were 500 Miles Away—Only Three British Cruisers Were Patrolling the Area—Three British Cruisers Reach off Nantucket Exactly 38 Hours After Presence of German Sub in Newport Hr. Had Been Made Known

NEWPORT, R. I., Oct. 10.—The wholesale raid on foreign shipping south of Nantucket lightship on Sunday was the work of one submarine, according to reports of American naval officers. Rear-Admiral Albert Gleaves, Commanding the torpedo-boat destroyer fleet, which did such remarkable speedy rescue work Sunday, said in last night's report that all officers agreed to the best of their observation that one raider only was concerned. This boat presumably was the German submarine U 53 which called at Newport Saturday afternoon with a mail letter to Ambassador Bernstorff, then put to sea without taking an ounce of supplies, although she was seventeen days out from her base. According to the statement of the officers, Admiral Gleaves said he could easily understand the statements of the Capt. of Nantucket lightship and sailors of torpedoed vessels that more than one submarine was concerned. The U boat, he said, was very fast and appeared to have been handled cleverly. It was easy he pointed out, for her to disappear on one side of a ship and show up unexpected on another spot. Doubtless, he believed, she had submerged and reappeared often enough to mislead any but a keen professional observer, to create the impression that more than one sea terror was in operation. This opinion would seem to be borne out by the statements made by the refugees that the submarine had more business on hand than she could take care of at once and was obliged to request one steamer to wait her turn while another was being put out of commission.

Lieut. Commander Miller of the destroyer Ericsson, who witnessed the destruction of the Stephano, said he was positive only one submarine was in the vicinity at the time. To-day the raiding had ceased, at least for the moment.

Every time Germany looks over her shoulder she sees that a new war front has sneaked up behind her.

Insurance Rates Take a Big Jump as Result of Sub. U-53 Activities

Disappearance of Sub and Mystery Regarding Her Present Location Has Increased Precautions of Allied Liners Coming to U.S.—Advance in Transatlantic Transportation Rates Has in Some Cases Gone 500 per cent. and Will Check Shipments From New York to European Ports

NEW YORK, Oct. 10.—A day and a night without further news of the U 53 has not quieted any of the anxiety in shipping circles caused by the activities of the submarine commerce raider at the end of the great North Atlantic highway, off Nantucket. If anything the disappearance of the German U boat and the mystery regarding her present location has increased precautions taken by owners and agents of vessels of the Entente nations. Transatlantic liners and freight steamers approached this report to-day by unusual courses which carried them far out of the customary lane. Exporters here say the submarine raid and the consequent advance of the insurance rate on Transatlantic transportation amounting in some cases to 500 per cent. will check shipments from New York to European ports.

Word was received from New Orleans that war risks on vessels and cargoes out of that port had been suspended and despatches from other ports indicated that insurance rate had sharply advanced.

There was talk of a revival of a railway embargo on freight, but no new action was taken.

CAPTAIN OF 'STRATHDENE' TELLS STORY

NEW YORK, Oct. 10.—Thirteen shots were fired at the British steamer Strathdene, one of the vessels sunk by the German submarine off Nantucket on Sunday. Before the thirty-three members of her crew had taken to the boats, according to Capt. Wilson, the Strathdene's commander, who was brought here to-day with his crew by the Uruguayan steamer Elm No. 4:

"My ship was attacked without warning," said Capt. Wilson, after he had given a detailed statement of the incident to the British Consul-General. "Thirteen shots were fired before we left the vessel. None of the shots, however, struck the ship until we had taken to the boats."

Under instructions from Consul-General, Capt. Wilson declined to give out further information. Capt. Yates, of the Elm No. 4 said Capt. Wilson told him when the submarine came alongside 8 or 10 officers, including Capt. Rose of the U 53, boarded the Strathdene. "Capt. Rose ordered me to abandon my ship immediately," Capt. Yates said. Capt. Wilson told him: "When we had the boats lowered the submarine commander gave us instructions for reaching Nantucket lightship, ordering us to row as fast as possible. As we pulled away the submarine fired four more shots at her which struck above the water line. The oil tanker Christian Knudsen just then hove in sight. The submarine headed for her afterwards returning to torpedo the Strathdene."

Latest From Berlin

BERLIN, Oct. 9.—The Roumanians in Transylvania are retreating along the whole line, the war office announced to-day. The Austro-Germans captured Loresburg. An official says that the Roumanians have sent reinforcements from the north in an effort to check the Teutonic forces in the neighbourhood of Kronstadt. These reinforcements took part in the battle N. E. of Kronstadt, but were unable to stay the advance of the Austrians and Germans. Loresburg is 15 miles S. W. of Kronstadt, and only 7 miles from the Roumanian border.

Socialist Organ Suppressed

AMSTERDAM, Oct. 10.—The newspaper "Vorwartz" of Berlin, a German Socialist organ, has been suppressed.

Knew that British Patrolling Ships Had Left Coast Unguarded

Bernstorff Says Germany is Keeping Her Promise

LONG BEACH, Oct. 10.—Count Von Bernstorff, German Ambassador, following his talk with President Wilson here this afternoon, said, "Germany has promised to conduct her submarine warfare in accordance with the rules of cruiser warfare and, Germany always keep her promises." He told the newspaper representatives that his talk with President had not touched upon authorized peace proposals.

Sunday's Raid on Foreign Shipping off Nantucket Was Work of One Submarine—U.S. Naval Officers Are all Agreed on This Point—Sub Was Handled Cleverly and her Quick Movements Accounts for the First Impression That Several U Boats were Engaged—She Was Kept Busy and Requested One Steamer to Wait her Turn While Another Was Being Put Out of Commission

BOSTON, Oct. 10.—Luck was with Lt. Capt. Rose, commander of the German submarine U-53 or else he was well advised. There was evidence to-day that when he set out to attack enemy shipping there was no British warship within 500 miles of the spot in which he chose to operate. For some time, according to men who follow marine affairs, there had been but three British cruisers engaged in patrolling the Atlantic coast to keep open the path for American-made munitions of war. One of these cruisers was between Halifax and New York, another between New York and Bermuda and the third between Bermuda and West Indies.

Three British cruisers arrived off Nantucket at 2:40 o'clock yesterday morning, almost exactly 38 hours after the presence of the German submarine in Newport Harbor had been made known to the world through press despatches.

Figuring back, marine men after making allowance for the time necessary to get orders to their commanders, and assuming that the ships were under full speed, guesses from time consumed that the cruisers came from a distance of 450 to 500 miles, or in other words from Halifax or Bermuda. There was much speculation as to whether the German commander trusted to chance when he measures, if they have not already virtually advertised what he was going to do, and went about doing it so belligerent submarine vessels, whatever the purpose to which they are put from making use of neutral waters, an exact knowledge that this vital roadsteads or ports. In the case of submarine vessels application of the principles of the law of nations is effected by special and novel conditions. First, by the fact that these vessels can navigate and remain in the sea submerged and can thus escape all control or observation; second, by the fact that it is impossible for them to identify or establish the national character of the vessels they attack, whether neutral or belligerent, combatant or non-combatant, and their inability to re-move the passengers and crews and belligerent submarine entering a neutral port should be detained there. The Allied Governments take this opportunity to point out to neutral powers with the opportunity for rest and the replenishment of its supplies, thereby furnishing it with additional power.

that place becomes in fact, through the advantages which it gives, a naval base for its operations. In view of the state of affairs thus existing, the Allied Governments are of the opinion that submarine vessels should be excluded from the benefit of the rules hitherto recognized by the law of nations. Regarding the admission of vessels of war or merchant vessels combatant, and their inability to re-move the passengers and crews and belligerent submarine entering a neutral port should be detained there. The Allied Governments take this opportunity to point out to neutral powers with the opportunity for rest and the replenishment of its supplies, thereby furnishing it with additional power.

NEUTRALS ARE WARNED BY ALLIED GOV'TS

Text of the Memorandum Recently Sent by Allies to Neutral Governments Respecting the Admission of Belligerent Submarines into Neutral Waters or Ports is as Follows:

LONDON, Oct. 10.—The text of the memorandum recently sent by the Allies to neutral governments respecting the admission of belligerent submarines into neutral waters or ports is as follows:

"In view of the development of submarine navigation and by reason of acts which under present circumstances may be expected from enemy submarines, the Allied Governments consider it necessary in order, not only to safeguard belligerent rights, liberty and commercial navigation, but to avoid the risks of dispute, urge neutral Governments to take effective measures, if they have not already virtually advertised what he was going to do, and went about doing it so belligerent submarine vessels, whatever the purpose to which they are put from making use of neutral waters, an exact knowledge that this vital roadsteads or ports. In the case of submarine vessels application of the principles of the law of nations is effected by special and novel conditions. First, by the fact that these vessels can navigate and remain in the sea submerged and can thus escape all control or observation; second, by the fact that it is impossible for them to identify or establish the national character of the vessels they attack, whether neutral or belligerent, combatant or non-combatant, and their inability to re-move the passengers and crews and belligerent submarine entering a neutral port should be detained there. The Allied Governments take this opportunity to point out to neutral powers with the opportunity for rest and the replenishment of its supplies, thereby furnishing it with additional power."

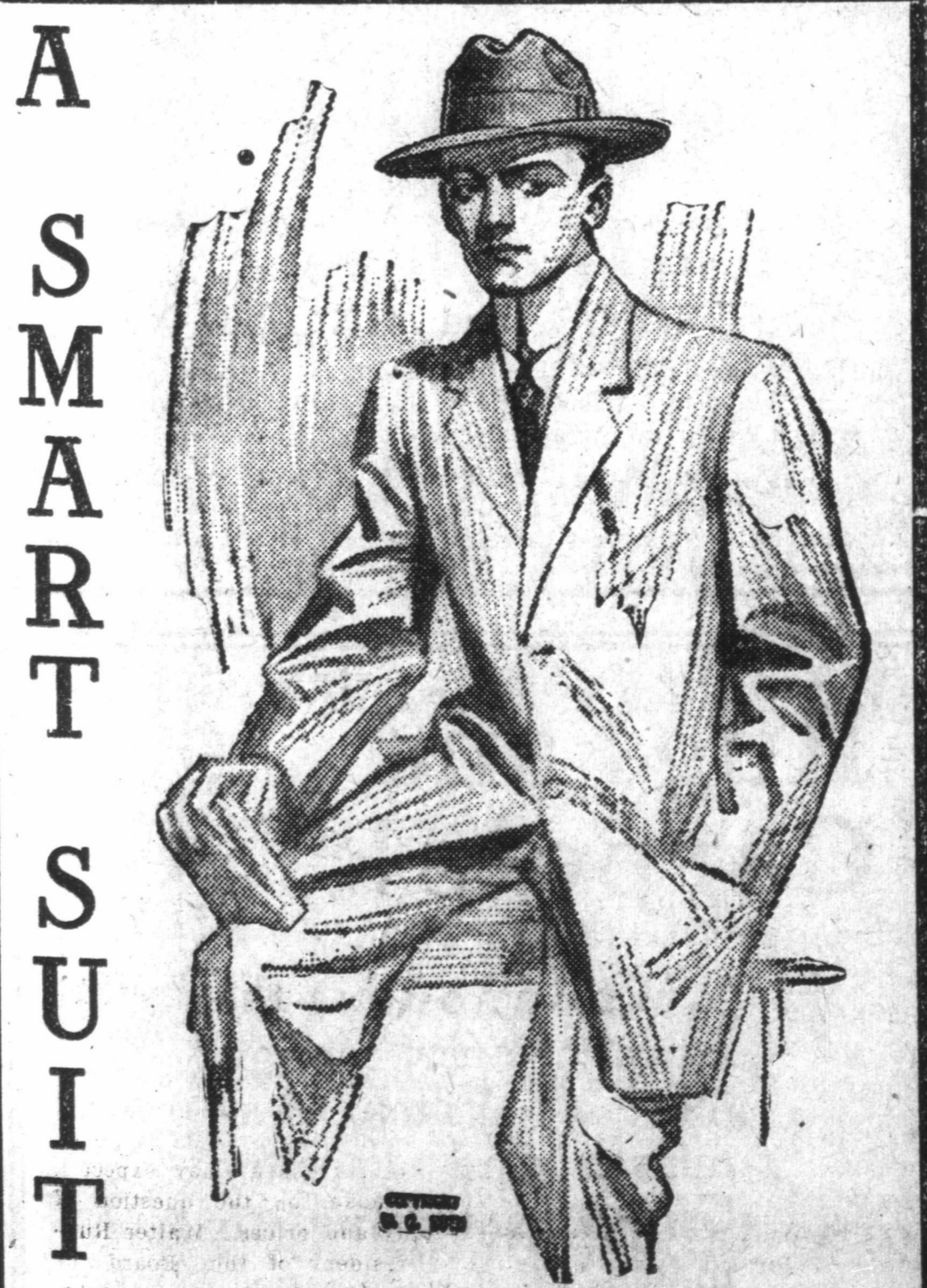
The British Parliament Re-assembled To-day for Autumn Session

There Being Little Legislation Programme Session Will be Devoted to Matters Pertaining to the War—Premier Asquith to Ask for New Vote of Credit and Review the War Situation on Wednesday—Question of Conscription for Ireland is Calculated to Give Some Trouble—The Securing of More Men for the Field Certain to Lead to Exciting Discussions

LONDON, Oct. 10.—The British Parliament will re-assemble to-day for the autumn session which will deal almost entirely with matters pertaining to the war, there being virtually no legislation program. The Premier is expected to move a new vote of credit. Wednesday and thereupon review the war situation and the nation's ability to bear the financial strain of the war. The reform of the administration of pensions for army and navy,

and the questions of man power is in the field and are two matters likely to occupy Parliament's deliberations, while the Government may expect a severe criticism on the question of food supply and prices. Walter Runciman, President of the Board of Trade, will make an important statement to-morrow in reference to wheat supplies.

In addition, the independent attitude threatened by the Irish party towards the Government is calculated to give some trouble. The possibility is that members of this party will unite with the smaller groups which are critical to the Government's administration of the war. It is believed that the Government will yield to the agitation to apply conscription to Ireland, which is only possible by the introduction of a special bill entailing whatever decision is taken. The field is certain to lead to exciting discussions.



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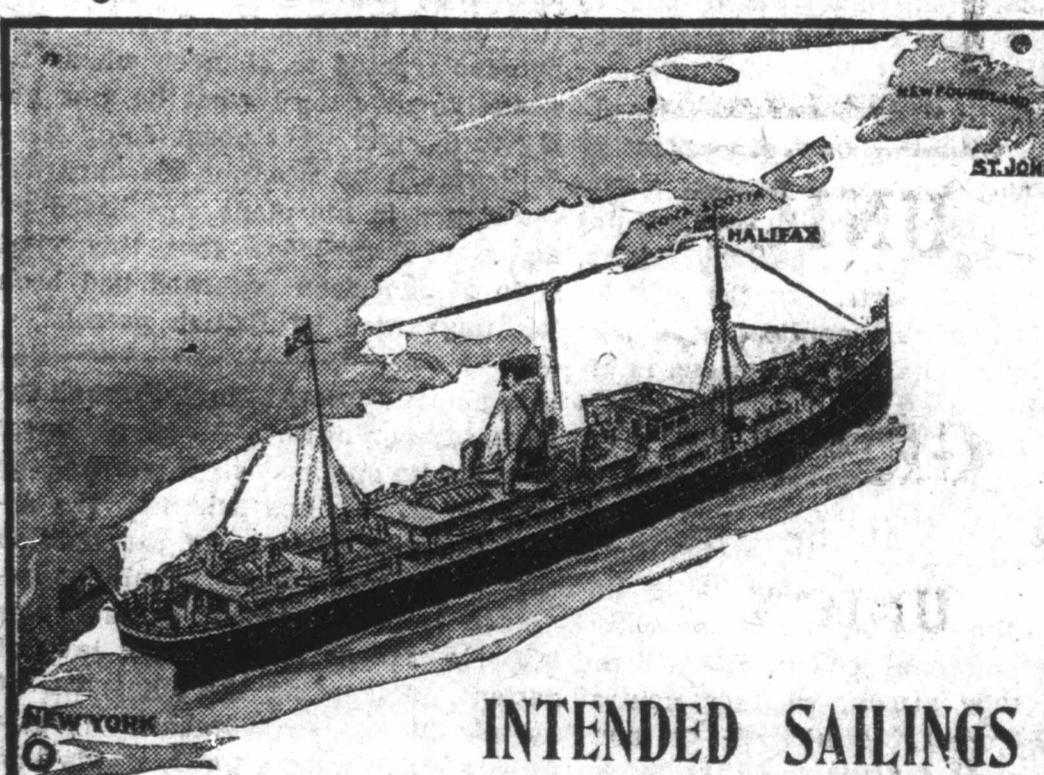
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A Noted English Philosopher Sounds Warning of the Imminent Peril From An Awakened Asia

Mr. H. M. Hyndman, Noted English Writer and Philosopher, Points Out How Alliances of England and Russia with Japan and the Fratricidal War in Europe are Bringing Closer the Struggle Between the Yellow Races and the White.

The change in the relations between Europe and Asia in the last thirty years has been so marked, and yet so rapid, that we scarcely understand the effect which has been produced already, and will be still more noticeable in the near future.

One result of this terrific war, ending, as it must, in the serious weakening of all the European Powers which have possessions in the eastern continent, will be to increase the relative power of Asia and to secure for her, at an earlier date, that greater influence in world policy which she would have obtained later in any event.

We are slowly returning, it would seem, to something near the estimate of Asiatic importance, which was formed by the old voyagers and ambassadors. After 400 years of successful commerce, piracy and conquest, from the date of the short-lived Portuguese Empire of Goa, in 1508, the tide is now turning in favor of the older civilizations, China, Japan and India, with a population nearly double that of all Europe, including Russia, can no longer be regarded as the happy hunting ground for adventurous individuals, or grasping nations of the white race.

This possibility has long presented itself to the more farsighted politicians. In the early fifties Mr. W. H. Seward, whose statesmanlike management of the Trent affair averted war between England and America ten years later, directed the attention of his countrymen to China as the empire which would play a decisive part in the destinies of the human race. During the Franco-Prussian war of 1870 Sir Henry Maine conjured up a vision of 40,000 Chinese, raised, trained and armed on the Prussian model, inviting the western barbarism to try conclusions with them in an Armageddon of the East.

But this was far from being the common view. Even now, most European nations think and act as if their present superiority could be maintained permanently, in spite of all recent developments on the shores of the Pacific Ocean. It is interesting to compare this arrogance with the attitude of the English, the French, the Dutch and Portuguese three centuries ago, and even far more recently, toward the Indian and Chinese rulers of their day.

Certainly the present scarcely veiled contempt and rudeness of my own countrymen in India itself to Indians is the growth of little more than two generations. Earlier records bear witness to a much better tone than that which prevails to-day. Even during this great war, when Indians of high rank and long descent are fighting side by side with English officers, for the same cause, they have been treated with great rudeness. Color prejudice has become the rule, and is growing stronger as Englishmen reside less and less in India and more and more lose touch with Indians.

It was for a long period much the same with China. That great people whose civilization and power pervaded the whole east for centuries and spread to Africa; to whom we are indebted—even more than we are to India—for the ideas, discoveries and inventions which underlie our own material development and moral conceptions, were approached by Europeans, in the earlier stages of their intercourse, as a race in many respects more capable and more powerful than themselves.

Not until we English discovered that the whole of these intelligent 400,000,000 of Chinamen were organized solely for industry and peace, possessing no armies in the least capable of resisting aggression, did we sort of the truculent brutality which so shamefully forced the sale of opium upon the country in the face of the protests of its government; a policy fitly illustrated by the seizure of Hong Kong and the sacking of the Winter Palace.

Our missionaries' claims for the infinite superiority of their Asiatic religion, which made no impression upon the Chinese at all in proportion to their own efforts or to the risks which this country had to run on their behalf to protect them, afforded further evidence of European arrogance. They did not disguise their low opinion of the Chinese cults, nor did they, like the Catholics, adapt themselves in dress and daily life to the customs of the people.

Even the late Lord Salisbury, a devotee of Christianity, complained of their inconvivial ardor and unconvivial methods of proselytism. The wonder is not that their conduct at times influenced popular hatred against them, but that they should have been allowed to continue in China at all.

In the same way, having discovered that Li Hung Chang, the real author of the ruinous Japanese war, was as unscrupulous in diplomacy as he was dishonest in finance, we assume that all Mandarins are of similar character. Yet the great majority of the literati who govern China are beyond reproach in money matters, and the integrity of Chinese men of business and compradors has long been the admiration of the East.

All this time, too, the kidnapping of Chinamen in the great cities was going on as a regular business. The horrors of the barracoons of Macao, in which these coolies were stored before being shipped off for life-long toil and torture, were only equalled by the fate awaiting these unfortunates when they were landed as hopeless slaves on the Guano Islands, off the coast of Peru. There they had no hope of humane treatment nor of any external interference on their behalf. Protests by the Chinese Government were as unavailing in this matter as in the case of the importation of opium. The old chattel slaves at Laurium or in Sicily, the modern victims of Russian tyranny in the mines of Eastern Siberia, never suffered from more frightful cruelty than did these harmless Asiatics, forced to work themselves to death amid an atmosphere which it was a pain even to breathe.

Yet the first evidence of the latent power of Asia's hundreds of millions of inhabitants came from the industrial countrymen of those sufferers in quite a peaceful way. I visited Australia for the first time nearly fifty years ago. At that time Little Bourke street was one of the shows of Melbourne. There I saw Chinamen with their great broad hats and rough Asiatic petticoat sarb lying sandwiched or trays, to sleep head and tail like her rings in a barrel. How they continued to exist in such a confined space, packed together as they were was a mystery. But exist they did.

Moreover, they contrived to make a good living out of washing for gold or digging abandoned by white men, out of laundry work, which they did better than anybody else, by growing vegetables in that dry and thirsty land where no one else could then make a success of market gardening, and, lastly, by competing with Europeans in certain trades and for rough work.

This last it was which brought them into difficulty. For the Chinamen not only worked long hours, but, living on a lower standard of life than their white competitors, they were able to underbid them in the matter of wages, to an extent which threatened to drive European labor out of some occupations altogether. This might be all very well for capitalists; who were accused then and thereafter of fostering the trade in the importation of Chinese coolies in order to keep

down the demands of their own work-countrymen and make more profit for themselves. But it did not suit the views of the Caucasian wage earners at all. They soon learned that competition of this kind could not be met in the ordinary way.

I made up my mind on this, then, and I am as firmly convinced of it now. Under the system of capitalist production and competition for wages, regulated, in the main, by the standard of life in various trades, Europeans, even in a temperate climate, cannot hold their own, in the long run, with these hard-working Asiatics: in the tropics they have no chance at all against industrious coolies from the southern provinces of China.

In the Sandwich Islands also I found them in considerable numbers, not only on the sugar estates, but in the towns. The same, of course, in California. There the feeling against "the heathen Chinese" was even stronger than in Australia. Chinatown in San Francisco, with its practically self-governing community and underground communications, was already an extraordinary development for an American city.

In 1879 the Government of the United States yielded to the pressure brought to bear from the Pacific slope, fearing the serious trouble which might have arisen between the races had the Chinese immigration into California continued at its then rate. It is impossible for anyone who saw what was going on to deny that the white workers had a strong case.

It was no doubt contrary to all international rule and order that Americans should claim the right to travel, trade and settle freely in China, and yet that the Chinese, quite as industrious workers and fully as competent merchants in their own line as Americans, should be excluded from the United States. Moreover, the law became operative a few years after the Chinese had been of great service in the development of California and the other States of the Pacific coast.

But the thing was done. After the passage of that enactment, the Chinese were shut out from North America and the Australasian colonies. A little later British Indians were liable to a heavy fine for landing in Australia and the embargo of one hundred pounds sterling on the famous Rajpoot, erick-erick Ranjeetsinghi, the Jam of Ramnagar, was removed by special ordinance of the Parliaments in the colonies where he was to play. It would have been better had this Indian of the most ancient lineage in the whole of Hindostan refused to be thus exceptionally favored. However, the fact that British Indians should be thus treated in the British Empire proves that the prejudice against Asiatics was and is by no means confined to the dislike of the Chinese.

But the new movement in Asia which may yet have a tremendous influence on the whole world, began in a manner to be appreciated by Europeans, not in India or China, but in the island kingdom of Japan.

In forty years an almost unknown country outside the sphere of international affairs, has passed from a belated feudalism to a highly developed capitalism—a transition which it took as English four centuries to accomplish. Japan has assimilated with marvellous intuition the most effective portions of European civilization and has established itself as one of the great powers of the world.

The entire transformation came as a surprise even to many Europeans who were well acquainted with the peoples of the Far East. The first clear evidence that a new factor had appeared in the struggle for the control of the Pacific Ocean, and all which this implies, was afforded when, in her war with China, Japan crushed that huge empire with a rapidity and completeness that left nothing to chance.

By the use of European ships and European appliances, with a skillful adaption of European discipline and military methods, Japan defeated the Chinese as hopelessly as any European power could have done. The acquisition of the island of Formosa, the claim of large "sphere of influence" on the adjacent mainland, and the demand for a heavy money indemnity at the peace of Simonosaki (1895) showed the whole east that the most modern ideas of extension of territory and commercial control had been com-

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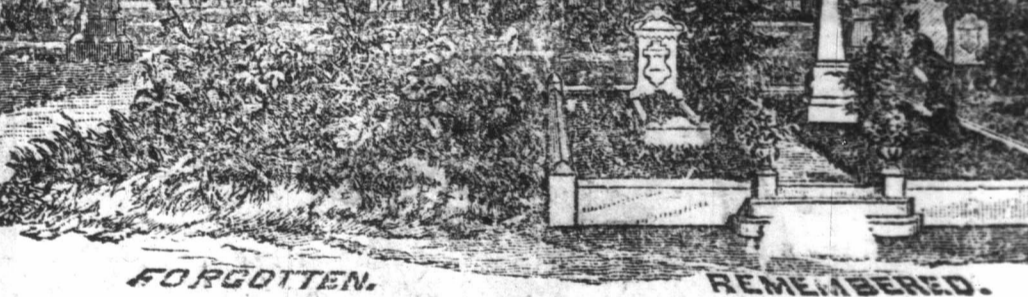
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(Continued on page 3)

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A Noted English Philosopher Sounds Warning of the Imminent Peril from An Awakened Asia

(Continued from page 2)

bined with all the persistence and astuteness which Asiatics admittedly possess. Yet so slow were we to appreciate the changed conditions that, when the war began, it was quite commonly believed, not only in the west but in the east, that the "little Japs" had undertaken a task far beyond their capacity, and that the huge, unwieldy bulk of China, controlled by the imposing figure of Li Hung Chang, would overwhelm the adventurous islanders.

Even when the war was over, and the victors had gathered in their spots, Europe still failed to appreciate the significance of what had occurred. The contempt for Japan with which the Chinese had contrived to imbue foreigners in the treaty ports along their coast, faded slowly. That contempt did not trouble the Japanese and their rulers at all. They had decided upon a definite policy and they proceeded to carry it out without haste and without rest.

As they became more closely intimate with Europeans they decided that they were people to use and not to be used. English, American and other merchants dealing with Japan soon found out that they were face to face with artificers, manufacturers and traders who were as efficient in the field of industrial and mercantile competition as they had proved themselves in warfare. Japanese raised money in Europe, built vessels in Europe, ordered machinery in Europe, sent students to Europe and America. But all with one object, to dispense as soon as possible with European and American aid and to rival the white men in every department of human effort.

Capitalism of the most ruthless description, controlling perhaps the cheapest and most easily trained labor on the planet, obtained complete domination of the Japanese workers who were handled from the commencement as the German working class have been handled to further the projects of their government. As far as social conditions were concerned, Japanese statesmen, so careful to make use of the most scientific knowledge for the benefit of their troops, have been quite indifferent to western legislation in favor of their new wage-earning class. The Chinese were organized by peace for peace; the Japanese were organized by war for war. They proved this to demonstration in their war against Russia, which was their next serious step toward the

attainment of the position at which they aimed. Even then, there were still Europeans who failed to estimate their chances of success aright.

Whether by refusing to entertain proposals of peace and holding on after the battle of Mukden, Russia could have won Japan out need not now be discussed. The Treaty of Portsmouth settled that. Thus, in a manner which could not be explained away, the Russian Empire, long the dread of Western Europe, was thoroughly beaten by a comparatively small Asiatic State, and Japan became still more formidable on the mainland as well as upon the ocean.

The final addition of Korea to the Japanese possessions, in 1910, gave the Mikado a total population of between 70,000,000 and 80,000,000 inhabitants under his direct rule. With a constantly growing army and navy, kept up to the highest point of efficiency, with a rapidly-expanding commerce and fine lines of steamers with a future for her manufactures not confined to Asia, and holding an international position which enabled statesmen to enter upon treaties with Great Britain whose meaning has hardly been fully appreciated by her co-signatories—Japan took her place in the forefront of civilization.

All Asia felt the blow. For the first time since the decay of the Ottoman Turks, an Asiatic State had, single-handed, defeated a European Empire of at least three times its own population and of vastly greater extent.

No wonder the Japanese said, "We have been sending you our works of art, our silks, our jewelry and decorations for generations, and you still regard us as mere barbarians. We show ourselves at least your equals in scientific butchery and at once we are admitted to your council tables as civilized."

Now turn and read the two treaties with England just referred to. England is herself a great Asiatic Power, controlling on that continent 315,000,000 of the human race. Nevertheless, she binds herself to Japan in the instruments of 1905 and 1911, both based upon the agreements of 1902, and probably supplemented by other secret agreements—as the custom of our Foreign Office is—which are not disclosed to the English people. These within certain limits constitute an offensive and defensive alliance up to the year 1921. Even at that date there is no finality.

The objects of the Alliance are set forth in the preamble as "(a) The con-

solidation and maintenance of the general peace in the regions of Eastern Asia and of India. (b) The preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of nations in China. (c) The maintenance of the high contracting parties in the region of Eastern Asia and of India and the defense of their special interests in the said regions."

Remembering that Japan had and has, to all appearance, nothing whatever to gain by upholding our domination in India, the broad language here used is capable of the interpretation put upon it in many quarters, that, namely, in return for this at least probable support from our ally, in case of an Indian rising, some other considerations are involved.

Article II, which speaks of common action in case of war, has been read in that sense in more than one quarter. Japan is, at the time of writing, acting as the good and loyal ally of England in the great war, and has rapidly swept Germany out of her corner in China. But when the House of Lords cheered Lord Lansdowne so enthusiastically for his treaty of 1905, while the Russo-Japanese War was still going on, its members appear to have overlooked some other elements in the arrangement which can scarcely fail to lead this country into a difficult situation in the near future.

However that may be, it is quite clear that these serious diplomatic instruments place Japan on at least an equal footing with England in the Far East. They also give the impression that should we be unable for any reason to maintain our empire in Hindostan, then we are entitled to look to Japan until 1921, and probably for a longer period, to assist us in keeping up an alien rule in India. It is a strange position indeed for a proud country such as England, especially strange when we remember the attitude of British colonies to Japanese immigrants.

But this brings us back to the extremely complicated and awkward question of Asiatic emigration generally and the claims made by Japan that Japanese immigrants should be treated on equal terms with American citizens in the United States. Things are very different from what they were in 1875, when, as already said, the United States and the British colonies carried matters with a high hand against Chinese immigrants.

China itself has undergone a complete political transformation. The Mongols have gone. Pigtails, the sign of subservience to the Tartars, have disappeared. The Chinese race proper is in control of its own territory. Railways, chiefly constructed with foreign capital, and for the time under

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foreign control, now connect many of the great cities and their ports. But Chinese engineers and managers are steadily replacing the outsiders, and projected lines, deprived by the war of their skilled superintendents from Belgium and other European countries, are now being carried forward by Chinese engineers. Mines and other industries are being developed. Armies also are being raised and armed and trained according to European systems.

The eagerness for progress is being manifested in all directions. Much as they dislike the Japanese, the Chinese are ready to learn from them, and thousands of Chinese students flock to Japan for that purpose. Thus 400,000 of this remarkable people, all reading the same language, are now moving along the same lines which have brought the very differently constituted Island Empire to its dominant position. Whether China acts under Japanese leadership, or under the guidance of her own educated class, the whole question not only of Chinese emigration but of Chinese influence generally must ere long be seriously considered by western nations.

At the time of the Tae-Ping rebellion a sort of proverb was current in the Chinese cities. "First the Tae-Pings, then the Mohammedans, and Mohammedans have long since been swept lastly the Foreign Devils." The Tae-Pings and Mohammedans have long since been swept away. It is quite possible the turn of the Foreign Devils may be close at hand.

Meanwhile, Japan has the lead and seems likely to keep it. The majority of Englishmen, and even the majority of Americans—who are still more closely concerned than its ally, the English, with the policy of this powerful and ambitious State)—have but a superficial idea of the possible spread of its influence in the near future.

Yet this is not for want of warn-

ing. These would be more than human in their self-control and caution if they failed to obtain a diplomatic, or forcible, victory from such a state of affairs.

They have concluded, rightly or wrongly, from the conduct of the United States Government during the war that Americans, as at present organized and ruled, will put up with any insults and outrages and surrender anything demanded of them rather than directly threaten or put themselves in a posture to threaten hostilities. It does not need the shrewdness and first-rate information which the Japanese possess to see what this means to them. Nor does the Anglo-Japanese Alliance, which would render British intervention on the side of the United States very difficult, if not impossible, improve the outlook for the Republic, even if the exhaustion of our nation did not preclude us from any action in this sense.

Asia is awakening indeed. We ourselves must not imagine that India is still asleep because perfect peace reigns throughout Hindustan, and—as they tell us—Indians are eager that British rule should endure for ever—so eager that they voluntarily supply fighting forces in the field to the extent of tens of thousands of men. This is not so.

India is stirring too. The Andaman Islands, our modern counterpart of Van Dieman's Land, are overflowing with political prisoners, shipped off there without trial, and even without accusation, under an obsolete law.

The wholesale hangings at Lahore, solely on police evidence, have been strongly condemned by Anglo-Indian officials themselves. Bengalis were long derided by us English as a people incapable for centuries of resisting oppression in any shape. We have contrived to rouse such a spirit among them that anarchists and assassins are openly cheered when living, and treated as martyrs when dead, even in Calcutta itself. There can be no doubt whatever that disaffection is growing throughout Hindostan: though the population being entirely deprived of arms, any organized insurrection is not to be anticipated. But India demands self-government and requires that the drain of £30,000,000 yearly to England from the poorest population on the planet without any commercial return should be stanchied.

An empire which declares that it is fighting a world-war for the maintenance of national rights and national freedoms cannot in decency keep one-fifth of the human race in subjugation to foreign despotism and liable to the exaction of a foreign economic tribute on a huge scale. If England persists in this fatal policy there can be little doubt as to the ultimate result. Not even the legions of Japan would suffice to keep India permanently enslaved. The movements in China and Japan itself have already had their influence throughout Hindostan. However desirable also it may seem to the great Indian Feudatories to exhibit their loyalty to the dominant power to-day, it is inconceivable that they can fail to know what is taking place around them, or that they fail to share in the general Asiatic feeling against the supremacy of the white race.

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

ST. JOHN'S, N.F.L.D., OCT. 10th., 1916

The Fishery

LABRADOR soft fish reached a very high value last week which was caused by sharp competition in buying, and the small amount of fish offering. On Saturday the arrival of 50 schooners was more than enough to supply the demands and the slump yesterday of 20 cents was the natural outcome of an over supply at this time. Some sold below \$6.50 but chiefly because their fish was too wet. Properly cured Labrador soft fish sold at \$6.50 and is worth that figure. Those who bring soft fish here this fall should properly cure it. Soft fish not sufficiently dry will not be accepted at any figure during the balance of the fall, and if fishermen bring in green fish (as many have done this fall when the demand was brisk) will have to blame themselves if they find no market. All soft Labrador should be made as it was previous to last year; if this is done there is no reason why good prices will not be maintained. The cut to \$6.50 was justifiable, but any cut lower will cause no end of dissatisfaction and protest.

Outport schooner holders who have fish to bring along should endeavour to steer clear of coming with a large fleet, for the stuffing of the market by the arrival of 40 or 50 schooners in a fleet is sure to have an injurious effect upon the market; twenty schooners is plenty to arrive here at one offer. It would pay the fishermen to remain at Catalina when any large number of schooners are en route here. The price of shore fish should easily be maintained, as the supply is very short and there is no need to rush here with shore fish until conditions become normal and the effects of the Stephano scare has subsided.

There will be a large shortage in shore fish, and there will not be 10,000 qtls. of Labrador shore to offer here for the whole season.

Three fourths of the soft Labrador catch has been disposed of and the only soft fish to arrive is from St. Brendan's and Flat Island section of Bonavista Bay. There is not 3000 qtls. of soft fish now unsold on the north side of Bonavista Bay, while all the Trinity Bay Labrador catch has been disposed of. There is no need for fishermen with soft cured fish to rush here now; there is two months of the season for selling yet to come, and any who sells properly cured soft fish here at a lower price than \$6.50 will regret it later on.

The fish exporters held a meeting yesterday and formed a combine to fix prices, but before a week is over they will be breaking their necks to purchase their requirements far in advance of the combine prices, then all will wonder who broke the price; all will be guilty, yet pleading innocence.

Cod oil has reached a price that is purely a gamble and the probabilities are that a reaction is not far off.

Flour is advancing more and more, and stocks are very short. Beef and pork is also advancing and will continue to advance. Molasses is also 2 cents higher. Sugar is a little lower. At present prices it would be cheaper for the outport people to buy sugar instead of molasses.

The Patriotic Fund

SECTION 9 of the Patriotic Fund Act passed during the session of 1915 says: "On and from the thirty-first day of December, one thousand nine hundred and fifteen, the accounts of the corporation shall be audited by the Auditor General of Newfoundland, and a report of such Audit, with such further statement as seems proper, shall be published as the corporation directs; and the said auditor, or his successor in office, shall be the auditor of the corporation."

Now what has been done in connection with this audit? If anything has been done the Patriotic Association have been very slow in publishing same although the Act calls for such a procedure.

Has the Auditor General audited the accounts? If so, why has not his report been published? Do the Patriotic Committee, or their Finance Committee, think that the people who have responded to all appeals of a patriotic nature have no desire to see where their moneys have been spent?

Is this money, we ask, devoted to the channels it was collected for? Is it being spent in accordance with the provisions of the Patriotic Fund Act?

This high handed procedure of our "Patriotic" Committees which have been long on oratory, and short on work, has about reached the point where public opinion is bound sooner or later to make itself felt.

What about this audit? If the Auditor General has made his report why has not the same report been published for public information as the Act called for? If the report has not yet been made, when, we ask is it likely to be?

F.P.U. Notes

Schr. Petunia, Capt. Bannister of Port Rexton, is taking supplies at the Trading Co.'s wharf.

Schr. J. E. Greening is loading supplies at the Trading Co.'s wharf for Champneys.

Schr. Lucinda, Capt. Harris, is loading supplies for New Chelsea and Winterton at the Trading Co.'s wharf.

The schr. Cathrine Parr has arrived at Catalina from Groat's Islds. with 540 qtls. fish.

**REVEILLE
BY CALCAR**

In our article of Monday when speaking of how the introduction of the Threshing Machines has effected the raising of grain, we in order to be perfectly fair and to give the Government full credit where credit is due admitted that in all likelihood the easier method of threshing consequent on the introduction of machinery has reflected itself in an increased acreage sown to grain.

Of this we are no wise sure, and failing reliable statistics are willing to give the Government benefit of the doubt. As far as statistics are concerned we are compelled to take them, in the matter of agriculture, as we take our beliefs in the stories of travellers from distant regions, with a great deal of reservation, so much depending on our mental attitude and inclination.

For our part we accept those figures as published in the Report of the Agricultural Board without any reservation whatever, we accept them for what we positively know them to be worth, and this is nothing. In one respect they are worth something, and that is in the matter of how they furnish us with proof positive of how little the Government reckons with the intelligence of its auditors.

The Government, if any respect was felt for the people, would never have inflicted such a flimsy pretext to a report upon the country, but as we are coming by-and-by to the figures contained in this report we must continue our talk about the growing of oats and the threshing of them. "Experience is a dear school, and fools will learn in no other" it is said, and, it might be added even some fools may not learn there.

How long does it take a fool to learn a lesson in the school of experience? How long must the water of knowledge be allowed to drench his poor atom of a brain before the germ of intelligence begins to bust? In how many cases will the bursting seed continue to develop beyond the cotyledon stage?

We ask these questions because we wish to point out that not just one sudden application of experience if it be not long protracted is not sufficient in all cases to develop learning in the craniums of some dull people. The Morris Government has been at school under the old master "Experience" eight years now and learning does not seem to have developed among its members yet.

In regard to these threshing machines the seed of knowledge was to all appearances good, but febrile tendencies in the brain caused it to expand too soon with the consequence that it shrivelled in the cotyledon stage. The germ of an idea was there but the soil was poor. The threshing machines are good in so far as they lift the drudgery of hand threshing off the shoulders of the farmer and thus are calculated to encourage the raising of grain, but the idea is an abortion when it is not following rather than preceding knowledge of how to grow grain economically.

If the Government would but publish the truth and all the truth, give us all the data that should accompany a report of grain growing people would see for themselves what we mean without putting us to the necessity of supplying from our own observation what the agricultural policy of the Morris Government has accomplished in the direction of grain growing. They would see that the introduction of a threshing

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Southside account upkeep	15.00
Sibley's Cove	4.00
Bishop's Falls, additional	66.90
Clareville W.P.A., additional	2.55
Mrs. Ambrose Power, Branch	50
Ellistown	58.79
St. Mary's Women's Association	116.89
Bale Verte, additional	26.05
Grand Falls, additional	50.00
Moreton's Harbour	20.50
Cape Cove, Fogo District	29.00
Women of Indian Islands	31.45
Sir William Horwood, account upkeep	21.65
Presque, additional	38.00
Ladle Cove	15.00
Employees of Ayre & Sons Ltd account upkeep	54.17
Received at Daily News Office:	
Firemen's Union	20.00
W.M.S., George's Brook	15.03
Society United Fishermen, Amherst Cove	5.00
Bazaar per Misses Rennie	

machine was a beginning at the wrong end, that the problem was attacked in the most unintelligent manner. But in this matter it is only on terms of equality with all the other unintelligent endeavours of the Government. We have said before that what is really wanted is education—vocational education for the farmer. This is just as essential to a proper development of agriculture, as plowing, and pulverizing of the soil is necessary to the raising of a good crop. The man who denies this is a simplation.

The Morris Government must place themselves in the category of imbeciles for they have by their attitude towards the agricultural policy repudiated entirely the necessity of education as a beginning for all agricultural endeavour. They have reversed the natural order and sown the seed before any plowing has been attempted. The result of course has been failure. Whatever successes they may claim they have no right to for they are not real and have been achieved at too great a cost.

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The wrecked schooner "Bonnie Lass," whose crew were all drowned in the big storm a couple of weeks ago, is now being given repairs. The time piece in the cabin stopped at 4.30 and it is believed that she went ashore at that hour in the morning.

GLEANINGS OF GONE BY DAYS	
OCTOBER 10	
Battle of Camperdown, 1798. President Kruger born, 1825. Father Matthew born, 1790. Rev. Jacob Mountain, C. of E. minister, died, 1856. Cardinal McClusky died, 1885. Alan C. Goodridge and Don Jose Perez, Fishery Commissioners to Mediterranean, arrived, 1898. J. M. Byrnes' theatrical company opened in T. A. Hall, 1898. Shea & Co.'s office burglarized; \$400 stolen, 1877.	

MORE FISHERY REPORTS
Oct 7th. From W. White, English Hr. to Spantard's Cove)—The catch to date is 26,450 qtls. with 540 for last week. About 100 boats are fishing and some of them on the western end of this division have taken from 6 to 10 qtls this week. There is only one schooner now to arrive from Labrador and she is reported with 950 qtls. Prospects are good and there is plenty bait.
Oct. 7th. From R. Brown, (Upper Amherst Cove to Cape L'Argent)—Prospects are good and squid is very plentiful. All the fish taken this week was got on trawls. The total catch is 15,600 qtls. with 600 for the week. Eighty dories and skiffs are fishing.

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What will you do if you have a fire and haven't any insurance? Can you stand this loss?

IT'S FOOLISH TO TAKE YOUR OWN FIRE RISK

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HAVE US INSURE YOU in one of our companies. Why not do it to-day?

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The **TEA** with strength and flavor is

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

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

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

J.J. St. John
Duckworth St & LeMarchant Rd

Old Time Shipbuilding in Newfoundland

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

BY JAMES MURPHY.
(Continued.)

A large and influential gathering of the commercial men, members of the Assembly and citizens generally, assembled in the Court House at St. John's, February, 1851, having for its object the encouragement of shipbuilding. Among the many assembled we notice the names of gentlemen who in those years were foremost in the public life of the Colony. Messrs. T. R. Job, member for Trinity, P. F. Little, member for St. John's who was also the first premier under responsible Government; the Speaker of the Assembly, E. Haurahan Esq. one of the representatives for Conception Bay; James J. Rogerson, Matthew Stewart, John Fox, John Barron, F. R. Page, Thomas Byrne, William Walsh, James Murray, Alexander Fraser and G. J. Howsall, Esq. A resolution proposed by Mr. Fox and seconded by Phillip Little, M.H.A., was as follows: "That amongst the occupations to which a people devote themselves, there is none more congenial to their tastes than shipbuilding, a branch, which if encouraged would not only induce embarkation of capital, but would afford employment to large numbers of artisans and laborers and even to the youth now employed, would create a rivalry in naval architecture and in some time would secure Newfoundland tonnage a high reputation."

Let me say that this meeting was the outcome of the energy displayed by the late Hon. James J. Rogerson, a philanthropic gentleman and an ardent temperance reformer, and who had represented the people for many years in the House of Assembly. Before I introduce the names of the vessels or their owners, and by whom built, I will give an extract from a speech delivered by Mr. Haurahan, member for Conception Bay, and who had introduced into the Assembly a bill for the encouragement of shipbuilding the same year that the public meeting was called. Mr. Haurahan said: "No country can exhibit men of superior talent to our Kearneys, Curtis's, Pitmans, Bemisters and others. From £30 to £40 were paid annually for vessels which were imported from other Colonies for sale here. The number of our vessels being 400 which had to be renewed over ten years, so that 40 were required annually."

Now I will give the names of some vessels constructed by our native builders, which many of the more mature of my readers have no doubt been told about before, and maybe they have seen those vessels themselves. Mr. Curtis of Salmonier, St. Mary's Bay, was a reputable builder and during his time engaged at the art, turned out many vessels from his shipyard. One of the best known which was built by Mr. Curtis was the "Michael Anthony Fleming." This vessel was named after Bishop Fleming, the Roman Catholic Bishop of St. John's. She was constructed for the firm of James and Robert Kent, who, in those years, did a thriving business with Ireland. On St. Patrick's Day, March 17th, 1844, Curtis launched from his shipyard at Salmonier the "Michael Anthony Fleming," she was 154 tons, built of the very best material and was classed A-1 at Lloyd's. Many an "exile from Erin" came to this country on the "Michael Anthony Fleming." At Waterford in 1847 she received new decks, masts, spars, galls and rigging. Her length was 84 feet, she was 22 feet 10 inches beam and 19 feet deep, and I forgot to say that when she was launched her sealing crew were on board.

Another of the pretty schooners built by Curtis was "Clio." The ship measured 135 tons and was built for the firm of McKay and McKenzie. She was a very substantial and handsome ship. In 1850 Curtis launched the "Blanche" for the Hon. Lawrence O'Brien. The firm of Bulley & Job had a vessel called the William and Mary built in 1828 at Bonavista Bay. She measured 133 tons, was a sealer, as most all the vessels were then used for. In all parts of Newfoundland vessels were built in the old days.

In an instructive article written five years ago for a Christmas Magazine by Canon Smith, the Rev. Gentleman says of shipbuilding: "A hundred years ago almost every schooner or shallow engaged in the fishery had been built in Nfld., so also had a large part of the ships that took our produce to market. What employment such shipbuilding must have given to our 'hardy men' in the winter season. At that date the local built ships were the pride and glory of our people, but that day has passed. In 1831 a splendid vessel called the 'St. Patrick' the work of a native, was built at the Bay of Islands, she was one of the strongest seal hunters of her time and was known in song and story. I have seen her name made prominent in the long forties in a song published nine years ago in one of our local journals. It had relation to the St. Patrick being jammed one spring in White Bay till the first day of May."

Patrick's work of a native, was built at the Bay of Islands, she was one of the strongest seal hunters of her time and was known in song and story. I have seen her name made prominent in the long forties in a song published nine years ago in one of our local journals. It had relation to the St. Patrick being jammed one spring in White Bay till the first day of May.

Hr. Grace was in opulence when Kearney built and launched the Rothsay, called after the town in Scotland where John Munn Esq. was born. The Rothsay was built in a dockyard adjoining Victoria Street, Hr. Grace, at half past nine o'clock in the morning in the month of February, 1852, hundreds were on the spot, having assembled there from all parts of Conception Bay to witness the launching. She was christened by Mr. John Fisher, a native of Rothsay, and her builder, Kearney, made a speech, a newspaper at the time commenting on the launching of the Rothsay said: "Hurrah for native talent and success to the good ship Rothsay. How did Kearney and his co-operatives acquire this proficiency. We reply the same hand that oiled up the Grampians and reared Bacallieu. The Rothsay measured 123 feet long, 25 feet beam, 12 feet eight inches deep, new measurement 261 tons, old measurement 313 tons. Her stern was beautifully carved and she had a lovely figure head, composed of triangle, stars, etc. The Hr. Grace newspaper of that date said in relation to the building of the Rothsay: "This is the way to reinstate the Colony, let our outgoings be spent in the community where we derive our incomes. Nothing will impoverish a field so much as carrying off the grass before it is dry to another situation."

John Munn Esq. was noted for his liberality he gave of his bounty to all churches. He helped Bishop Dalton when that clergyman was building the St. George's Cathedral. He gave the Bishop money and sent one of his vessels to Kelly's Island for stone for the erection of the beautiful structure which was destroyed by fire in 1889. Speaking in the assembly forty six years ago Mr. Munn said: "That he never sold a gallon of liquor in his life. He received one or two consignments but sent them back. There were seventy outport merchant," said Mr. Munn, "when I came to the country but there are hardly seven now. He believed that the cause of the trade falling off was brought about by an extravagant use of liquor."

A much talked about vessel built by Kearney in 1855 was the Ida. This vessel was built in the shipyard of the Hon. Chas. Fox Bennett, where the General Post Office now stands. The Ida was christened by Mrs. Bennett, whose name before her marriage to Mr. Bennett was Isabella Sheppard of Clifton, England. It was four o'clock in the evening when the launching took place and a great crowd of people assembled from all parts of St. John's. The Ida was successfully launched across Water St. through the archway of Bennett's and into the water of the Harbour, amid the cheers of the people. I met an old timer a few days ago who told me that he was a boy at the time and that he was a witness to the launching. He further told me that Kearney hung his watch on the side of the archway and told those who said that she would not go through the archway, that he'd put her through without even injuring the watch, a feat which the ingenious Kearney successfully performed.

On Feb. 19th, 1852, at half past seven in the morning at Mr. Stephen Rendell's shipyard at Hant's Harbor, Trinity Bay, Mr. Geo. Pittman launched the Coisair for Stephen March Esq. She was always called March's Coisair. There were two ships of the same name, a description of the other ship I will also render. March's Coisair was christened by Capt. John Hopkins. She was 120 tons new measurement. The Charles was launched the same year for Mr. March. This vessel was hired by the Government for a fishery, cruiser. The spring that Kearney launched the "May Hounsell" the father of the late Archbishop Richard Howley Esq. had a vessel launched at New Perlican. This was the first Coisair. She was built by Mr. Geo. Pittman, son of Mr. Walter Pittman, who was at one time agent for Garland's estate. The Coisair was 84 ft. in length of keel and 93 feet in length of deck with a beam of 23 ft. five inches and a depth of 13 ft. 5 in. She was 205 tons old measurement and 162 tons new measurement. Her top sides were of juniper, she was floored with witchhazel and it was de-

clared that her equal was never built in the Colony. She was begun in Nov. 1841 and completed copper fastened, and launched in July 1842.

(To be continued)

Switzerland Makes Treaty With Berlin

LONDON, Oct. 5.—The trade agreement reached between Germany and Switzerland, according to a Berlin telegram received at Amsterdam, says a Reuter despatch, stipulates that each country's own products and goods so far as they are not necessary for home consumption, may be exchanged. Germany is said to have pledged supplies of 253,000 tons of coal a month

as well as quantities of iron and steel which Switzerland wants to meet her own needs. Both parties have agreed to a speedy settlement of the question of export permits.

Regarding German goods stored in Switzerland, for which no export permit can be granted at present, the Swiss Government has agreed to refrain from seizure or destruction and has promised to release them after cessation of hostilities. Requests for exportations of war materials manufactured in Switzerland from raw material obtained in Germany will be submitted to the examination of a special Swiss expert committee. The agreements, the despatch says, will expire at the end of April 1917.

READ THE MAIL & ADVOCATE

Thrilling Escape From Death of French Airman

PARIS, Sept. 29.—The French aviator, Lieut. Guynemer, who fell a distance of ten thousand feet to-day after shooting down two German aeroplanes, in relating the story of his miraculous escape from death said: "I gave myself up for lost when I began to fall, but thought I would struggle all the same. The wind blew me over our lines, and like a flash I saw a picture of my funeral, for the levers would not budge. In vain I pulled and pushed to right and left. I made on last desperate effort, to

no purpose, and then I saw the field toward which I was dashing down. Suddenly something happened and my speed diminished. Then there was a resounding crash and a violent shock. "When I recovered my wits I was in the midst of the fragments of my machine and practically uninjured. "Am I still alive?" I ask myself. I believe it was the straps which held me to my seat which saved me." On Sept. 16 Lieut. Guynemer was credited with his sixteenth enemy aeroplane. A week later he was reported to have brought down his eighteenth. He was wounded in a fight in the air last March and in subsequent flight was forced to descend between the French and German trenches, but escaped.

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FISHERMEN'S UNION TRADING CO., LTD.,
ESTABLISHED 1911.
Capital \$250,000.

President W. F. Coaker, M.H.A.
Secretary W. W. Halfyard, M.H.A.

DIRECTORS:
Geo. Bishop Wesleyville.
A. J. Norris Grates Cove.
D. White Catalina.
John Sheppard Keels.

This Company has paid 38 per cent. dividend during the past four years and Union members only can purchase shares which may be had on application to President W. F. Coaker or Secretary W. W. Halfyard.

UNION SHIPBUILDING COMPANY, LTD.
Authorized Capital \$50,000.
Shares \$10.00 each.

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Vice-President E. Collishaw.
Secretary W. W. Halfyard, M.H.A.

DIRECTORS:
A. E. Hickman St. John's.
C. Bryant St. John's.
Dugald White Catalina.

An allotment of \$20,000 worth of shares in the Company will be sold to the public at par. For information and prospectus apply to W. F. Coaker or W. M. Halfyard.

UNION ELECTRIC CO., LIMITED.
Authorized Capital \$200,000.
Shares \$10.000 each.

President W. F. Coaker, M.H.A.
Vice-President Dugald White.
Secretary J. G. Stone, M.H.A.

DIRECTORS:
C. Bryant St. John's.
P. Coleridge Catalina.
Jos. Perry Catalina.
John Guppy Port Rexton.

An allotment of \$20,000 worth of shares in this Company will be sold to the Public at par. For information and prospectus apply to W. F. Coaker or J. G. Stone.

UNION EXPORT CO., LIMITED,
Capital \$1,000,000.

President W. F. Coaker, M.H.A.
Secretary W. W. Halfyard, M.H.A.

DIRECTORS:
Dug. White Catalina.
Charles Bryant St. John's.
John Guppy Port Rexton.
G. A. Rowe Seldom.

This Company paid 10 per cent. dividend for 1915. Preference shares are guaranteed 10 per cent. dividend. A splendid investment. For shares apply to President Coaker or W. W. Halfyard, Secretary.



Foreign and Local Mails for Despatch by Cross Country Express

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

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

If late fee is not paid letters will be held for next day's despatch of mail.
GEO. W. LeMESSURIER,
Acting Postmaster General,
General Post Office,
October 10th, 1916.



NOTICE

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

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

JOHN MCCARTHY,
Actg. Secy. Licensing Board.

oct10.51

"GOLD BOND" Cut Tobacco.

The very Best. 10c. per tin.

M. A. DUFFY,
Wholesale Distributor.
Office—Gear Building,
East of Post Office.

PICKED UP—About two miles off Crouse Harbor, the 17th September, a large Motor Trap Boat, painted Dark Grey; engine had been removed, shaft and propeller intact. For further particulars re salvage and expenses the owner may apply to LOUIS BURTON, Greenspond. —oct10.5i

READ THE MAIL & ADVOCATE

OUR THEATRES

THE NICKEL

In spite of the inclement weather last evening the Nickel theatre was crowded with patrons who were anxious to see the beautiful pictures that had been selected. The films were admitted by all to be the finest ever seen in St. John's. The Vitagraph feature film "Playing Dead" proved to be an exceptionally clever story and was very closely followed from start to finish. The other subjects were also good. This evening the show will be repeated and those who were unable to attend yesterday should be sure and go. To-morrow, "The Great Ruby" will be shown.

THE CRESCENT

Go to the Crescent Picture Palace to-day and see the great Broadway Star feature "La Paloma" produced by the Vitagraph Company in three reels, featuring Mary Anderson, supported by George Stanley and Corine Grimsith. "The Selig Tribune," the world's greatest news film, contains a whole lot of interesting and instructive news items in to-day's issue. Ham and Bud are very funny in "Winning the Widow," to-day's comedy. Mr. Sam Rose sings "It was only an Irishman's Dream." "The Indian," a great three reel Indian war feature will be shown to-morrow.

ALL ARE WOUNDED

Sgt. John Robinson, so well known and so popular in St. John's, is to-day about the city and is receiving warm greetings from his many friends. Jack, who is a veteran of Gallipoli and France, recovered no less than five wounds and one bullet went clean through his body, going in at the chest on the right side and coming out at the back, but good care and skillful surgery brought him through. He says that most of the 36 who arrived yesterday were all wounded, some of them very severely.

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AN UNKNOWN ROVER.

Magistrate Sullivan of Presque recently received a report to the effect that an unknown man, presumed to be insane, was roaming about the woods near Petit Fort. Inspector-General Sullivan has instructed the police officer at Marystown to proceed there and secure the man.

HERRING SCARCE AT BONNE BAY

People in from that section of the country say that herring are scarce at Bonne Bay. Only a few dozen have recently been taken in nets. The voyage, however, will later be vigorously prosecuted and a large stock of barrels and salt have been stored to await the coming of the fish.

THE OPORTO MARKET

This week:—
Nfld. Stocks 15,920
Consumption 4,523
Last week:—
Nfld. Stocks 14,040
Consumption 5,405
Sent to Alicante:—The Lottie Silver.
Entered:—The Lief, Monitor and St. Joseph. Outside—the Elizabeth, Louisa House and R. Fabricius.

The Sinking of the Stephano

Not much further information was received up to last night as to the torpedoing of the Red Cross liner Stephano. Mr. C. McGrath, who was a passenger on the ship wired his father Mr. T. McGrath of this City, saying:—

"Landed at Newport, all safe and well. Last clothes, but saved money." Mr. T. P. Halley, the well-known lawyer, whose brother Patrick, like Mr. McGrath, was proceeding to Ireland, had word from his relatives in New York saying that the ship had been sunk and that Bowings reported the passengers and crew safe. Some other messages of a similar tenor were also received.

The cargo of the ship comprised mostly of oddish in casks with oil, etc. is approximately valued at between \$200,000 and \$250,000. Most of it was for transhipment to West Indies and South America, and most of it was not insured against war risks. The ship, which was one of the finest of her class afloat, cost well over \$300,000 and is a distinct loss to the Newfoundland trade.

STABBING AFFRAY REPORTED

The Deputy Minister of Justice yesterday had a wire from Magistrate Sommerich of Trinity, saying that a stabbing affray had occurred at Tickle Cove, T.B. The message further said that the perpetrator had been arrested by Const. Pittman. No further particulars were received up to last evening.

LADIES WANTED.

We have been asked to state that ladies interested in the matter of pensions and allowances for our soldiers and sailors will be welcomed to to-night's meeting of the Patriotic Association, in the Board of Trade Rooms, to hear the report of Hon. Dr. McGrath.

CACHALOT HAS 61 WHALES

The latest news from the whaler Cachalot is that up to yesterday she had 61 whales and her owners are now confident she will beat last year's reported, as fish are reported plentiful. The ship also recently took a vessel of the rocks named "Stanley", a large schooner, and should make a nice sum in salvage.

MOVEMENTS OF SHIPPING

Mr. LeMessurier, C.M.G., had the following messages to-day:—
The S.S. Alcinda left Botwood to-day with a cargo of pulp and paper. The Cranley will leave the same port with a similar cargo on the 20th.
The French schr. Maolen, with 4,152 qtls fish, cleared from Battle Harbor for Gibraltar.
The Cecil L. Shave arrived at Grand Bank with flour from Sydney.

"Jupiter" Sunk

LONDON, Oct. 9.—The British steamer Jupiter, 2,285 tons gross, is believed to have been sunk, according to an announcement to-day by Lloyd's Agency. The Jupiter is 285 ft. long and was built at Greenock in 1901. She was owned by the Hessler Shipping Co., of West Hartlepool.

To Safeguard U. S. Neutrality

WASHINGTON, Oct. 9.—The Navy Department began to-day preparations to establish a patrol of warships along the North Atlantic coast, to make certain that American neutrality is not violated by German sub. raids on Allied ships.

WASHINGTON, Oct. 9.—Germany's extension of submarine warfare to the Western Atlantic apparently is not regarded with apprehension by officials here, although it is realized that it may develop a situation, presenting new and perplexing questions of neutrality. While formal comment was withheld to-day, pending receipt of more detailed reports on the exploits of the U 53 and her possible sister submarines, there was little disposition to believe that American interests were menaced by the new campaign. The fact that warning apparently had been given, and those on board placed in safety, in the case of each of the vessels sunk during the first day's operations, strengthened officials in their belief, that Germany is following out her pledge to keep U boat warfare within international law.

A SERIOUS ASSAULT.

A message received by the Deputy Minister of Justice states that on Saturday at Ganish a boy hit another with a spade on the head cutting him badly. The perpetrator of the assault will likely be arrested.

READ THE MAIL & ADVOCATE

Neptune Back From Labrador

The S.S. Neptune, Capt. Burgess, returned here from the Labrador Coast last evening. The ship which left St. John's on the 14th. ult. and had a very stormy weather with fog and rain mostly the whole round trip. The storm of the 24th September was experienced while the ship was at Indian Hr., but it was not nearly as violent as the blow which we had here. In the weather which prevailed the Neptune proved herself an excellent sea boat and Capt. Burgess demonstrated his seamanship and skill in bringing the ship through in safety. The ship brought considerable freight and about 230 fishermen of Conception Bay who prosecuted the voyage down the coast.

BOLD BURGLAR STILL STIRRING.

The bold burglar, evidently the same who entered George Neal's and another premises, is still at his nefarious work and late last night or early this morning made a descent on Mr. North's store at Hamilton Avenue. He gained access to the shop by means of a rear window and went pretty systematically through the place. He was evidently after money, as he tore open the drawers and till but got none as far as we can learn for his trouble. He, however, stole a lot of canned goods, cigars, cigarettes and tobacco. No one knows who the thief is but he will likely be rounded up in the near future.

MORE NEWFOUNDLAND CASUALTIES.

Late Canadian Casualty lists give the names of Pte. Bender Mills, of Burlington, Notre Dame Bay, killed in action; Sergeant John R. French, of Grand Bank, wounded; Sergeant Albert G. Duffett, of 41 Spencer Street, St. John's, wounded, and Corporal Gilbert Bishop, of Western Bay, formerly reported missing, now reported wounded.

British Official

LONDON, October 9.—The British troops north of the river Somme made progress during the night, says a British official statement issued to-day. They established positions east of Le Sara in the direction of Butte De Warlencourt.

British Progress In Struma Region

LONDON, Oct. 9.—The British forces which crossed the Struma River, on the eastern end of the Macedonia front, have extended their positions to north and south, occupying several more villages.

Serbs Cross Cerna River

ATHENS, Oct. 9.—Serbian troops in considerable force have crossed the Cerna river to the northward. They have captured the village of Skochivir, taking 100 Bulgars.

Danish Sub Sunk As Result Collision

COPENHAGEN, Oct. 9.—The Danish submarine Dikkeren was sunk to-day after being in collision with a Norwegian steamer. The crew of the submarine are believed to have been saved.

ANOTHER POULTRY AND DOG SHOW

The Nfld. Poultry Association held a meeting last night in the Board of Trade rooms and decided to have another poultry show this year. It will be held in the Prince of Wales Rink on the 29th and 30th November and 1st December. Arrangements are being made by owners of thorough breed dogs to exhibit them at the show to encourage the breeding of thorough bred Newfoundland dogs and other kinds of canines.

Lecture Grenfell Hall, Oct. 11th

MR. H. C. THOMSON.
BY the kind permission of the President and Committee of the Soldiers' and Sailors' Club, a lecture will be given in the Grenfell Hall, King George V. Seamen's Institute, at 6.30 p.m. on WEDNESDAY evening next, Oct. 11th, by Mr. H. C. Thomson, on the "Shortage of Fish in the United Kingdom and the practicability of obtaining a supply from Newfoundland," with Mr. Piccott, the Minister of Marine and Fisheries, in the chair. There will be no charge for admission. His Excellency the Governor and the Premier have kindly consented to be present.—oct10.2i

Bid Farewell To Pastor

Last night there was a social gathering in the Presbyterian Hall to bid farewell to the esteemed pastor of St. Andrew's Church, Rev. J. S. Sutherland. Mr. R. A. Templeton occupied the chair and in a short address made touching reference to the work of Mr. Sutherland, both on behalf of the congregation and church. Mr. C. U. Henderson also spoke on behalf of the members of the congregation and read a very neatly worded address of farewell and presented the Rev. Gentleman with a handsome costly piece of furniture.

Rev. Mr. Sutherland, who was much affected by the expression of good will on the part of the people of the congregation replied in happy and very emotional language. He thanked the congregation for the many acts of kindness received at their hands and marked his appreciation of the beautiful present accompanying their address and the very encouraging words contained in it. Teas were later served by the ladies.

Rev. Mr. Sutherland will leave for his new charge by to-day's express.

SOLDIERS AND SAILORS WELCOMED

By the Kyle's express which arrived here yesterday afternoon there returned, in command of Capt. Geo. T. Carty, 35 soldiers and sailor who came back on furlough and from other causes. The men were welcomed at the Station by their friends and relatives and a number of citizens and were addressed by the Premier, who praised their valour and the sacrifices they have made for King and Empire. A number gaily decorated motor cars awaited the returned heroes and in these they were driven to Government House, where they were entertained by the Governor after which they were dismissed.

ASSAULTED HIS WIFE

To-day a watchman of Danbrink Street who, was arrested last night, was charged before Mr. Hutchings, K.C., with being drunk and disorderly in his home and beating his wife. The woman appeared against her husband and showed the ill effects of the brutal treatment accorded her. She was severely cut about the face and the two agreed to separate. The man was compelled to give bonds to keep the peace towards the woman in future and to guarantee her \$4 per week for the support of herself and her children.

ON RECRUITING CAMPAIGN

By the express to-day there left here eight soldiers of the Nfld. Regiment veterans, all of Gallipoli and France, and two Naval Reserve lads who saw service abroad. They go to Grand Falls, Twillingate, Botwood and other ports and will be three weeks on the tour. Their names are Lieut. Hicks (in command), Sgts. Edwards, Newman, Moore, Corporals Cornick, Christopher and Crossman, and Ptes. S. U. Wadden, Whiteway, Lannon. The N. R. men are Messrs. Squires and Seward.

FR. MATTHEW'S CELEBRATION.

The anniversary of Rev. Theobald Matthew, the great apostle of temperance, will be celebrated to-night by the members of the T.A. & B. Society in their hall, where an "at home" will be held. The hall has been beautifully decorated for the occasion and the Society's fine band will discourse dance music for the large number of members and their lady friends who will be present.

REID'S STEAMER REPORT.

Argyle leaving Placentia to-day for West.
Clyde left Twillingate 5.20 p.m. yesterday outward.
Dundee left Port Blandford 9.40 a.m. yesterday.
Ethie left Humbermouth 1 a.m.
Glencoe arrived Port aux Basques 9.40 a.m.
Home left Lewisporte 8.50 a.m. to-day.
Wren left Britannia 11.40 a.m. yesterday outward.
Kyle left Port aux Basques 1.15 a.m. to-day.
Sagana north of Flat Islands.
Melgie arrived Port aux Basques 9.30 a.m.
Neptune arrived St. John's 7 p.m. yesterday.

TRAIN REPORT.

Sunday's No. 1 arrived Port aux Basques 1 a.m.
Yesterday's No. 1 left Glenwood 8.45 a.m.
To-day's No. 2 leaving Port aux Basques on arrival of Melgie.

No man could be expected to marry all the girls who tell him they expect to die old maids.

LOCAL ITEMS

The S.S. Prospero left West Port, going North, this morning.

The Kyle's express left here at 12.50 p.m. to-day with a large number of passengers.

The Portia reports that measles of a virulent type are prevalent at Cape La Hune and that already several deaths have occurred.

There will be an ordination service in the Church of England Cathedral on Sunday week in the forenoon. His Lordship Bishop Jones will officiate.

The New York agents of the Red Cross Line at New York last evening sent here for the Bills of Lading of the Stephano, a fact which shows that the ship has been sunk beyond peradventure.

The prizes including the Patterson challenge cup, won in the interdivision sports of the Nfld. Highlanders in the Armoury, will be formally presented to-night at Smithville. The members of the Brigade will be present and all look forward to a most enjoyable evening.

ACETYLENE EXPLOSION AT BELL ISLAND

Last night at Bell Island there was a big explosion of acetylene gas in the store of Mr. J. B. Martin, business man of that place. Mr. Martin resides over the shop where the explosion occurred. The force of the upheaval was such that the two sides of the store were blown out, a large portion of the stock was destroyed and the lower floors of the dwelling proper were hove up and a deal of the furniture in the house damaged. The property loss will amount so people from the Island to-day say to several hundreds of dollars. The store caught fire we hear but the blaze was quickly quenched by people about. Fortunately Mr. Martin nor none of his servants or family were in the store at the time. Had they been they must have been killed. It will be remembered that by an explosion of this kind the late Rev. Father Curran lost his life at Pouch Cove. How the accident occurred is not known but fire must have been communicated to the gas in some way.

HOW STEPHANO WAS SUNK

Messrs. Bowring Bros. had a message to-day from Capt. Smith of the torpedoed Stephano, which tells how the ship was sunk. He sighted the submarine at 6 p.m. Sunday. The weather was hazy at the time and at 6.25 the submarine fired 4 shots at the ship. The sub was then ¾ of a mile distant. The men of the Stephano, lowered away 6 of her boats at 6.15 p.m. and they went clear of the ship, all the passengers and crew being on board a U.S. destroyer at 6.30 p.m. The submarine ran alongside the ship and boarded her. At 9.38 the sub started to shell the ship and fired 30 shots at her and then discharged a torpedo which took effect. The Stephano sunk at 10.05 Sunday night.

St John's Municipal Council

Wanted Immediately 20 or 30 Labourers, Apply to the Foreman, Windsor Lake.

JOHN. L. SLATTERY,
Secretary-Treasurer.

V. C.

and British Colonel

Dark, Mixed IS GREAT.

TRY IT

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

AUCTION

ON WEDNESDAY, the 11th inst., at 12 o'clock, at the premises of

Messrs. C. F. Bennett & Co.,

2500 Pairs Skin Boots.
83 Brls. Red Trout.
27 Brls. White Trout.
16 Brls. Mixed Trout.
8 Brls. Salmon.

Now landing ex S.S. "Harmony" from the Moravian Settlements.
A. S. BENNETT & CO.,
Brokers.

NOTICE

All Persons holding Receipts for Fish shipped to me on the Labrador Coast must present them to my office at Catalina for payment. On no account whatever will they be paid at St. John's.

Philip Templeman

oct4.5.6.7.10.12.14

WANTED—Schooners to freight Lumber from Notre Dame Bay. Highest rates. HORWOOD LUMBER CO. LTD. —oct7.6j

BLACK OATS

Just Received per S.S. Sable I.

600 SAX

FROM CHARLOTTETOWN.

HARVEY & CO., LTD.,

(WHOLESALE ONLY.)

AN AUTUMN SHOWING

OF Ladies' & Misses Velvet AND Felt HATS

In all the Leading Shapes and Colours.

Ladies' & Misses Coats.

LATEST STYLES.

See Windows.

Nicholle, Inkpen & Chafe

315 WATER STREET 315

Special attention given to Mail Orders.

Agents for Ungars Laundry & Dye Works.