

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, MONDAY, OCTOBER 9, 1916.

Price: 1 Cent.

## Red Cross Liner 'Stephano' Torpedoed Off Nantucket by German Submarine; Passengers and Crew are Saved.

### German Submarine Plays Havoc With Shipping Off Nantucket

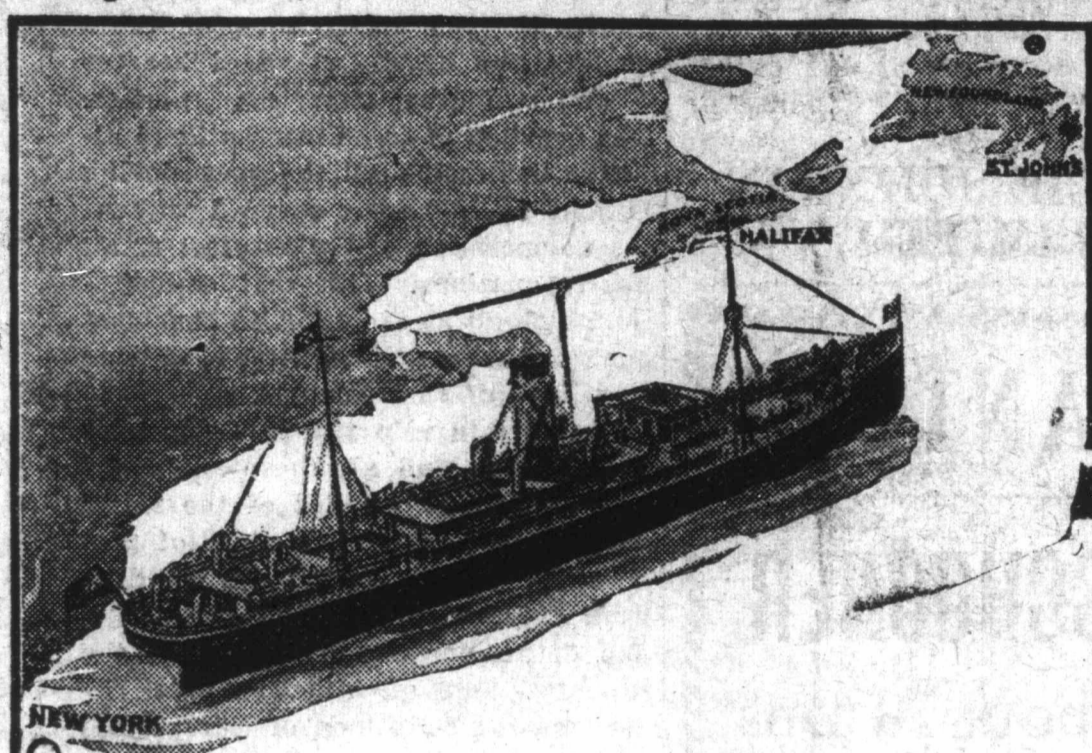
Radio Message From Destroyer Balch Says Stephano Was Still Afloat 6 Miles South East of Nantucket's Shoals—Destroyer Standing by but it is Feared the Ship Will go to Bottom

#### HAD BIG CARGO OF NFLD. FISH

69 Passengers all Told Were on the Stephano—Of These 69 Were Through Passengers From Here—Some 40 Passengers who Embarked at St. John's on Her Outward Voyage Left the Steamer at Halifax—Stephano Had Three Part Cargo of Codfish Most of it For Brazil and West Indies

BOSTON, Oct. 9.—A submarine of the German Navy ravaged shipping off the eastern coast of the United States yesterday. Four British, one Dutch and one Norwegian steamer were sent to the bottom or left helpless off Nantucket shoals. Last night, under the light of a hunter's moon, the destroyer flotilla of the Atlantic fleet were engaged in picking up the passengers and crews of the destroyed ships and bringing them into Newport. So far as is known there was no loss of life, though at a late hour the crew of the British steamer Kingston had not been accounted for. The submarine held up the American steamer Kanaan from New York for Genoa with steel for the Italian Government, but later, on establishing her identity, allowed the American ship to proceed. The Kanaan came into Boston H. R. late last night for her usual call here. The hostile submarine is believed to be the U 53. The steamer Strathdune, a British freighter, was torpedoed and sunk off Nantucket. The crew were taken aboard the Nantucket Shoal Lightship and later removed to Newport by United States torpedo boat destroyers. The vessel left New York Saturday for Bordeaux and was attacked at 6 a.m.

The West Point, a British freighter, was torpedoed and sunk off Nantucket. The crew abandoned the ship after a warning shot from the submarine's gun. Officers and men were taken aboard a destroyer. The vessel was attacked at 10.45 a.m. She was bound from London for Newport News.



Stephano was a steel screw steamer built in 1911 by C. Connell & Co., Ltd., Glasgow, for the New York, Halifax and Newfoundland S.S. Co., Ltd. (C. T. Bowring & Co., Ltd. Managers). Her dimensions are 326.1 length, 46.3 breadth and 19.9 depth. Port of register, Liverpool. Gross tonnage, 3440; net tonnage, 2144.

### DOES NOT MAKE FOR ANY FURTHER COMPLICATIONS

The Fact no Lives are Reported Lost is Taken to Signify that Ample Warning Was Given Crews and Passengers—Washington Sees Nothing That Will Further Complicate Matters With Germany

NEWPORT, Oct. 9.—So far as has been reported to the Commanding Officer at Newport naval district, no lives were lost, a fact which is taken to signify ample warning was given the two hundred and fifty-six survivors, including 35 women and 10 children picked up by the United States torpedo-boat destroyers. Three full divisions of torpedo boats were sent racing to sea when the "S.O.S." signal from the first vessel attacked, the West Point, was relayed to Newport. The survivors are expected to arrive here early this morning. The Ericsson has on board 81, among them women and children. The Drayton has 68, the Benham 36 and the Jenkins 31.

WASHINGTON, Oct. 9.—Bringing naval warfare to the very door of the United States with all its spectacular features does not necessarily make for further complication with Germany, coming as it does within the limitations of International Law. That is the view of official Washington tonight. On the record of one day's operations in which none of the ship's destroyed appears to have been attacked without warning or without proper measures having been taken for the safety of those on board.

BOSTON, Oct. 8.—The British steamer West Point was fired on by a submarine, said to be the U 53, which left Newport yesterday. S.O.S. calls from the steamer West Point were received at the Boston Navy yard with a hurry call for immediate help. The message declared the steamer to be settling boats ready and asked for a cutter to be sent out.

The entire fleet of thirty U. S. torpedo boats have been ordered to the assistance of the S.S. West Point.

NEWPORT, Oct. 9.—The American steamer Kanaan, of the American-Hawain Line, bound from New York to Boston with a freight, was held up by a submarine at 5.30 o'clock this morning, but was later allowed to proceed, according to a wireless from Nantucket lightship. The Kanaan's message did not give the identity of the submarine, or give any details of the incident.

BOSTON, Oct. 9.—Two more steamers have been sunk. One was the Dutch steamer Bloomeradike and the other the Norwegian steamer Christian Kundse.

**German Official**  
BERLIN, Oct. 9.—Only minor engagements are reported by the Army headquarters in to-day's official dealing with events on the Russian and Macedonian fronts.

### THINKS FLEET OF U-C BOATS ARE ON ATLANTIC

Many U.S. Officials Believe That Possibly Half a Dozen or More U Boats are Assembled for the Campaign and That a Supply Ship of Deutschland Type is Also Present

NEWPORT, R. I., Oct. 9.—The stories of eyewitnesses of the torpedoing of passenger and freight steamers by German submarines off Nantucket yesterday were told here to-day. According to a report brought by officers of a flotilla of United States destroyers, which picked up passengers and crews of several of the vessels destroyed, nine merchant ships were sunk and it was pointed out that the geographical proximity of the new zone of operations to America could not in itself impair the legality of properly conducted high seas warfare. Should the submarine flotilla develop anything approximating a blockade outside American ports, however, a serious issue might arise. That the attacks yesterday off Nantucket marked the opening of an organized campaign in the Western Atlantic is not doubted. There are many officials who believe that at least two, and possibly half a dozen more U boats, are assembled for the campaign and that a supply ship, perhaps a submarine of the Deutschland type, also is present.

### "Stephano" Had 83 Passengers on Board; And Big Fish Cargo

#### Kronstadt Recaptured By the Teutons

BERLIN, Oct. 9.—The city of Kronstadt, in the south-eastern part of Transylvania, and its leading industrial and commercial centre, which was occupied by the Roumanians shortly after their entry into the war, has been recaptured by the Austro-German forces, the War Office announced to-day.

#### Taking all Steps to Deal With Submarines

BOSTON, Oct. 9.—All steps possible under the circumstances are being taken to deal with the situation. This message was received by the Associated Press to-night from the Commanding Officer of the British North Atlantic Station at Halifax. It was in reply to a request for a statement by him.

#### AUSTRIAN BATTLESHIP BLOWN UP

ROME, Oct. 9.—Reports are in circulation here that an Austrian battleship has been blown up in Pola Harbour.

#### Submarines Took a Position Directly in Steamer Lanes Where They Could Hardly Miss Anything—Submarine U-53 Quickly Slips Into Newport H. R. and Ships Out Again After Delivering Some Mail Matters

#### ALLOWED ONE U.S. SHIP TO PROCEED

So Far as is Known There has Been No Loss of Life Though One Ship's Crew are yet Missing—All Ships Were Torpedoed Southeast of Nantucket—Stephano is Reported as Afloat at Late Hour Last Night—Red Cross Liner Was Attacked at 3 p.m. Yesterday Evening

NEWPORT, Oct. 9.—A radio message from the torpedo-boat destroyer Balch at 10 o'clock last night said the steamer Stephano was still afloat 6 miles south-east of Nantucket shoals lightship. The destroyer reported she was standing by, although it seemed the ship would go to the bottom. All told, there were 83 passengers on the Stephano. Of these 69 were through passengers from St. John's N.F. for New York and fourteen were from Halifax for New York. The names of the fourteen passengers from Halifax are:—Miss Sylvia Carew, Mr. Lupini, Capt. Riley (American), John Sparr (American), Miss Riwan (British), J. E. Evans (American), J. Sanchez (Spanish), F. Anqua (Spanish), E. Fernandez (Spanish), J. Johansen (Norwegian), W. J. Jeverson (American), W. E. Ellis (American), R. Fernandez (Spanish), William Bierschok (American).

The Stephano's cargo consisted principally of dry and pickled fish, her space being nearly all taken up. More than half her cargo was taken on board at St. John's N.F. and destined for various points in the United States and a great deal of it was intended for reshipment to Brazil and the West Indies.

Miss Carew, who was a passenger, is a daughter of Frank J. Carew of the Furness-Withy staff. She is a member of the staff at Lawrence Milling Co., and was going to New York to spend a vacation. One of the passengers from St. John's was Miss Louise Howley, a grand niece of the late Archbishop Howley, Newfoundland. (She is the only daughter of Mr. E. St. John Howley, of the Newfoundland-American Packing Co., Inc.)

A list of the passengers from St. John's included about 40 who left the steamer at Halifax.

NEWPORT, Oct. 9.—All of the American passengers on the Stephano who were rescued by the destroyer Balch were transferred to-night to the destroyer Jenkins. The number of Americans on board was not stated in the radio messages received here.

#### German Sub U-53 Pays Flying Visit Newport

NEWPORT, Oct. 8.—The German submarine U 53 arrived here yesterday afternoon, armoured. She had a message to deliver and would leave at once. She was a regular warship, with guns mounted.

#### NOTICE Legion of Frontiersmen

All members and ex-members of Legion of Frontiersmen will please report at L. F. Hall not later than 9 p.m. to-morrow, Tuesday 10th. inst. Special business. Hall will be open at 8 p.m. By order D. C. R. H. HUDSON, 2nd. Lieut. L. F.

### The British and French Patrolling Fleet Are Hot After Enemy Submarines

Rushing to Give Battle to Submarines Operating off East Coast of America—British and French Patrolling Squadrons Reach off Nantucket Shoals at 2.40 O'clock This Morning—U-53 Delivered Mail Matter for Ambassador Bernstorff—Operations of Submarine Has Been From Three to Ten Miles off the Shore

BOSTON, Oct. 9.—German submarine warfare, brought to this side of the Atlantic Sunday, was pursued relentlessly throughout the night. With dawn came the reports of more vessels torpedoed and sunk. The captain of the Nantucket Lightship, off which the attacks on passenger and freight ships were made reported that three German submarines were operating south and south-east of Nantucket, and that a total of nine vessels had been destroyed. The identity of three of this number was unknown, but ships from the American destroyer flotilla at Newport were searching the seas for the crews that were supposed to have taken to their small boats. Rushing to give battle to the submarines, three British cruisers were off Nantucket shoals at 2.40 o'clock this morning. This was the first appearance of any warships of the British and French patrolling fleet in that vicinity since submarines began their attacks at six o'clock yesterday morning.

Passengers and crew of the steamer Stephano and the crews of the British freighters Strathdune and Westpoint, and the Dutch freighter Bloomers Dyk and the Norwegian freight steamer Chr. Knudsen, destroyed yesterday, were landed at Newport, R. I. to-day. The crew of the British freighter Kingston was missing this morning, but the men were reported to be in lifeboats thirty miles south-east of Nantucket early to-day. The submarine or submarines had not been identified, but there is no doubt in minds of naval officers that one of the engines of destruction was the German U 53, which delivered some mail for the German Ambassador, Count Bernstorff, at Newport Saturday afternoon, and the belief is growing that the U 53 is only one of a flotilla of German submarines gathered for attacks on vessels of Allied nations and neutral bottoms carrying contraband of war. Operations, so far as is known, have been south and south-east of Nantucket Island, and from three to ten miles off the shore.

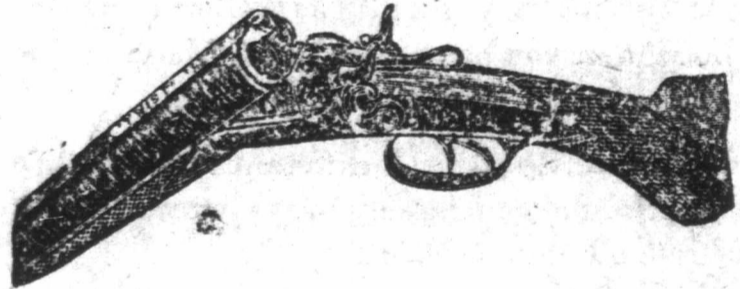
LONDON, Oct. 9.—The Chronicle, in its editorial on the exploit of the German U 53 expresses the hope that the United States Government will reconsider its announced attitude toward belligerent submarines, because if Germany is allowed to wage such a war off the United States coast we must take counter measures. Referring to the peace despatches the U boat is believed to have brought, the paper adds:—

#### Another Advance For British

LONDON, Oct. 8.—The British have taken the village of Sors in a general advance of from 600 to 1000 yards between Guedecourt and Les Beuufs, on the Somme front, to-day, and worked in conjunction with the French on the Albert-Bapaume road.

READ THE MAIL & ADVOCATE

Owing to War demands GUNS and RIFLES are advancing in price and difficult to obtain.



We offer from stock while they last  
**BRITISH MADE SINGLE BARREL MUZZLE LOADING GUNS**, 12 Bore, 33 inch Barrel, \$4.65, \$6.75, \$7.45, \$8.15, \$9.20, \$9.75, \$11.00.  
**DITTO DITTO HOLLIS MAKE**, 12 Bore, 36 inch Barrel, \$13.85.

**BRITISH MADE MUZZLE LOADING SEALING GUNS, SINGLE BARREL**, 42 in. x 3/4 Bore, \$9.15, \$10.00, \$15.00; 46 in. x 3/4 Bore, \$14.85; 48 in. x 3/4 Bore, \$15.75; 42 in. x 10 Bore, with Spare Lock, \$27.50; 45 in. x 10 Bore, with Spare Lock, \$28.95; 48 in. x 7/8 in. Bore, with Spare Lock, \$31.00, a splendid Gun.

**BELGIAN MADE MUZZLE LOADING DOUBLE BARREL GUNS**, \$6.30 each.

**BELGIAN MADE BREECH LOADING DOUBLE BARREL GUNS**—12 Bore, \$8.80, \$12.90; 10 Bore, \$12.00, \$14.25; 12 Bore, Hammerless, \$19.90.

**AMERICAN MADE BREECH LOADING DOUBLE BARREL GUNS**, 12 Bore, \$15.50.  
**BRITISH MADE 12 BORE DOUBLE BARREL BREECH LOADING GUNS**, \$28.50, \$37.95.

**AMERICAN MADE SINGLE BARREL BREECH LOADING GUNS**, 12 Bore; 32 in. Barrel, non Ejector, \$5.50; Ejector, \$5.95; Heavy Breech, \$8.00.

#### MARLIN REPEATING RIFLES

Solid Breech, the Best Rifle Made.  
22 Cal. \$13.00; 44/40 Rifle, \$18.00; 44/40 Carbine, \$17.75; 30/30, 32/40, 38/55 Carbines, \$21.50; 30/30 Rifle, \$23.50; 45/70 Rifle, \$22.85.

22 CALIBRE SINGLE SHOT FLOBERT ACTION RIFLE, \$3.00 each.

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**J.J. St. John**

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

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Insurance Agent.

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For Sale by **HENRY J. STABB & COMPANY.**

**Lloyd George is Applauded by English Press For Declaration of Allies' Attitude Toward War**

**Views of Every Man and Woman in British Empire Said To Have Been Expressed by Secretary of War--Forcible Answer Given to German and Pro-German Intriguers' Peace Propaganda**

(By Ed. L. Keen, United Press Correspondent.)

LONDON, Sept. 29.—Lloyd George's declaration that the war must go on to a "knockout" and his warning to neutrals to make no peace overtures at present, contained in an interview given the United Press, won the unanimous support of the English press to-day.

**Historic Manifesto**

The Lloyd George statement, described by the Express as a "historic manifesto," was printed in every morning newspaper in Great Britain and telegraphed by all the great news agencies throughout neutral and allies. The newspapers printed lengthy editorial comment.

"This really historic manifesto," said the Express, "puts in direct and unequivocal words what every man and woman in the British Empire feels. Germany's growing conviction, that if the war continues she must be broken and beaten inevitably, leads to neutral agitation for peace.

"American politicians, eager for the hyphenated vote, undoubtedly would suggest mediation, asking the belligerents to kiss and forget their quarrels. To all would-be peacemakers, whether in America, Rome, Spain or other neutral countries, the war secretary bluntly says: 'Keep out of the ring.'"

"It is at once a declaration of British resolve, and a warning to those who would thwart it, that Great Britain simply won't listen at this juncture to whines and overtures from Germany through any source," said the Mail. "Many signs indicate that Germany is planning peace overtures via the United States. Hence, Lloyd George wisely took an American journalist into confidence using 'straight-from-the-shoulder language which Americans appreciate.

"These words ought to go a long way toward enlightening neutrals. The British people recognize in his words the proof and echo both of their spirit and their policy. The British army and navy will be strengthened by them in the knowledge that their valor and sacrifices are not thrown away by the weakness of politicians."

**Answer to Intriguers**

"Interviewing" said the Times "is an American institution which the old world borrowed and it is only appropriate that in choosing this method

of expressing his views, the secretary for war should favor his confidence the head of one of the great American news organizations.

"It is a forcible, downright answer to German and pro-German intriguers' peace talk, apposite in form, excellent in substance, most opportune in season.

"There is a reason giving point to a message addressed directly to the people of a great neutral state. Washington reports state that German emissaries are again preparing old peace-kites. It is well known that efforts to fly similar kites have been made within England. The recent visit to England, via Berlin, of Marquis de Villalobar (Spanish minister to Brussels), is becoming common knowledge. "Neutrals undoubtedly have been duped into supporting these movements, but the men working them in the newspapers, lobbies and courts, are the tools of astute Wilhelmstrasse personages. Nothing is likely to prevent a repetition of these maneuvers which are more necessary as the enemy discerns the drawing of fate.

"The statement utters the immutable will and purpose of the entire British empire, with the allies. It makes the futility of these maneuvers and their possible danger plain to all practical politicians and level-headed observers."

**New Service to Country**

The Daily News had this comment: "Lloyd George well says that peace, falling to destroy German militarism and leaving Europe still cringing under the shadow of the mailed fist, would be a cruel peace."

"Lloyd George has rendered a new service to the country by the straight talk given an authorized representative of the American press, which will be endorsed by the whole nation," said the Daily Graphic.

**Well Received by All Newspapers**

"We recognize the good service he (Lloyd George) is doing by such impressive, clear-sighted statements," said the Morning Post. "The Mirror carried this caption over the interview: 'Fight Must Be to Knockout.' The Daily News captioned it in this manner: 'Britain Tolerates No Intervention.'"

The Sketch: "No Peacemakers Need Apply."

The Mail: "Hands Off the War." and the Express: "Keep Out of the Ring."



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**BRICK** from Trinity Bay to Twillingate.

**Robt. Templeton.**

every mechanic, and laboring man in Charlottetown, who will benefit; also by our farmers, who will share in the general prosperity, by the revival of shipbuilding here.

Only a few days ago, at Pictou, we saw an old wooden ship built at Bideford, this province, by the Messrs. Richards, forty-eight years ago. She is a brigantine, is called the "Meteor," and is now owned by Norwegians. The owners will clear the enormous profit of \$20,000, on a cargo of lumber carried from Nova Scotia, on one trip. Millions of dollars are passing our doors daily for the lack of ships, and yet not a keel has been laid or any building undertaken in this province, so far.

The very existence of the British Empire to-day depends on her seamen and ships; the wives and daughters of Britain, whose husbands are fighting in the trenches, are working in the shipyards of England, while in Canada it would look as if we were trying to destroy the remnant left of this country's once great merchant marine fleet, for we are certainly starving their owners and seamen out of the Dominion.

Mr. A. G. Baillie, who has been working so zealously and untiringly in this matter of shipbuilding and for the good of the coastal trade, informs us that on August 30th, last, at one coal port, there were thirty-three coasting schooners waiting for coal cargoes and their captains could not learn when they would be loaded.

A well-known Captain in this port last Saturday, stated that he knew one coaster of that fleet that had been waiting over three weeks, and was then, to his knowledge twenty dollars in debt, and the Captain did not know what vessel would be loaded. Surely these things ought to make us realize what is happening. We know that the clink of the maul, the hammer and the calking iron would be a welcome sound to hundreds of our citizens.

As the Patriot has stated, the consumer is now obliged to pay high almost exorbitant prices for his coal. The coal dealer is subjected to loss on account of great inconvenience, and the ship-owners and seamen will lose heavily by the outrageous delays they are subjected to at coaling ports. The time for the Government to take part in this matter is here and more than here. A commission should have been appointed months ago, the whole matter investigated and justice meted out to the sailors and ship-owners in this part of Canada.—The Patriot, Charlottetown, P.E.I.

**The Reason.**

How long did your last cook stay with you?  
"Oh, about five hours."  
"How did that happen?"  
"The afternoon train back to town has been discontinued."

**League of Nations After the War**

**Lord Bryce Applauds Wilson-Hughes Scheme of International Alliance**

LONDON, October 4.—With the aid of the United States, there is real hope that after the European war an international alliance may be created. This is the opinion expressed by Viscount James Bryce, former Ambassador to the United States, in an article in the Manchester Guardian.

Discussing American opinion on the war and the reasons for American neutrality, Viscount Bryce points out that both President Wilson and Charles E. Hughes have endorsed the plan for a League of Nations.

"No words are needed," he says, "to emphasize the significance of these declarations by the standard bearers of the two great American parties. The creation of some international alliance embracing all the peace-loving nations could hardly succeed without the co-operation of the greatest of all neutral nations. With that co-operation, difficult as the effort to construct such a scheme will be, there is at least real hope of such success.

"Largely in vain will this war have been fought, and all these sufferings endured, if the peoples of the world are to fall back into a state of permanent alarm, suspicion and hostility, each weighed down by a frightful burden of armaments. Let us hope the proffered help of America will encourage the statesmen of Europe and draw from them a responsive note."

**Liner on Fire Reached Port O.K.**

NEW YORK, Oct. 1.—Fire, which broke out in the cargo hold of the American Line Steamer Philadelphia, Thursday, while the vessel was about 300 miles from this port, still was smouldering under a blanket of steam when she arrived here to-day. So successful were the officers and crew in keeping the news from the 646 passengers that few were aware of the peril they had been in until after the big liner docked. How the fire started, it is said, has not been determined. Among the passengers was Sir Herbert Beerbohm Tree, the English actor.

Mr. Coddles was suffering "a that run-down feeling."

A bright idea came to him namely, that he should visit some friends in Bradford. But hardly had he come to them when he caught cold and had to take a bed. With kind thoughtfulness his hostess baked a Yorkshire pudding, which she carried to his room. Three hours later she again visited the invalided Mr. Coddles.

"Well," she asked, "have you eaten it all up?"

"Eat it?" grasped Mr. Coddles. "Was it meant to be eaten? I'm wearing it on my chest."

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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.**



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is reached at our market. You get the best of Meats, the right cuts the correct weight, sanitary handling and good service. Can you ask more?

Come here when you are looking for satisfaction in **CHOICE MEATS.**  
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**MARTIN'S HARDWARE**

This is the store to buy your hardware. We carry full lines of the following goods:



Hardware and Tools; House Furnishings of all descriptions; Guns and Ammunitions; Grindstones; Slide Bolts, all sizes.

In fact anything you want in the above line will be found at our store at prices to suit you.

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**TOP NOTCH BOOT BUDDY**



**A Boot That's Different**  
It's patented, too—but we don't charge for that

This Boot is Top Notch in quality as well as in name. It's a better boot than you have ever had: Made of the finest Para rubber by an entirely new process.

Top Notch Rubber Boots look different and are different from the boots you have always worn. And they will give much better service.

If you want the latest and best thing in Rubber Boots, purchase a pair at once. We recommend them so enthusiastically because we know from experience that they will give you splendid satisfaction.

**FOR SALE BY**  
Nicholle, Inkpen & Chafe, The Royal Stores Ltd., Fred Smallwood, Steer Bros., and Jesse Whiteway.

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DO NOT FORGET that before you tell your customers that you cannot get what they want, that we have large supplies of everything pertaining to our line of business. We suggest that you always write or telephone us enquiring what we have in stock before admitting that it cannot be obtained.

We beg to remind you that we have now ready for your inspection our Fall Stock, bought under favorable circumstances. A visit will convince you of the values we are showing, and will be appreciated by us.

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Ladies' Costume Skirts.	Men's Shirts.
Ladies' Under Skirts.	Men's Half Hose.
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Ladies' Sport Coats.	Men's Showerproof Coats.
	Men's Caps.

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Flannels, Flannelettes, Percales, Cheviots, English and American White Shirtings, English and American Unbleached Calicos, Gingham, Towels, Outing Flannels, Cotton Blankets, Ticks, Cotton Blankets, Blue Serges, Dress Goods of all kinds.

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**Kearley & Tong, Colombo, Packet Teas, "Ceylindo Brand."**

British Aerated Water Co., Aerated Waters.

**P. C. MARS & CO.,**

Smallwood Building, McMurdo's Lane & Duckworth St., Phone 696. St. John's.

**The Price of Fish**

Owing to the uproar created by the torpedoing of the Stepano the fish buyers to-day have been feeling their feet cold, and the price of sloop has slumped to \$6.50. A large number of schooners arrived since Saturday which probably has had much more to do with the slump than the loss of the Stepano. A large quantity of sloop fish has been sold and the exporters would do well if they secured soft fish at \$6.50, and we consider the fishermen would be satisfied at \$6.50 figure, but no one should sell at a lower figure. Things will become normal after two or three days and outport schooners with fish might do much worse than to remain at home while this trouble is adjusting itself. We advise all fishermen holders to keep their heads and hold on in the stream for a couple of days rather than sell their sloop fish at less than \$6.50 and shore at less \$7.80. Shore fish will be in good demand later and will fetch \$8 prices, therefore, no one should feel like selling now at any sacrifice in value. Some firms have acted very dishonourably to-day, and almost lost their heads, and repudiated their agreements. The fishermen should not be too persistent and they will find matters will adjust themselves within a day or two. We ask all fishermen to refuse to sell at less than \$6.50 for soft and \$7.80 for shore.

**DR. MOSDELL.**

We learn to-day that Dr. Mosdell will soon be leaving the Colony to reside at Toronto, where he has been offered a good position.

**The Coming Storm in Canada Militia Circles**

The Toronto Globe:—With the return of Sir Sam Hughes Canadians will look forward to a big shake-up at Ottawa. The Minister of Militia has had a strenuous time evading the plaudits of London crowds, but the faithful Boswells who have chronicled his comings and goings have spared him unnecessary embarrassment. His visit to the war zones has, no doubt, changed some of the ideas entertained by him when he returned to Canada a few years ago after his first official visit to Europe. After witnessing the military manoeuvres in Britain and France, the militia authorities in Ottawa at that time were on the tip-toe of expectancy wondering what reforms would follow his trip to the old country. The British army manoeuvres especially had given rise to the conjecture that one of the first innovations, in preparation for the war, which the Minister of Militia had prophesied was coming, would be the establishment of an "aerial" fleet for army scouting purposes. But this suggestion was quickly knocked on the head by a cable despatch attributing to the Minister of Militia the statement that he had no intention of establishing an aerial scouting corps. "A good result," he protested, "could be obtained by climbing a church spire or a hill-top."

This was a cruel blow to the great powers who were expending large sums on aerial machines before the outbreak of war. The wholesale prices of church spires and hill-tops were not listed at that time, as Allison had not yet joined the purchasing staff. As souvenirs in the battle zone they have increased in value during the past two years. But Sir Robert Borden need not be alarmed. It requires neither a church spire nor a hill-top to see the approach of the gathering storm as Sir Sam Hughes and Hon. Robert Rogers are hastening to the capital.

**Two U.S. Ships Sunk in the Baltic**

LONDON, Oct. 9.—Two American ships, the Heavita and Columbia are sunk, according to a despatch received by the Norwegian Consul General at Archangel, Russia, via Christiania.

**Steamer on Fire Off Virginia Capes**

NEWPORT, Oct. 9.—Wireless message late last night from the Ward liner Antjanillo said the steamer was on fire 125 miles off Virginia Capes, and that her ship's company was taking to the life-boats.

**ARRIVALS FROM LABRADOR**

The Mohawk arrived from Labrador Saturday with 300 qtls cod, the Lapwing 500, Cruso 70, Morino 200, Skipjack 300, Clyde 60, Little Bandit 60, Arthur Monroe 200, Lady Gilson 500, James Roberts 450. All arrived at Wesleyville.

**THE PORTIA HERE**

The S.S. Portia, Capt. Jos. Kean, arrived from the Westward at 6.33 this a.m. She brought a large freight of cod oil, fish &c; and her passengers were: Messrs. Collins, G. Penny, S. Friander, R. Henebury, F. W. Power, H. L. O'Brien, J. Ryan, P. Bonia, Hy. Tulk, Ed. Hillier, E. C. Hillier; Mesdames Pearson, Hawco, Vincent; Misses Power, English, Halteran (2) and 45 in steerage.

**MOVEMENTS OF SHIPPING**

Mr. LeMessurier, C.M.G., had the following to-day: The Coban left Blandford for Louisburg Saturday night. The Lucille M. arrived at Grand Bank from Lunenburg.

**AT THE NICKEL---"Always Worth While."**

A Vitagraph Blue Ribbon Feature in Five Parts:

**"PLAYING DEAD."**

The story by RICHARD HARDING DAVIS. A beautiful society dramatic offering, presenting MR. and MRS. SIDNEY DREW, DONALD HALL, MR. HARRY ENGLISH and ISADOR MARCIL. A tale of a man's love and sacrifice. A splendid production.

"A TRAVELOGUE TRAVELLER" "JANE'S HUSBAND," a comedy.

**"A MAN FOR ALL THAT."**

A thrilling two-part detective story produced by The RELIANCE PLAYERS.

Wednesday—"THE GREAT RUBY," by Cecil Raleigh, with Octavia Handworth; produced by Barry O'Neil, five acts. Coming—Maurice Costello, in "THE MAN WHO COULDN'T BEAT GOD," in five acts. "THE DUST OF EGYPT," Edith Storey and Antonio Moreno, seven parts.

**LOCAL ITEMS**

The Prospero left LaSalle, bound north, at 7 a.m. to-day.

The S.S. Eagle, with a full freight for the Reid Nfld. Co. arrived here last evening from Sydney after a good run to port.

Saturday eleven young men, fine specimens of the Newfoundland fisherman joined H. M. S. Briton and Naval Reserves.

The Susu reports no fishing being done North except at Tilton and Greenspond, where two qtls per day is the fare on squid bait.

Capt. T. Doyle who has piloted two pit prop ships to and from Alexander Bay returned by Saturday's express. He left the ships off Salvage and returned to the shore in a motor boat.

The Reid Nfld. Co. received a message Saturday night, from Flat Islands, Labrador, saying that the steamer Sagona, Capt. Parsons had reached there. Capt. Parsons reported weather fine with N.W. winds.

The barqin, Alenbic, Capt. Coward, arrived here yesterday afternoon after a run of eight and half days from New York with coal and general cargo for Job Bros. & Co. She came down from Cape Race in nine hours.

To-day the Railway Station and several of the mercantile stores along Water Street are gaily decorated with bunting in honour of our boys, who are returning from the front by the express this afternoon.

In Saturday's police court news we stated that a case of lewd and abusive language was tried and concerned people from the Ropewalk Range. We are asked to state that this was incorrect and that the parties belong to Willis' Range.

**BOLD BAD BURGLAR ABOUT**

Some time since Saturday evening when Mr. Lukins, of George Neal's premises, locked up the place a thief, visited the office on the wharf and went through it. He entered the front door by a key which fitted the lock and tore off the drawers of the desk there. He was evidently a burgling crook or was eager to get away in a hurry, for there were \$8.00 in silver in the "cups" of the drawer, which he did not take. He threw around all the papers and documents, but secured nothing of value.

Another premises was also entered but nothing was stolen from there either.

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The Mohawk arrived from Labrador Saturday with 300 qtls cod, the Lapwing 500, Cruso 70, Morino 200, Skipjack 300, Clyde 60, Little Bandit 60, Arthur Monroe 200, Lady Gilson 500, James Roberts 450. All arrived at Wesleyville.

The Florizel arrived at Halifax at 7 a.m. to-day after a run of 63 hours.

The schr. Susan E. Inkpen is loading for Oporto at Burn.

The "Miss Morris" arrived at Hr. Briton from Cadiz with salt to Job Bros.

**THE PORTIA HERE**

The S.S. Portia, Capt. Jos. Kean, arrived from the Westward at 6.33 this a.m. She brought a large freight of cod oil, fish &c; and her passengers were: Messrs. Collins, G. Penny, S. Friander, R. Henebury, F. W. Power, H. L. O'Brien, J. Ryan, P. Bonia, Hy. Tulk, Ed. Hillier, E. C. Hillier; Mesdames Pearson, Hawco, Vincent; Misses Power, English, Halteran (2) and 45 in steerage.

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**Operations on Russian Southwest Front**

PETROGRAD, Oct. 7.—General Brusiloff's operations on the Russian south-west front have developed into efforts to pierce the Austro-German line at two points namely before Vladimir Volynski, the northern extremity of the recent advance, and immediately south of the Dniester, where he has gained some ground in the vicinity of Gogored Chan on the Bystritza river. At these points the battles have reached the greatest intensity during the last few days, although at various intermediate points attacks and counters have been reported from time to time. According to the most official advice the centre of the Russian attacks in the northern sector is along the Lutex Vladimir Volynski road in the neighbourhood of Zaturez. On a front extending from six to eight miles south of that town, both combatants concentrated enormous forces and the fighting is described as desperate as any hitherto since making the recent offensive.

**Two British Are Held For Trial by Huns**

LONDON, Oct. 7.—According to the Daily Express the British government through American Embassy, has made representations to Germany, on behalf of the two captured British aviators, who are to be tried by court martial, because tracer bullets were found in their possession. The government explained that tracer bullets are used by all belligerents as machine gun ammunition, for the purpose of correcting the gunner's aim, and do not contravene the Hague convention. After saying that Great Britain told Germany that tracer bullets were found on board the Zeppelin whose crew surrendered recently in England, the Express adds it is hoped that the government made it clear to Germany that the crew of this Zeppelin was treated in precisely the manner as our airmen.

**On Macedonian Front**

PARIS, Oct. 7.—French troops on Macedonian front have joined the offensive with the British and the Serbians. The War Office reports the occupation by the French, of the town of German on the Lake Presba. The Serbians are continuing their advance north of the Kaimakcalan heights and have reached the valley of the Kelavada tributary of the Cerna. The British troops which crossed the Struma and occupied Nevolven have repulsed a violent counter attack of the Bulgarians.

**Quiet Along The Somme Front**

PARIS, Oct. 9.—Neither the French nor the Germans along the Somme front were active last night, which was raining and uneventful, according to yesterday afternoon's War Office bulletin.

Not Mislead. Doctor—Well, how did you find yourself this morning? Patient—Oh, I just opened my eyes, and there I was.

**FALL WEATHER!**

**Wet Streets Again!**

Why should they trouble you? Invest to-day in a pair of Stylish, Well-fitting

"BEAR BRAND" RUBBER SHOES (Climax Blizzard)

and your comfort is assured.

**Cleveland Rubber Co.,**

New Martin Building, St. John's, sep.28, m. t. t. f.

**THE CRESCENT PICTURE PALACE.**

EVERY AFTERNOON 2.15. EVERY NIGHT AT 7.15.

Presenting Mary Anderson, supported by George Stanley and Corrinne Griffith in

**"LA PALOMA."**

A Broadway Star Feature in 3 Acts produced by Vitagraph.

**"Selig Tribune."**

The World's Greatest Newfilm. To-day's issue contains a whole lot of interesting news items.

**"Winning the Widow."**

A Ham and Bud Comedy with Lloyd V. Hamilton and Bud Duncan.

PROFESSOR MCCARTHY playing the Piano. SAM ROSE, Baritone, singing Newest Ballads & Novelty Songs. A New and Classy Musical Programme, Drums and Effects.

**BRITISH**

**THE POWER OF PROTECTION**

Buying a BRITISH SUIT Means

PROTECTION from High Prices

PROTECTION in Material.

PROTECTION in Style.

PROTECTION in Fit.

Every Man and Boy Needs

PROTECTION

Have It!

The British Clothing Co., Ltd.,

Sinnott's Building Duckworth Street, St. John's.

625 Cases

**New Crop Tomatoes**

Due to arrive 1st half September.

Get our Prices.

**Job's Stores, Limited.**

**Wanted to Purchase**

A quantity of

**OAT BAGS.**

Apply to

**UNION TRADING Co., Ltd.**



**CONFEDERATION LIFE ASSOCIATION.**

JUST a small amount invested in a perfectly safe place, for the protection of our family, or ourselves in old age.

**D. MUNN,**  
Board of Trade Building, St. John's, Manager, Newfoundland. AGENTS WANTED.

**CHOICE LOT APPLES!**

Just received:  
500 Brls. CHOICE APPLES, Gravenstein and Reds; 1s, 2s and 3s.  
50 Kegs SWEET GRAPES,  
50 Cases CHOICE SMALL ONIONS.  
Fine time now for good Apples. Wire, write or phone.

**EDWIN MURRAY.**



**John Maunder Tailor and Clothier**

281 & 283 Duckworth Street

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



**IN STOCK:**

**Carbonvoid**

the great saver on Gasoline.

**J. J. Rossiter**

Our Motto: "Suam Cuique."



("To Every Man His Own.")

**The Mail and Advocate**

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Company Limited, Proprietors.

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

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

**Telegraph Department**

WHAT do the Government intend doing with the Telegraph Department? For two years the most serious charges have been hanging over this department. The House of Assembly two years ago rang with numberless charges against this department. The whole matter apparently has been treated as a joke, which is the usual method of treating important public matters by the present Government. The department is going from bad to worse.

On Saturday half the offices North were not working owing to line trouble, yet summer weather prevail. The public interests are treated with contempt while incompetent men are allowed to run the department just as they wish sometimes in their normal senses while often intoxicated. The most abominable transactions are being carried on by officials of this department, yet not a finger is being moved to provide a remedy. Something must be done immediately for no civilized country but ours would tolerate such conditions one week. Where is Mr. Knight's report on the department? Is it still in the making or is it pigeon-holed awaiting the Opposition Party's demands to see the light of day? The public service has been treated as a football for the past four years to suit the convenience of the Government.

The position of Chief Clerk of the Supreme Court for two years was kept open for a member of the Government and five months ago an acting appointment of an executive Councillor was made, and again the public service was made a political football to suit the whims of the Government. How the public can tolerate such deliberate scandals committed in defiance of constitutional custom, and how the Government are barefaced enough to treat the electorate with such brazen-faced contempt puzzle sensible men who understand public feeling. Then again the District Court vacancy has been made a scandal that has created no end of unrest and contempt.

Why can't the Government fill those appointments and do its duty to the electorate and maintain the integrity and decency of the public service? Another position that will apparently be added to the list is that of Postmaster General which is wanted by two or three of the needy Government hangers on and which the Government intend to dangle before its henchmen in order to derive all possible party advantage, therefrom, regardless of the effect upon the public or the work of the department.

Another position that requires attention is the Sheriffship, for as far back as four years ago the party henchmen were demanding the retirement of Mr. Carter and the giving of it to a defeated candidate.

The position of Inspector General also require the Government's immediate consideration. Mr. Sullivan is past the age limit and

is entitled to his pension for the past year or two; his health is none too good, and for three or four years party henchmen have been scrambling over the question as to who is to get the appointment and at present two officials of departments consider they are entitled to advancement and to this important position. It has been promised to one or more by the big men in the Government.

Will the Government realize its responsibility and cease using the public service as a political football and do their duty by attending to such important matters of public interest, or do they intend to turn the whole service into a nickel show and treat public requirements and the electorate with further glaring contempt? The Premier is back after his four months picnic to God knows where and surely he will gather up enough pluck now to attend to matters of pressing importance relative to the above matters.

**The Stephano**

THE Stephano was torpedoed yesterday at 3 p.m. off Nantuxet by a German submarine which had arrived in American waters a few hours previously. All that America has stood for, in the agitation over submarine warfare, with Germany, has been assassinated by the destruction of the Stephano. The ship carried no contraband, she was unarmed, she carried a large number of American citizens. If the American Government can tolerate this latest outrage against humanity with impunity, the world might just as well leave the United States out of its calculation, so far as upholding with the sword the principles upon which the American Constitution was built.

The question is: What will the Government of the United States do? Probably write a few more notes of protest and eventually submit to German dictation. The cruel wrong of this crime is that an armed ship sailed out of an American harbor just in time to catch the Stephano before she entered American territorial waters, and torpedoed her, knowing that she had on board a large number of American citizens and a cargo which contained absolutely no contraband of war. If Americans will submit to such an outrage it will prove that they are too cowardly to fight and save all respect for the honour of their country. Several other British ships were also sunk. The loss of the Stephano is a hard blow, but we must be reconciled to it.

The Germans can't send many submarines across the Atlantic and can't even if they attempted, cause any great injury to commerce. The outrage will awaken the plucky sons of America to the manner in which their Government has been duped by Germany and will bring pressure to bear upon the milk and water policy of Wilson that there is such a thing as going too far.

**STOKERS EMERGENCY MEETING**

At 3.30 p.m. to-day the Firemen's Protective Union will hold an emergency meeting when the matter of a request for an increase of wages made to shipowners, and to which there has been no answer, will be discussed. For obvious reasons the men will now pursue their avocations at greater risk than heretofore and will demand a substantial increase in their stipends.

Yesterday a large number of Northern craft, all fish laden, arrived in port.

**GLEANINGS OF GONE BY DAYS**

**OCTOBER 9**  
John Steer, merchant, born in England, 1824.  
Corner stone Torbay Catholic Church laid, 1859.

William McLeod, for knowingly receiving stolen goods, was sentenced to three times thirty-nine lashes on bare back, 1822.

Terrible gale and loss of lives and schooners on Labrador—37 lives and 27 vessels lost; Captain William Jackman rescued 27 persons, mostly females from drowning, bringing them all on his back through the surf. This was at Spotted Islands, 1867.

Schr. Herder Jost near Cape Race—crew and passengers saved, 1882.

Governor Musgrave, at one time in Newfoundland, died, 1888.

Alexander J. W. McNeily appointed Attorney General in absence of Sir James Winter, 1888.  
Rev. Dr. O'Reilly's first sermon in Cathedral, 1892.  
Rev. M. Fenwick married, 1890.

**REVELLE**

BY CALCAR

WE have seen how the efforts of the Morris Government to encourage (?) the sheep raising industry have produced a breed of sheep that raises lambs weighing sixteen pounds at five months old. We refrain from naming the section in which this splendid result was obtained; in this respect we are but following the concealment "certain section" policy of the Game Board; but we have a better motive for hiding the locality under this vagueness than had the Game Board.

We will, however, go so far as to say that the "certain section" is regarded as one of the favored spots agriculturally, and well regarded as a sheep raising locality. That such a section with its abundant pasturage and free range should produce nothing better than sixteen pound or twenty pound lambs is not very flattering to the sheep raising encouragement plans of the Morris Government, but it is highly condemnatory of the foolish interference that gives sixteen pound lambs for forty or fifty pound lambs at the same age, produced by the race of sheep formerly held by the same people.

If Mr. Downey or the other agricultural experts were asked to account for this remarkable deterioration how would they explain it. They could not say it was the people's fault, for the same people raised fifty pound lambs from the old stock, before it was grafted on them the cullage of the farm of Cape Breton.

As the Commissioners of Agriculture are well paid officials of the Government and particularly as they are directly responsible for the introduction of the scrub from Cape Breton it is not too much to demand of them an explanation. The people's money has been spent in the furtherance of this have brained agricultural policy, and they have a right to know how it is their money has produced no better results than this.

Had the Government any honesty of motive in importing those sheep or was it merely intended as a bribe or a befoolment of the people? As the sheep were dumped in just before election time, we had better perhaps leave the solution of the question to the good sense of the people themselves.

If it was meant seriously to a whitening of the hills with sheep it was very foolish for it began at the wrong end of the plan, and not only worked no good, but as we have seen, worked positive harm.

The same want of perspective mars the splendid picture the Morris Government has limned of great harvest scenes where potato digging machinery and threshing machines were the most conspicuous things in the scenery, next of course to the great fields of potatoes and waving grain. Just as the Government thought that by importing sheep and giving them out here and there a great impetus was to be given the sheep raising industry, so they thought that all that was needful to the raising of grain on a very extended and profitable scale was the importation of threshing machines.

Now nobody wishes to deny that the possession of a threshing machine is a great boon to the people possessing it, for it makes the labor of getting the grain a great deal easier, but the effort to encourage the raising of more grain should not have stopped at the giving of a thresher or the importation of a few seed oats.

As for the thresher we grant it was a step in the right direction, but it did not go far enough. It did not solve the ever present problem of how to grow grain profitably. As a result of having the thresher a deal more grain is likely grown but a glance at the situation will show that the grain is grown and threshed at an unprofitable cost. Greater acreage is perhaps sown to oats now than when people had to separate the grain from the straw by means of the poetical "flail," but the yield per acre is no greater and has always been too small. It is quite reasonable to say that not fifty per cent. of a first class harvest is obtained by even the most successful.

**Protection of the Lobster Fishery; And the Caribou Reserve.**

(To the Editor)

Dear Sir,—Would you please allow me space in your most esteemed journal to make a few remarks about things in general.

First of all I would like to know what benefit is derived from the protection of the lobster fishery. Are our lobsters protected? I do not say that they are, nor will I say that they are not; but one thing I do know, and that is Mr. Badcock and his three men are making a good easy grab from the public chest that could be otherwise spent to a much better advantage and to the interest of all concerned. If I have been rightly informed, the parties who have been looking after spawn lobsters in the District of St. Barbe spent the greater part of their time at Port aux Choix, a place where there are no lobsters caught whatever. Just before the end of the fishing season those people come down the coast and enquire from each fisherman the number of spawn lobsters caught. After swearing to the number they are paid 10 cents for each lobster. Now, who knows whether those lobsters, which are paid for out of the public money, are packed or cast into the sea. The fishermen only swear that they caught so many, but they do not swear what they do with them; and who dare blame them? They are as much entitled to a grab and more so than the clique that are trying to run them. There is too much unnecessary money spent, or rather squandered, by this present government, and no benefit derived from it, and its time that those bootlers should be ousted from power and that men who know how to economize be given power. Men who are not of the Morris type; men who would rather die than deceive; men of character, brain and principal.

Now sir, if the government would appoint a man in each fishery locality to go around at the end of each week, and pay him only for his day's work, and receive from the fishermen the spawn lobsters in their possession (which of course, they would keep into cars) it would only amount to about half the salary that is paid those four useless officials who are simple brain was capable of, therefore it recommended itself to the one-cylinder mentality of the Morris Government.

The getting of the thresher presupposes in the minds of the Morris party that the raising of grain in prodigious amounts only meant the throwing of prodigious amounts of seed in prodigious amounts of land, and that hitherto to the only bar to that consummation was the absence of a threshing machine.

an eye-sore and an expense to the Colony.

Another thing I would like to speak on and that is the "Caribou Reserve." What, in the name of common sense, are they going to do next? Provisions are soaring to the highest figure, and wages are decreasing, and poverty and starvation are staring us in the face, and yet those in authority are allowing the Game Board to bar the people of this district from securing a bit of meat for their families. Its a crying shame and should be looked to at once. Why are we of this district driven ten or fifteen miles from the railroad to get caribou, and people in other parts of the island allowed to get them when, how and where they like. Trappers are allowed to sacrifice caribou to bait their traps, and each trapper probably makes use of a dozen caribou for the season, plus his compliment of three which he is allowed for his own consumption. Where is our expert member for this district? Why has he not been up and doing? Has he lost all his love and interest for his people? Someone has said, he is doing his best. Undoubtedly! characteristic of the famous Downey to speak too late. Notice was given re the extension of the "reserve," but our man was reposed in slumber, and when he arose from his sweet sleep the deed was done, and I venture to say that it will take someone smarter than Downey to undo it.

Rumour has it that Sir Edward has been given governorship of the Phillipine Islands. If this is true it will be quite an improvement to our

**WEEKLY BUDGET OF NEWS ITEMS FROM POINTS NORTH**

**Change Islands:—**

Typoid fever has broken out again here, four cases being reported to date. There passed peacefully away here on the 29th a very old and respected planter, in the person of William Diarmid. Deceased was a staunch Unionist and his death is a great loss to the Change Islands Local Council of the P. P. U., as well as to the Methodist church, of which he was a leading layman. To his wife and family the *Mail and Advocate* extends its sincere sympathy.

The Union Stores have advanced fish to 7.50. The other buyers entered into their closets and prayed for the hastening of the end of September, so that the rise they had promised to pay up to September 30th, would not be too great a burden for them to shoulder.

The weather has been very bad here lately. Very little fish ready for shipping. Practically no Labrador sloop shipped to date. Some are offering \$5.50 and others \$6 per qt.

**Keels:—**

The weather has been very disagreeable the past week and little trade has been done in fish. Some boats have been on the grounds and taken from 1 to 3 qtls daily with trawls.

**Badger's Quay:—**

A joint public meeting of the residents of Badger's Quay, Valleyfield, Colony—the capital especially.

Thanking you for space, M. I. B.

Curling, Oct. 4, 1916.

**Pool's Island and nearby settlements.**

was held in the S. U. F. Hall on Monday October 2nd, for the purpose of appointing collectors and soliciting subscriptions for the Cot Fund. The meeting was presided over by Magistrate Miffin of Greenspond, who was the first speaker of the evening. In a brief and pointed speech he showed very clearly why we should do all in our power to help this fund. The second speaker was Rev. Mr. House of Wesleyville, who in a lengthy speech proved to the audience that the cause of Britain and her Allies is the cause of Justice, righteousness and liberty, and that consequently we must eventually win out. Rev. House was followed by Rev. Mr. Leggo, Rector of Badger's Quay. The Rev. Gentleman pointed out very plainly what a great debt we owe to the British Army and Navy, in keeping our Island Home intact from invasion, and other scourge of war. At the close of Rev. Leggo's remarks a collection was taken up and quite a nice sum realized. A committee was formed and collectors appointed to canvass the neighbourhood in aid of the fund. The singing of the National Anthem brought the meeting to a close.

Owing to the dull weather, the curing of fish has been considerably hampered. A large number of our schooners have not yet arrived from Labrador. Some have secured fair catches, while others have done poorly indeed. But on the whole the voyage, as far as the floaters are concerned, will be an average one.

**Reid-Newfoundland Co.**

The Royal Mail Steam Packet Company's Steamers,

"CLARAQUET" "CHEGNECTO"  
"CHALEUR" "CHAUDIERE"

leave Halifax every fortnight for Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and Demerara.

Round trip occupies six weeks. Fares including meals and berth, \$125.00 to \$135.00.

Further information on application to—

**General Passenger Agent**

**Reid-Newfoundland Co.**

**Men's Heavy Dull Finish Rubber Boots,**  
Wool Lined, Jersey Brand, \$3.10.

**Men's Woonsocket Rubber Boots,**  
This Boot is made with the Tap running to Heel and has been the Standard Boot for more than a generation.  
Our Price \$3.70.

**MEN'S MALTESE CROSS DULL FINISH BOOTS,**  
Red Top, Natural Grey Sole, a good First Grade Boot at a Medium Price. Only \$4.50.

**Men's Red and White Patent Pressure Process Rubber Boots,**  
These are famed the country over and are made from the finest Gum, specially constructed by skilled workmen.  
Our Price for all Red is \$4.50; for all White \$5.20.

**Men's Black Pure Gum Rubber Boots,**  
White Sole, Reinforced, Red Foxing, Felt Lined. We recommend it as the Best Fishing Boot made. There is none better.  
Our Price, \$5.25.

People who have bought this Boot tell us that they get from Twelve to Eighteen months wear out of them.

**GEORGE KNOWLING.**





**Cold Nights Coming**  
 Keep warm  
 with a pair of  
**RIVERSIDE**  
**BLANKETS**  
 Warmest and Best.  
 For Sale by all dealers.

**Old Time Shipbuilding in Newfoundland**

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

BY JAMES MURPHY.  
 (Continued)  
 We have it on the authority of the late Hon. James J. Rogerson, that in the fifties, over £25,000 per annum were paid to strange vessels for sum between thirty and forty thousand pounds, which may be expended to so much advantage, to them that for twenty years previous about half a million of money had been paid to the shipowners of Great Britain by Newfoundland. He also stated that £20,000 a year was expended by the merchants and shipowners in the purchase of vessels built in the other colonies.  
 In 1851 Mr. Hanrahan's shipbuilding bill was defeated. The object of the bill was as follows:—It proposed the payment of a sum per ton to the builders of vessels equivalent to an omission of the duties imposed upon the materials imported into the island and used in the building, rigging and equipment of such vessels, the amount to be paid by the insurer on production of certificate of registry. The bill passed the Lower House but was thrown out by the Council. One of the most ablest of the writers for the local press at the time commented on the action of the Council in this manner. He said: "Ask yourselves, citizens of Newfoundland, what is the road to the title of honourable to a seat in the Council? Is it because the chosen has been an advocate for the progress of the country—for the development of her resources—for the extension of her commerce? Ask yourselves who is that has the nomination of the members of the Council? You may say the Governor recommends persons to be nominated at the Colonial Office, but who believes that it is the Governor who recommends? Who believes that the Governor for the time being knows anything about the men proposed or about others more suitable and more deserving? Ask yourselves, is it not probable that the Council, Legislative and Executive as it is, has the recommendation of new colonists, and who upon the occasion of a vacancy is willing to advise the selection of such a person as they know will reflect every opinion, and every interest of theirs?"  
 The Surveyor General in 1852 said that "It appears to me extraordinary that the mercantile community should send out of the country annually a large number of vessels, which may be expended to so much advantage, to them that for twenty years previous about half a million of money had been paid to the shipowners of Great Britain by Newfoundland. He also stated that £20,000 a year was expended by the merchants and shipowners in the purchase of vessels built in the other colonies.  
 One of the best known vessels, of sixty years ago, was built out of the country. This ship was the "Kingclock," owned by the Hon. Lawrence O'Brien. In the spring of the Wadhams she was in command of Captain John Burke, and she took in tow the "Dash" and the "Caledonia," both ships being left by their crews. Capt. Burke was the brother of John and Alexander Burke and an uncle of the late Archbishop Howley. Miss Burke, sister of Capt. Burke, was the Archbishop's mother. Capt. Burke was lost in 1865 in the Nautis near Petty Hr.  
 The Zambesi was built at Sydney and was 290 tons burthen, it was in this vessel in 1859 that Capt. Terrace Hallerms crew made a big bill at the ice.  
 The Anna Maria was built at Bay de Verde, the Bridgewater was built at LaHave, Nova Scotia and the following well known vessels were built at chosen has been an advocate for the progress of the country—for the development of her resources—for the extension of her commerce? Ask yourselves who is that has the nomination of the members of the Council? You may say the Governor recommends persons to be nominated at the Colonial Office, but who believes that it is the Governor who recommends? Who believes that the Governor for the time being knows anything about the men proposed or about others more suitable and more deserving? Ask yourselves, is it not probable that the Council, Legislative and Executive as it is, has the recommendation of new colonists, and who upon the occasion of a vacancy is willing to advise the selection of such a person as they know will reflect every opinion, and every interest of theirs?"  
 I have merely mentioned the names

of these vessels because there are men in our midst to-day who have a recollection of them, and I have mentioned them further to show that Nova Scotia, Prince Edward Island and other places, outside of Newfoundland, were doing a good trade in the building of vessels for the country's business.  
 I'll now revert once more to history Bossycastle who published a book called "Newfoundland in 1842" and refers to shipbuilding. The author had resided in this country and was a Lieutenant Colonel of Engineers. He says in one part of his book: "In 1842 thirty one brigs and schooners were built in Newfoundland, tonnage 1659, the vessels averaged from 130 to 90 tons. Newfoundland is becoming a shipbuilding country, as the North Eastern Bays and the Western Coast are found to supply excellent timber. A fine brig was launched in February 1842, built almost wholly of Newfoundland larch, and the number of vessels constructed in the Island would be very great if it were not that the Colonial built ships are at a heavy discount on Lloyd's list."  
 Now, the brig, which the author says was built in February, 1842, was called the "Mary Hounsell," and was built on the South Side of St. John's in the dockyard of Michael Kearney, so I had better describe her in to-day's article. The "Mary Hounsell" was built for Daniel Fowlow of the very best material. She was christened by the wife of the owner. The band of the Royal Veteran Companies played appropriate tunes on the occasion, while those on the deck cheered, and those on shore made the welcome ring with their joyous shouts for Fowlow and Kearney. The Mary Hounsell measured 229 tons. Governor Harvey not being able to attend to the launching he sent the following note to the owner, Agent and Builder:—  
 Government House, Feb. 26, 1842  
 To the Owner, Agent and Builder of the Brig, Mary Hounsell.  
 Gentlemen.—Having been prevented by circumstances of weather from being present at the launching of the brig, Mary Hounsell I wish to offer you in this way my congratulations upon an event so interesting and important as the construction of a vessel of such beauty and dimensions in this Harbour. It has been observed with equal truth and beauty that he who causes two ears of corn to grow where one grew must be regarded as a benefactor to his country. Let us extend this proposition and we must acknowledge the just title of public gratitude acquired by those who through their spirit enterprise and ingenuity open to their fellow subjects a new branch of profitable employment and to the Colony a new source of prosperity. It is an axiom in political economy as applied to trade that the demand creates the supply and it requires no sagacity to predict that if this port can continue to construct such vessels as that which has this day been completed a valuable resource of manufacture may from this day date its origin, for which we are mainly indebted to the enterprise of Mr. Daniel Fowlow and the ingenuity of Mr. Michael Kearney to the Gracious Sovereign, whose heart is warmly interested in all that relates to the prosperity and happiness of her subjects.  
 I am gentlemen,  
 Your obedient servant,  
 JOHN HARVEY.

**OFFICIAL CASUALTY LIST FIRST NEWFOUNDLAND REGIMENT**

At 7 p.m. on Saturday, Colonial Secretary Bennett received the list of casualties, subjoined, to which we have added such particulars of the gallant young heroes as added by the Daily News.  
 An additional casualty is:—  
 2477 Pte. John James Butler, Harbor Buffett, P.B. Seriously ill, Heatherfield Hospital, Ayr. Pneumonia.  
 Formerly reported missing, now reported killed in action on July 1st:  
 1170 Private Leo M. Burke, Company E. Son of the late Martin and Annie Burke. Lived with his sister at 8 Barron Street, St. John's. Brother in Company D, Gallipoli veteran.  
 1576 Private Maxwell Barnes, Company F. Son of Mrs. and the late Charles Barnes, Topsail.  
 1044 Sergeant Sidney G. Barry, Company D. Son of Mr. and Mrs. Job Barry, Greenspond. Nephew of Rev. C. A. Whitmarsh, M.A., Brigus. Was home on vacation when he enlisted. Lance Corporal April 26, 1915; Corporal Nov. 2, 1915; Sergeant Feb. 27, Gallipoli veteran.  
 1794 Private David Breat, Company G. Son of Mr. John Breat, Botwood, Notre Dame Bay.  
 258 Private Martin J. Cahill, Company A. Son of Mrs. Michael Sweeney, Bell Island. Employed at the N.S.S. and C. Co., Bell Island. C.C.C. Gallipoli veteran.  
 393 Private Harry Coombs, Company B. Nephew of Mr. Joseph Pike, Wabana West. Miner with N.S.S. and C. Co., Bell Island. Gallipoli veteran. Son of Mrs. Ellen Coombs, Spaniard's Bay. Married. (Wrongly listed as from Carbonar).  
 559 Private Henry C. Dawe, Company B. Son of Mr. John Dawe, Topsail. Gallipoli veteran.  
 22 Private John Edward Elliot, Company A. Son of Mr. John Elliot, 38 Goodview Street, St. John's. Employed at Reid-Nfld. Co.'s. C.L.B. Gallipoli veteran.  
 181 Private Joseph W. Evans, Company A. Son of Mr. Abraham Fowlow, Upper Goulds Road, Brigus. Gallipoli veteran.  
 255 Private Michael Francis Kennedy, Company A. Machinist. Son of Capt. Nicholas Kennedy, 10 Pleasant Street, St. John's. Gallipoli veteran. Admitted to 3rd. Canadian Stationery Hospital at Mudros, Dec. 21, 1915, with enteritis. Cavalry Barracks, Abbassia, Dec. 27th. Discharged to Rest Camp, Abbassia, Jan. 9, 1916. Rejoined Regiment in France.  
 1476 Private William G. Ivany, Company F. Son of Mr. George Ivany, Gambo, Bonavista Bay.  
 1222 Private Allan Lyons, Company E. Son of Mr. James Lyons, Avondale. Gallipoli veteran. Wounded in thigh early in campaign; but rejoined Regiment before leaving the Peninsula.

Brother in same Company, wounded in leg, back and head.  
 1599 Private Joseph Martret, Company E. Son of Augustus and Mary Ellen Martret, 25 Prince's Street, St. John's. Was clerk with J. J. Healey. Brother in Company D.  
 1013 Private Robert Meadus, Company D, First Battalion. Son of Henry R. and Susannah Meadus, 26 Scott Street, St. John's. Was at Harvey's Bakery. Has two brothers, Cecil James and Allan George, in the same Company; also a brother who was in the Royal Navy and took part in the Boxer uprising. Gallipoli veteran.  
 1791 Private Joseph Martin, Company G. Son of Mr. George Martin, Burin North. Cousin of Mr. T. LeFevre, M.H.A.  
 1586 Private Cecil Parmiter, Company F. Son of Mr. John Parmiter, Topsail.  
 1538 Private Matthew Rossiter, Company H. Son of Mr. Joseph Rossiter, Cape Broyle, Ferryland.  
 1238 Private Donald Templeman, Company E. Son of the Hon. Philip Templeman, Bonavista and St. John's. Brother of Dr. William Templeman, R.A.M.C. Gallipoli veteran. Australian General Hospital, Lemnos, Dec. 4, 1915. Convalescent Camp, Mudros, Dec. 7. Frostbitten feet. Discharged to Base, Jan. 2, 1916.  
 346 Private Frank Woodford, Company E. Son of Mr. J. Woodford, 7 Convent Square, St. John's. Gallipoli veteran.

**JOHN R. BENNETT, Colonial Secretary.**  
**CELEBRATION OF FR. MATTHEW ANNIVERSARY**  
 Yesterday morning the members of the T. A. & B. Society (adult and juvenile) attended 8 o'clock Mass at the Cathedral in a body, over 300 members of both Societies being present. All received Holy Communion and Mass was celebrated by His Grace Archbishop Roche, and the sight of so many attending Holy Communion was an edifying one indeed.  
**VOLUNTEERS TO ARRIVE.**  
 By the incoming express which is due this afternoon there will come Capt. Geo. T. Carly and thirty-six non-commissioned officers and privates of our regiment.  
 Most of the men are returning on sick furlough and others have been pronounced medically unfit and received an honourable discharge.

**THE CANADIAN BANK OF COMMERCE**



**MAKE YOUR DOLLARS INCREASE**  
**\$100 left with The Canadian Bank of Commerce at the present rate of interest will amount to**  
 \$103.01 in one year  
 \$106.14 in two years  
 \$109.34 in three years  
 \$116.05 in five years  
 Other amounts will accumulate in the same proportion. Accounts may be opened with \$1 and upwards. Interest will be added half-yearly. Deposits may be made and withdrawn by mail. Out-of-town accounts receive every attention.  
**THE BANK HAS BRANCHES THROUGHOUT CANADA AND IN LONDON, ENGLAND, NEW YORK, MEXICO CITY AND OTHER IMPORTANT FOREIGN CITIES**  
 Thousands of people use this Bank as the custodian of their money, and their combined deposits now amount to over \$190,000,000  
**OPEN AN ACCOUNT, KEEP ADDING TO IT, AND ENSURE YOUR INDEPENDENCE**  
**ST. JOHN'S BRANCH - WATER STREET**  
**C.M.B.C. SESSIONS OPENED.**  
 Yesterday morning the Fall and Winter Sessions of the C. M. B. C. opened at 8 a.m. in the Cathedral with a service of Corporate Communion. There were many communicants and at 3 p.m. a largely attended service was held. At this service the Lord Bishop read the lessons, Rev. J. Brinton took the service and Rev. Canon Field delivered the address in a very eloquent manner in the words: "Go Forward," showing that only by following God's Commandments that Salvation can be attained. The first meeting of the class will take place at the Synod Building on Sunday next and all anticipate a very successful season.

**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	Cheviots	Dress Goods	Art Muslin
Lawn	Sateen	Curtain Srim	Bed Tick
Cotton Tweed	Linolette	Curtain Net	Percale
Fleece Calico	Quilt Pieces	Curtain Muslin	Mottled Flannel
Misprints	Mottled Flannel	Shirting	Toweling
Denim	Cretannes	Blay Calico	Regatta
Shirting	Art Tick	Dress Gingham	Cotton Tweed
Striped Flannelette	Muslin	Apron Gingham	Lawn
White Flannelette	Towelling		
	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	" Ganhers	" 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.

**Cheese, Oats, Onions, &c.**

- 100 Boxes CANADIAN CHEESE
- 600 Bags BLACK OATS.
- 1000 Bags MIXED OATS.
- 200 Bags WHITE OATS.
- 1000 Bales HAY.
- 200 Cases SMALL ONIONS.

**GEORGE NEAL**



**OFFICIAL CASUALTY LIST**

**FIRST NEWFOUNDLAND REGIMENT**

799 Private William Edward LeShano, 27 Power Street. Previously reported Missing, now reported Killed in Action July 1st.

**J. R. BENNETT,**  
Colonial Secretary.

**C.C.C. CHURCH PARADE**

The C.C.C. battalion in command of Lieut. Col. Conroy held a church parade yesterday and quite a number of the lads attended and presented a fine appearance in their new uniforms. The battalion attended last mass at the Cathedral and Rev. Dr. Carter was the celebrant and delivered a very eloquent sermon. The band in charge of Capt. Bulley discoursed some excellent patriotic marches and quick-steps on the route to and from the armoury.

**LAST EXCURSION TRAINS**

The last excursion trains for the season left here at 2 and 2.30 p.m. yesterday for Tors Cove and Kelligrews respectively. Both took out between them 200 people.

**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.

**"GOLD BOND"**

**Cut Tobacco.**

**The very Best.**

**10c. per tin.**

**M. A. DUFFY,**

Wholesale Distributor.  
Office—Gear Building,  
East of Post Office.

**OUR THEATRES**

**THE NICKEL.**

This will be another big week at the Nickel Theatre. Every change there is a brilliant feature film, which surpasses any ever shown here before. The big feature to-day is "Playing Dead," a beautiful social dramatic offering by the Vitagraph artists. The principal characters are taken by Mr. and Mrs. Sidney Drew. They have always been seen in comedy, but now their many admirers will see them in drama. Harry English and Isador Marcell are also in the cast. "Playing Dead" is a tale of a man's love and a sacrifice. Rather than disgrace his wife with a divorce that she may marry another, the hero, which part is taken by Sidney Drew, plans to do away with himself that his wife may be happy with her lover. Mrs. Drew plays a very heavy part, which has won for her great praise. There is a thrilling detective story by the Reliance players entitled "The Great Ruby," which ran for two seasons at Drury Lane Theatre, London, the home of melo-dramas. Octavia Handworth plays the leading part. Nickel patrons will be delighted to learn that the well-known actor, Maurice Costello, will appear shortly in the impressive picture, "The Man who couldn't beat God."

**THE CRESCENT**

Ham and Bud are on dock at the Crescent to-day in "Winning the Widow," a very funny Ham and Bud comedy. Mary Anderson, the celebrated Vitagraph star, is presented in "La Paloma," a Broadway star feature in three reels. Miss Anderson is supported by George Stanley and Corinne Griffith. To-day's issue of "The Selig Tribune," the world's greatest news film, is brim full of interesting and instructive news items. Mr. Sam Rose sings a new ballad. Professor McCarthy plays a new programme of music. A big opening show, don't miss it.

**PREMISES BADLY FLOODED**

Saturday night there was a burst in the water main on Central Water Street and the basements of Mr. J. Phillips, tinsmith store, Mrs. McRae's and other business places. A telephone message to the Water Department ensured the prompt cutting off of the flood and quick repairs to the broken main.

**IN DESTITUTE CONDITION**

Saturday the police were apprised that a man named Chate who resides in Sheehan's Shute is living in a terrible state of deprivation and destitution. The man has been ill for several months past has a helpless family, have been driven to the verge of famine and but for kind neighbours must have starved. We recommend this poor fellow's case to the consideration of our charitable people.

**ACKNOWLEDGEMENT.**

Mrs. E. M. Jackman acknowledges with thanks the sum of Five Dollars, conscience money, due the late E. M. Jackman.

**Celebrates 92nd Birthday**

To-day the venerable John Steer celebrates the anniversary of his 92nd birthday. Mr. Steer was born in Torquay, England. Mr. Steer in the past took a very active part in the public and commercial interests of Newfoundland and though he has reached such an advanced age is still enjoying good health. **The Mail and Advocate** extends sincere congratulations to Mr. Steer.

**SHE SWIPED THE MONEY**

Saturday night two young girls, one of them the daughter of a well known police officer, went into a dry goods store and made a purchase. They put the money for the goods on the counter and while the clerk who attended was getting his check counterigned another woman who was present with a little girl came to the counter, took the cash and quickly transferred it to her pocket. One of the little girls saw the action quickly put down the amount of the purchase the second time and followed the woman who had quickly left the shop up town. As she entered another store the little girl held her up, told her what she had seen and threatened to call an officer if she didn't restore the stolen cash. The thief saw she was cornered and refunded the money.

**THE HARMONY HERE**

The S.S. Harmony, Capt. Jackson, arrived here from Northern Labrador last evening. She left here 6 weeks ago and went down to Chidley through the McLean Straits, South of Port Burwell, instead of out around Cape Child-leigh and coming South went through the Grey Straits. She went as far as Kilinek and had very fine weather coming and going, making an exceptionally good run. She brought as passengers Dr. Barrow and wife from Okak Hospital where he had worked two years. He will practice in future at Trinity. The ship brought up a cargo of fish, oil, trout, etc., and will return to the coast Saturday.

**GERMAN TO BE INTERNED**

One of the German subjects residing at Kilinek we learn by the Harmony will be taken on the next trip of the ship from Hopedale, Labrador, where he is now held, and brought to England, where he will be interned for the duration of the war.

**THE SUSU HERE.**

The S.S. Susu, Capt. Roberts, arrived here at noon Saturday after a good run, bringing a full freight of fish &c. and the following passengers:—G. C. Tulk, B. M. Tulk, Hugh Moulton, W. Hicks, Eli Hicks, W. T. Tulk, R. Parsons, C. Abbott, R. Wright, A. Brown; Mesdames W. T. Tulk, Misses A. Barbour, M. Welton and 36 second class.

**News Came as Great Shock**

**Captain and Crew of Popular Steamer Had Many Friends in St. John's—She Had a Large Passenger List and Three Part Cargo of Codfish—Shippers Hard Hit**

When the news relating to the sinking of the S.S. Stephano was received last night there was surprise, succeeded by consternation throughout the city. The ship sailed from here at midnight on Wednesday with a large passenger list and about three-quarter cargo, of which most was codfish. As no war risks were taken on this the loss to shippers is great and we hear of one firm dropping over \$50,000. Much uneasiness for the safety of people who left here on the steamer was expressed and also for the safety of the officers and crew, most of whom are Newfoundlanders. Capt. Smith, well known and very popular here, an American citizen, was in command. His wife is a Newfoundland lady, and Capt. Mitchell, her chief officer, is also married to a Newfoundland lady. Her Chief Steward is Mr. Chas. Snow of St. John's, who is acting in place of Mr. Jones, who is taking a vacation. Mr. Jas. Coffey of St. John's is an engineer on board and most of the stokers are Spaniards.

At 9 o'clock last night the first news was received by Colonial Secretary Bennett from the New York Herald in the following message:—

"Wire" passenger list steamship Stephano, Red Cross Line. Sunk by submarine—Herald."

Mr. Bennett communicated with Hon. John Harvey and sent this reply:—

"Am sending you Stephano's Passenger List immediately. Wire full particulars of sinking of ship, and if passengers and crew are safe. Rush reply."

Then about 30 minutes later the following list of passengers was telegraphed, those booking from St. John's to New York:

Mesdames A. E. Butler, M. Gosse, R. Driscoll, J. D. Marsh, Kain and child, M. Brien, Chas. Evans, A. Carew, Evans and child, H. Rowe and child, M. Gushue, Wilson; Misses Squires, H. Tremblett, D. Feltham, Anderson, Mary Doyle, J. Kane, B. Kane, Annie Hickey, Kate Lundrigan, M. Griffin, A. Norris, Anna Conway, Cutler, Venable, Meyers, E. White, M. Kennedy, Wilson, Ulrick, L. Howler, Saunders; Messrs. A. Lawlor, P. Halley, C. McGrath, F. O'Toole, Luff, Chas. Evans, A. Carew, S. Sheppard, M. Curnew, P. Fitzgerald, F. Percy, M. H. Foster, John Fewer, E. A. Tuff, Dr. Andrews, Dr. V. P. Burke.

The message further stated that a number of these passengers were American citizens besides 29 round trippers, whose names were not recorded here, but most of which, it was presumed, belonged to the United States.

At 11.30 p.m. the following message was received:—

"Our information is that the passengers and crew Stephano saved by a U.S. Destroyer. The vessel is sunk. Details lacking."

Mr. Wier of Halifax wired later saying the U. S. torpedo boat destroyer "Balch," of 29 knots, 1,036 tons reported that the Stephano had been sunk off Nantucket and that the crew were safe on board the destroyer. Passengers and crew, we are glad to say, all are safe.

**Kyle's Passengers**

The S.S. Kyle arrived at Port aux Basques 7.10 a.m. yesterday with the following passengers—Capt. G. Carly, Lieut. R. Goodyear, Sergt. F. J. Gardner, Sergt. S. Smith, Corp. S. G. Collins, Corp. H. Small, L-Corp. W. Cleary, L-Corp. Taylor, L-Corp. M. Hawkes, Ptes. C. Richards, J. Rider, R. Short, J. Anthony, R. Luffman, J. Osbourne, Jas. J. O'Neil, R. Upward, A. P. Greene, J. H. Clouston, W. Snow, G. Yates, N. S. Fraser, J. Stevenson, P. Stone, Walsh, Stares, F. O'Neil, N. W. Dean, M. B. Hicks, R. McDonald, F. O'Brien, P. Whiffin, C. West, G. Williams, F. LeMessurier, R. Tetford, J. Maher, J. N. Elsworth, P. N. Kincaid, Mrs. Fisher, J. Hotchkiss, J. W. Tessler, R. Garclan, A. W. Clewett, S. O. and Mrs. Steele, P. H. Bannister, G. D. and Mrs. Penney, Miss R. Payne, D. C. Pearson, Miss E. Rideout, S. B. Hayes, D. Melsaac, F. W. Bernard, Miss Hayward, Miss Watson, Mrs. John Ryan, Capt. J. W. Petepas, W. Horwood, Miss M. O'Quinn, Miss M. Collins, A. A. Syme, J. Ducey.

**BROUGHT DAMAGED VESSEL**

The tug Ingraham arrived here yesterday morning with the schooner "Herald" in tow. This vessel, owned by Mr. Patk. Daley of St. Mary's, went ashore in the big storm of last Sunday fornight at Mall Bay and had the keel knocked out of her. She has fish board and will be given repairs here.

**Latest From Ill-fated 'Stephano'**

Copy of telegram received by Harvey & Co., agents of Red Cross Line, from Bowring & Co., New York, Oct. 9th, 1916:

"Captain Smith wires that passengers and crew are all saved and proceeding to Newport. Understand they have arrived at Newport, but we have no direct word as yet."

**Overnight Cable Flashes**

(From the "News")

Two American ships are sunk, the Harvite and Columbia, according to the Norwegian Minister in Petrograd. Accurate information is not yet obtained.

The American steamer Kinson from New York to Boston, was held by a submarine at 5.30 this morning and was later allowed to proceed.

The steamer Antillex is reported on fire 20 miles off Virginia. The captain, crew and passengers have taken to life-boats. Another steamer is on the way to the rescue.

The British lines on the Somme front have considerably advanced. More than five hundred prisoners were captured.

A Petrograd official says that there is no event of importance to report. Many Turkish deserters are arriving in the Russian lines.

A German submarine sunk the British freighter Strathdene off Nantucket at 6 a.m. to-day. The crew are aboard the Nantucket lightship. The Strathdene sailed from New York yesterday for Bordeaux.

The British and French in conjunction advanced the Morval-Bouchavesnes line about two-thirds of a mile, and obtained all objectives. Four hundred prisoners were captured.

Bulgar positions north of Polar were captured by the Serbians. A large number of prisoners were captured.

Italians captured a great mountain, 6,187 ft. high, at the head of the Vanhi Cisma Valley, near Trent. It was taken by the Alpine troops, and the enemy was driven from the peaks. Only twenty of the regiment survived.

**The World Series**

BOSTON, Oct. 9.—The well-nigh perfect baseball machine, the Boston-American League Club, triumphed over the Brooklyn Nationals here Saturday afternoon by a score of 6 to 5 in the first game of the world's series.

**Preacher Jailed**

LONDON, Oct. 7.—A New York Times despatch to the Daily Chronicle from Milan, says the Vatican communicates a despatch received from Havre which says the celebrated Dominican Friar and Preacher Prnauygens of Ghent was condemned by a German court martial to ten years imprisonment with hard labour, as the sequel to a patriotic discourse recently delivered in that town.

**Yesterday Quiet On Somme Front**

PARIS, Oct. 7.—A lull continues on the Somme front. To-day's official announcement says that the night passed quietly all along the battle line in France.

**MANY ESKIMOS DEAD OF MEASELES**

The Harmony brings confirmation of the report printed a few weeks ago by **The Mail and Advocate** of deaths amongst the Eskimos of Labrador from measles. Most of the deaths have occurred at Hopedale and Okak where the natives in the height of the fever go out in the cold and lay about on the ground to cool themselves, the result being that they die in a few hours. Several native children have also died of the disease.

**HAS 2,700 QTLS.**

The banker Metamora, Capt. John Lewis, arrived at Holyrood last evening. She is from Labrador, where she secured 1,000 qtls and has to date 2,700 qtls for nine months. Capt. Lewis will now abandon the voyage for this season.

**CLEARED FROM LABRADOR**

The following vessels have cleared from Labrador:—Lila D. Young from Fishing Ships' Hr. 3,250 qtls. cod, shipped by T. and M. Winter for Gibraltar; S.S. Senator, 16,530 qtls from Flat Island; and R. J. Owens, from Bateau, for Gibraltar, 3,500 qtls from Ryan's.

**LOCAL ITEMS**

Owing to repairs being effected at the Petty Hr. Power House the street cars were not running yesterday and were greatly missed by the public.

Miss Howley, whose name appears in to-day's public message as being one of the American citizens on board the Stephano, is a daughter of Mr. E. St. John Howley, Vice President of the Nfld. American Packing Co., Inc. Miss Howley had been spending the summer in St. John's and was returning to New York.

Mr. M. J. Doyle had a wire from his son Friday saying that he was leaving for Monday night for France. Edward left here with the second battalion on the Stellan. He wishes to be remembered to all his friends in St. John's and says he is feeling fine and ready to take his part in the fighting over in "No Man's Land."

**POLICE COURT NEWS.**

Mr. F. J. Morris, K.C., presided to-day.

A drunk was fined \$1.50 or three days.

A laborer of Brennan Street, who threatened to kill his wife and burn the house with its contents, as testified by the woman, was fined \$10.00 or 30 days.

A drunk and disorderly in his mother's house was asked to give sureties in \$50 to keep the peace or go down for 10 days.

One Peter Baird, who was arrested in the country yesterday, was charged with being a loose and disorderly character and stealing a gun valued at \$2.50 from Hector Hicks. He pleaded not guilty to stealing the gun and as the owner, a boy, could not identify him he was discharged.

Const. Bruce summoned three men for attempting to rescue a prisoner from him Friday night last. Mr. Higgins pleaded for the men who were let off each with a fine of \$5 or 10 days.

**SGT. SNOW AGAIN WOUNDED**

Mr. Geo. Snow, Colclain Street, yesterday had a wire from Ottawa, saying that his son, Sgt. Augustine R. Snow, had been wounded in the side by shrapnel on Sept. 27th. He is now in hospital at Boulogne. His brother Alick is in the Royal Engineers and another brother is a Lieutenant of Ours. This is Sgt. Snow's second wound.



**Newfoundland Patriotic Association**

A GENERAL Meeting of the Association will be held on TUESDAY, the 10th instant, at 8 p.m., at the Board of Trade Rooms, to receive a Statement from the Hon. P. T. McGrath setting forth the programme of the Government of the Dominion of Canada relative to

- (1) Pensions to disabled Soldiers and
- (2) Their Medical Treatment.

W. J. HIGGINS,  
Actg. Secretary.

**NOTICE**

THE members of St. John's T. A. & B. Society, requiring the services of Dr. J. Clarence MacDonal, will find him at present at his SURGERY, HAWTHORN COTTAGE, CARTER'S HILL. Any Calls left at the above address will be promptly attended to.

GEO. J. COUGHLAN,  
Secy. T. A. & B. S.

**St John's Municipal Council**

**Wanted Immediately**

**20 or 30 Labourers,**

Apply to the Foreman,  
Windsor Lake.

**JOHN L. SLATTERY,**

Secretary-Treasurer.

oct7, 11.

**WANTED—Fifteen Riggers, and Thirty Iron Workers for Dominion Iron & Steel Co., Sydney.** Fares advanced. Apply to C. B. BLACKIE, 8 Kimberley Row, City.—oct9, 11.

**WANTED—Schooners to freight Lumber from Notre Dame Bay.** Highest rates. HORWOOD LUMBER CO., LTD. —oct7, 61.

**SCHOONER FOR SALE**

**Schr. "Mary Kate,"**  
36 tons, 11 years old.

Schooner may be seen at Port Rexton. Apply to

**JOHN GUPPY,**  
Port Rexton.

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