

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.

Vol. III. No. 192.

ST. JOHN'S, NEWFOUNDLAND, MONDAY, AUGUST 28, 1916.

Price: 1 Cent.

Roumania Declared War on Austria-Hungary Last Night.

Roumania Enters the War to Fulfill Cherished National Ambition

The Motive Which Prompted Roumania to Enter the War is Described by Take Jonescu, the Liberal Leader, as the Policy of National Instinct—Roumania Covets Bessarabia, the Extreme Southwestern Province of Russia on the Black Sea—Also Wants Expansion of Territory in Southern Half of Balkowina and Austrian Crown Land—Roumania's Decision Causes a Stir in German Official Quarters

BERLIN, Aug. 28.—Roumania declared war on Austria-Hungary on Sunday evening. It is announced here officially. The announcement is as follows: "The Roumanian Government yesterday evening declared war on Austria-Hungary. The Federal Council has been convened for an immediate sitting. The motive which prompts Roumania to enter the war is the satisfaction of her national aspiration described by Take Jonescu, the Roumanian Liberal leader, as the 'policy of national instinct.' Consequently this means national expansion in the southern half of Balkowina, the Austrian Crown Land. The Roumanians are a dominant race, the people of the people of Eastern Transylvania, a part of Hungary, is Roumanian by race and language. It is said 4,000,000 Roumanians live in Transylvania. Roumania has been credited with long-cherished ambitions to annex these provinces and at the same time liberate the Roumanians now under Austrian domination. It was recently reported that Russia had offered Cernowitz to Roumania as her reward if she would unite with the Entente Allies. Roumania also covets Bessarabia, the extreme south-western province of Russia on the Black Sea, which was taken from her by the Berlin Treaty of 1878. Roumania's decision to enter the war was reached at a meeting of the Council of Ministers held at Bucharest yesterday morning, says a Havas despatch from Tena.

The Wolff Agency announces that the German Federal Council was convened immediately after the decision became known.

William Withall of Fortune Bay Burned To Death in Halifax

HALIFAX, Aug. 28.—William Withall, 17, of Fortune Bay, was burned to death when a fire of unknown origin broke out on the Western Union Cable steamer Minia this morning. The fire occurred in the petty officers' quarters and tried to reach the deck. Withall lost his way in the smoke and perished. Thomas Broderick, the cable ship keeper, was badly burned. Captain Adams nearly lost his life trying to rescue Withall. The damage to the ship is not yet estimated but is quite heavy.

Bulgars Capture Albanian Town

BERLIN, Aug. 27.—Bulgarian forces are invading Albania and have captured the town of Malik 10 miles west of the Greek border, an official issued yesterday at Sofia reports. The occupation of territory in North Eastern Greece continues further and Bulgarian detachments have reached the Aegean Sea. The repulse of a Serbian attack on Moglenica Valley on the western part of the front is announced.

Roumanian Crown Council Meets

LONDON, Aug. 27.—The Roumanian Crown Council, which had been convened for ten o'clock Monday morning, has been postponed till five o'clock in the afternoon, according to a Bucharest despatch received in Amsterdam.

British Auxiliary Ship Torpedoed

LONDON, Aug. 28.—The torpedo in the North Sea of a British naval auxiliary with the loss of 23 men is announced officially: 87 men were saved. The torpedoed vessel was the armed boarding steamer "Duke of Albany." The announcement follows: "The British armed boarding steamer 'Duke of Albany' was torpedoed and sunk in the North Sea on Thursday by an enemy submarine. The commander and 23 men were lost. 11 officers and 76 ratings saved." The Duke of Albany was 1,997 tons gross and built in 1907.

Public Opinion

LONDON, Aug. 27.—According to a Bucharest despatch, the King of Roumania has convened a conference of all representatives of all political parties, former premiers, former presidents of the executive chambers, ministers and government representatives with the idea of ascertaining the views of all sections of public opinion on the present situation.

Germans Attempt to Enter British Lines

LONDON, Aug. 27.—German troops have made two attempts to enter British lines in front of Bethune to the north of Arras, and German artillery shelled points near Ypres, says the British official. On the Somme fronts the Germans have bombarded Mametz Wood and then trenches north of Delville Wood. Fighting still continues in the region of Mouquet farm.

BRITISH ARE TOO MUCH FOR THE PRUSSIANS

Heavy Attacks by Prussian Guard Against British Positions Near Thierval Are Repulsed by Worcestershire and Wiltshire Regiments—British Make Further Progress in Their Attacks

LONDON, Aug. 27.—Heavy attacks made by the Prussian Guard against the British positions near Thierval on the Somme front were repulsed by the Worcestershire and Wiltshire Regiments. It was officially announced this afternoon. Further progress by the British in their attacks on Thierval was also reported, ground being gained on both sides of Mouquet Farm, notably to the south-west where four hundred yards of German trenches along the Courcellette-Thierval Road were captured. The official statement was as follows: "The enemy bombarded our first line of trenches along the greater portion of our front, south of the Ancre at various times from seven o'clock last night until early this morning. Covered by artillery fire he attacked our positions about Guillemont between the Quarrus and Montauban-Guillemont road. He did not reach our lines at any point and was repulsed with loss. Near Mouquet farm we made further progress, both on the east side of the farmstead and also on the south-west where we have taken another 400 yards of the enemy's trenches along the Courcellette-Thierval road."

At Last

BERLIN, Aug. 28.—Italy has declared war on Germany it was announced officially to-day. The announcement follows—The Italian government has declared that from Aug. 28 it considered itself at war with Germany.



RUSSIA WAKING UP
BEAR: "It can be said that I was tied up; but I was not tied up well."
From L'Esquella de la Torratxa (Barcelona)

Gloom Overcasts Greece; Thousands of Refugees Pour Into Athens

Landing of Italian Troops at Chicomare Causes Great Gloom Throughout Greece—With Eastern Macedonia in Hands of Bulgarians and Northern Spiras in Hands of Italians the Greeks See Something to Worry Over—Fifty thousand Greeks Join in Big Demonstration For Ex-Premier Venizelos Who Urged People to Get Constantine to Support Government and Prepare Army For Rupture of Existing Conditions

ATHENS, Aug. 28.—The landing of the first contingent of Italian troops at Chicomare, a small seaport of Albania on the Strait of Otranto, causes gloom throughout all Greece. Greeks now see not only eastern Macedonia in the hands of the Bulgarians whom they expelled from there three years ago, but Northern Spiras in the hands of the Italians. Following the landing of the Italian troops the Greek civil officers were temporarily relieved of their functions and telegraph wires were cut, but this damage was soon repaired. The effects of the Bulgarian occupation of Doxato, the scene of the alleged atrocities of which the Greeks accused the Bulgarians in the last Balkan war is prodigious. Kavala is the theatre of amazing scenes of disorder. Thousands of refugees are pouring into this port from the hinterland and crowding the steep narrow streets. Fifty thousand Greeks joined a demonstration before the residence of Venizelos, former Premier, to-day and cheered him with boundless enthusiasm, when he urged them to send a committee to King Constantine to urge him to support the present Government and prepare the army for a possible rupture of existing conditions.

Died Facing the Enemy

The special correspondent of The London Times at British Headquarters in France writes: "I have heard the story of a stretcher-bearer of the Lincolns who crept out some 400 yards at night right up to the German wire at a point where another regiment had been attacking, and there picked up a wounded captain of that other regiment and brought him safely back, though the ground was swept with rifle and machine-gun fire. Certain men of one of our regiments had pushed out and held a desperate and a most hopeless advanced position. Some men of the Royal Engineers crawled out to them literally on their stomachs, and there, working in the dark, put up wire around our little outpost. The Sappers brought back word that the men certainly could not live. But they did, and it was the wire that saved them. It was a captain of the Lincolns again (Captain) who was wounded in the heel and went on. Then he was wounded in the thigh, and he still went on. He was wounded in the arm, and not even that stopped him. It was a fourth bullet in the head that killed him, and he died instantaneously, lying with his arm raised still waving his men on. That, indeed, is one of the heart-rending and splendid things that one sees everywhere. Our dead lie all ways, it seems, with their heads forward towards the enemy. I have not heard of any man who has seen a place where they lie as if they had turned. Some day, perhaps, a poem will be inspired by the tale of the young Lieutenant of the same battalion who had leaped into the enemy's trench and it is conjectured, had leaped straight upon an exploding bomb. He was dreadfully mangled, but they got him back, only to die as he was being attended to. And he died smiling, saying that everything was all right as long as we had got the trench."

Around Saloniki

LONDON, Aug. 28.—An official statement issued by the War Office tonight concerning operations around Saloniki says: "There was only artillery activity on the Struma and Doinan fronts. Our aeroplanes bombed enemy camps at Kala, Topolka and Prosenik, about six miles south of Demir Hissar."

ROUMANIA JOINS ALLIES

PARIS, Aug. 28.—Roumania declared war against Austria-Hungary last night, says a despatch from Berne, Switzerland, which declares that the Wolff Agency at Berlin made the official announcement.

OFFICIAL

BRITISH

LONDON, Aug. 27.—The following official statement has been issued: "During the past 24 hours bad weather to some extent interfered with our operations. We have gained ground northwest of Ghinchi. In the afternoon there was considerable artillery activity by both sides, the enemy fire being directed mainly against our support trenches, more especially toward the north of Longueval. Our guns blew up some enemy bomb stores. Between Neuve-Chapelle and Armentieres we exploded mines. The enemy blew up two small mines south west of Aunchy to the south of Ypres salient. There were no casualties in either case. Four German officers and 50 men of other ranks were captured south of Ancre last night and this morning."

ITALIAN.

ROME, Aug. 27.—Italian troops have won additional successes in the Alpine regions along the northern part of the Austro-Italian front, the War Office has announced. The advance was made in the Fassa Alps and in the Thavignole and Rienz Valleys. No special activity in the Gorizia sector is reported.

BULGARIAN

SOFIA, Aug. 26.—The defeat of the Serbians with very heavy losses, is claimed officially by the Bulgarian War Office. The Bulgars claim to have reached the great Aegean Coast.

British Offensive On Somme Front

LONDON, Aug. 27.—British troops took the offensive last night on the Somme front, north of Bazentin-le-Petit, the War Office announced this afternoon, and captured 200 yards of German trenches, taking one machine gun. During the night enemy artillery was active between the Somme and the Ancre. Near Hill 60 the enemy exploded a mine, which caused no damage. There is nothing to report from the rest of the front.

Serbians and Bulgars

PARIS, Aug. 27.—Violent fighting between Bulgarian and Serbian troops continues on the Macedonian front in the region of Lake Ostrovo, the War Office announced to-day. The Serbians making counter-attacks have pushed back the Bulgars. All but one of the forts without the Greek port of Kavala has been occupied by the Bulgarians. Two British monitors and one cruiser bombarded these positions on Friday.

Sailed on Saturday For Third Attempt

BUENOS AYRES, Aug. 28.—Sir Ernest Shackleton left Punta Arenas, Chili, on Saturday on board the ship Yelcho to make the third attempt to rescue the members of his expedition marooned on Elephant Island.

Hun Attacks Repulsed

PARIS, Aug. 27.—Three attacks against the French positions in Vaux-Chapire wood; to the north east of Verdun, and in Apremont forest, were repulsed.

The Russians have struck the Austrians a terrible blow on the Upper Lipa, which has caused them to abandon a large Stripa territory.

Macedonia Scene of Heavy Fighting Between Allies and Teutons

BERLIN, Aug. 28.—The following official statement was issued to-day: "The German Emperor has ordered the postponement until after the war of the execution of all sentences imposed for punishment on French prisoners, both civilian and military, on account of acts committed to Sept. 1 this year."

Canadians Across

OTTAWA, Aug. 27.—The following troops have arrived safely in England, it has been officially announced through the Chief Censor's Office: "The 117th Battalion from Valcartier Camp, the 120th Battalion from Windsor, N.S., the 121st Battalion from Vernon, B.C., the 126th Battalion from Camp Borden, and the 128th Battalion from Winnipeg."

Russians Progressing in the Carpathians

PETROGRAD, Aug. 27.—Russian troops in the Carpathians have made further advance in the vicinity of the Hungarian border, the War Office to-day announced, and have captured positions three miles north-east of Koverla mountain on the frontier.

Enemy Attacks On French At Fleury Repulsed

PARIS, Aug. 28.—The Germans made several attacks on French positions at Fleury last night, but were repulsed, says to-day's announcement of the War Office.

CALLS ITALY'S ACTION ONLY AN EMPTY GESTURE

All Berlin Morning Papers With One Exception Comment on Italy's Declaration of War Against Germany—Kruz Zeitung Says Italy Has Finally Given Way to Pressure of its Master

BERLIN, Aug. 28.—Virtually all the morning papers with the notable exception of the Vorwaerts, comment on Italy's declaration of war against the Germans. The Deutsches Zeitung declared that interest in such a declaration always has been exceptionally small in Germany and without question will continue so. The Morgen Post calls Italy's action an empty gesture intended to appear heroic, but actually tragico-comical, to be received with an indifferent shrug of the shoulders. The 'Kruz Zeitung' says Italy has given way to the pressure of its master. The 'Post' sees only another evidence of Italy's blackmail policy.

Box of Cigars Meant a Girl

NEW YORK, Aug. 21.—A girl was "a box of cigars" in the code language used by the New York Vice Trust in white slave operations, Assistant District Attorney Smith, directing the grand jury investigation of white slavery, learned from Yushe Botwin, "White Slave King." When the proprietor of a disorderly resort bought a new girl she asked Botwin to send her "a box of cigars." This code expression was used, Botwin explained, to guard against detection.

BIG SNOW STORM IN WEST CANADA

CALGARY, Aug. 21.—A north-east storm accompanied by heavy rain and low temperatures, which swept over Southern Alberta today, moderated tonight. The temperature averages 43 degrees, which is a rise of three degrees since noon. Reports from Banff and points west say that considerable snow has fallen. Snow flurries were reported from many other points in the district.

Strong Point.
"Why have you never married, colonel?"
"Because I feel that a man cannot be a good husband and at the same time a good warrior."
"You overlook the advantage of being always in training."

BEACON FALLS
Top Notch Rubber Footwear

**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.

Hunting the German Sea-Serpent

The First of Remarkable Series of Articles on Britain's Successful Pursuit of the Under-Sea Demon.

By Alfred Noyes.

"Deutschland unter allies!" was the cry of all Germany when her submarine first popped up, not without a touch of comedy, in Norfolk, Va.; and undoubtedly one reason for the news transatlantic submarine is the fact that certain measures have made English waters unsafe for them. Even submarines that arrive in America may disappear on their return journey. What those measures are it is now possible, though the censorship is still strict, to indicate a little more clearly.

There is a tale in Devonshire that Sir Francis Drake has not merely listened for his drum, during the last three hundred years, but has also heard and answered it on more than one naval occasion. It was heard, as the men of the Brixham trawler can testify, about a hundred years ago, when a little man, under the pseudonym of Nelson (for all Devonshire knows that Nelson was a reincarnation of Sir Francis), went sailing by to Trafalgar.

Ask of the Devonshire men. For they heard, in the dead of night, The roll of the drum, and they saw him pass.
On a ship all shining white.

He stretched out his dead, cold face, And he sailed in the grand old way. The fishes had taken an eye and an arm, But he swept Trafalgar Bay.

It was only a little before the great naval action in the North Sea—perhaps the greatest British victory since Trafalgar—that word came from the Brixham trawlers again. They had "heard Drake's drum beat," and were now assured that the ghost of Sir Francis Drake was inhabiting the body of Sir John Jellicoe.

There is good reason why the trawlers should be aware of this first; for it is among the three thousand-odd trawlers, drifters and other fishing craft of the British auxiliary fleet that the seamen who broke the Armada would find themselves most at home to-day. In the host of auxiliary England has, in fact, brought to life again and organized on a huge scale, with certain modern improvements, the men and the fleets and the men that have struck terror in the German submarines and driven them from the seas.

There has been some discussion in America as to whether Mr. Wilson's notes or some other more secret and certain power caused the Germans to abandon their deadliest sea weapon. Inasmuch as this weapon ceases to trouble the English a little earlier than it ceased to sink neutrals, the latter alternative might be accepted as probable, even without further knowledge; but further knowledge absolutely confirms this probability.

Nothing is more striking in the conduct of this war than the way in which the British method of "slow and sure" has justified itself. The superficial clamor for sudden and sensational proofs of "what England is doing" began in the first fortnight of the war. Neutral countries even wondered why the first month of the war had produced no great historian.

In the meantime, England was making the history of the next thousand years; and that can only be done on vast and deeply sunken foundations which must be laid in silence. Results, and solid results, of granite and oak were England's aim. These are now appearing; and while her great new armies are demonstrating what England has created on that side, it is now possible to give a glimpse of the far-reaching method that destroyed the menace of the German submarine.

It was done in silence, and silence was one of the weapons. Submarines went out and never returned. Other submarines went out, perplexed, against a mystery, and these, too, never returned, or returned in mysteriously diminishing numbers. Nothing was said about it till the destruction of the fifth was quietly celebrated at a small gathering in London; and then neutrals began to inquire, with a note of curiosity, "What is England doing?"

We heard tales of steel nets—as vague as the results would have been but for certain great preliminaries of which we never heard. A few days ago I had the opportunity of seeing the finished system; and this threw a flood of light on the immense work that must have gone before in even this one branch of our sea warfare.

To begin with, a body of men, larger than the United States army, was chosen from the longshore fishermen and trawler crews. They were grad-

ually drilled, disciplined and trained and put into naval uniform. The accompanying illustrations show one contingent of this force (now over a hundred thousand strong), marching through the little fishing port which is their headquarters. They were chosen, of course, on an entirely different principle from that of the army. They were tough sea dogs, of all ages, inured to all the ways of the sea, but not at all to any form of discipline. This in itself implies very great preliminaries; for the finished product, as seen in the picture, is fit to man a battleship.

In the meantime, their fishing boats, trawlers and drifters were gradually taken over by the Government and fitted out for the hunt, some three thousand of them. To these were added a fleet of fast motor boats, specially built for scouting purposes. They were stationed at various points all round the island.

Night and day, in all weathers, section replacing section, these trawlers and drifters string themselves out from coast to coast; while on shore thousands of workers are turning out their own special munitions and equipment—nets, mines and a dozen mysteries which may not be mentioned.

From one of their bases a patrol boat took me out, along one of the longest lines of the flotilla. This innocent line of trawlers, strung out for some fifty miles, had more night-mares in store for the German submarine than a fleet of battleships. It was an odd sensation to approach trawler after trawler and note the one obviously unusual feature of each—the menacing black gun at bow and stern. They were good guns, too—English, French and Japanese. The patrol boat carried a Hotchkiss and most of the trawlers had equally efficient weapons.

There were other unusual features in every trawler, drifter and whaler; features that made one catch one's breath when their significance was realized. About this I may say very little. But in the matter of nets, it was demonstrated to me that within twenty-five minutes any submarine reported in most of our home waters can be inclosed in a steel trap from which there is no escape. The vague rumours that we heard in the earliest stages of the war led one to suppose that these nets might be used, perhaps, in the English Channel and other narrow waters. But I have seen traps a hundred miles long, traps that could shift their position and change their shape at a signal.

A submarine may enter their zone, indeed, and even go to America. She may even do some damage within their lines. But if she does this, her position is known; and if there be any future damage done, it will probably have to be done by another submarine.

For she has called upon a thousand perils, from every point of the compass, to close upon her return journey. I have actually seen the course of a German submarine—which thought it safe to day on the coast of an English bay. The clues to all the ramifications of this work are held by a few men at the Admiralty in London. Telephone and telegraph keep them in constant touch with every seaport in the kingdom. But let the reader consider the amount of quiet organization that went before all this. Even the manufacture of the nets—which do not last forever, even when made—is an industry in itself; and that is one of the least of a thousand activities.

We boarded one of the trawlers just as her nets were running out, and at the end of twenty minutes, when the long, dwindling line of fishing craft had "dressed" itself, from the British coast to the coast opposite, all that was necessary was to wait for visitors. As for their welcome, one skipper remarked to me cheerfully: "I don't know about the others, but I've killed ten."

Through this work of the auxiliary fleet it is worth noting that in their records of rescue and salvage a good half of their care is devoted to the ships of neutrals. It is England that sweeps the sea for mines, marks them off on her charts, warns, delays and guides the traffic of the world through a thousand unknown perils. And England has paid the price for it; for while the neutral traffic is held up for an hour or two, as at the lifting of a policeman's hand, the mines are removed; but sometimes those who remove them are awaited in vain by their homes in the little seaports. That neutrals are not altogether forgetful of the fact is shown by the exceeding-

ly generous subscriptions raised on the Atlantic liners, among Americans and others, for the widows and orphans of the mine sweepers. On one Dutch liner recently over \$1,000 was contributed for this purpose in half an hour by the passengers at breakfast, who had come undisturbed through waters full of menace.

But neutrals have not always escaped; and in talking to the men on these trawlers I was struck by the fact that a large proportion of their tales referred, as I have said above, to the salvage or the actual saving of neutral ships, sometimes in the condition of the ship in the accompanying photograph.

Often, as in the case of the Falaba, the rescue work is attended with many perils to the auxiliary concerned. From the Falaba 116 persons were rescued; and the drifter was "billed," a phrase that in this case meant "almost foundered." On a few occasions the hunters have themselves been trapped. Three men taken off a trawler by a submarine endured an eighty-hour nightmare under the sea that shattered the mind of one and left permanent traces on the other two. Periodically revolvers were put to the heads and they were ordered, on pain of death, to tell all they knew of our naval dispositions. They saw a good deal of the internal routine of the German submarine also, and noted characteristically that the German crew—on this boat, at any rate—were very "jumpy," too "jumpy" even to take a square meal. They munched biscuits at their stations at odd moments.

On the third morning they heard guns going overhead, and watched the Germans handing out shells to their own guns. Finally a torpedo was fired and they heard it take effect. Then they emerged into the red wash of dawn and saw only the floating wreckage of the big ship that had been sunk, and among the wreckage a small boat. They were bundled into this, told they were free to row to England or Nineveh, and the submarine left them—three longshore fishermen, who had passed through the latest invention of the modern scientific devil, two who could still pull at the oars, but the other too crazy to steer, as his little personal part of the price paid by England for sweeping and patrolling the seas of civilization.

Many were the tales of neutrals towed to port, battered but safe, by these indefatigable auxiliaries. One was towed in, upside down, by fixing an English anchor in one of her German-made shell holes; she was towed for a hundred miles, at a quarter of a knot an hour, and arrived as shown in the accompanying photograph for the admiral at the base to make his inspection.

But even with neutrals, the auxiliary fleet finds its necessary sometimes to add the wisdom of the serpent to its general philanthropy. On one occasion a neutral tank steamer was overhauled. She was believed to be carrying suspiciously large supplies to a suspiciously vague destination, but was allowed to proceed for political reasons and in the name of the freedom of the seas. Nevertheless, with innocent fishing boats dotting our waters at intervals of half a mile, and wireless telegraphy to help them, the sea has almost as many eyes and ears to-day as it has fishes; and at dusk a drifter rolled up to our neutral friend again.

"Begorra, it's twins!" said the gunner, training his twelve-pounder on her; and twins it was. For tucked close under either quarter lay a German submarine, quietly being fed. Before they could submerge or bunk away, the crew of the drifter had boarded the neutral and had persuaded the crews of the submarines, with the help of a dozen revolvers, that they were prisoners of war.

The skipper of another trawler that we boarded was a quiet-voiced man, with eyes that looked into the distance. There were suppressed tears in them, very sternly suppressed, as he told me that his brother had been killed, with all hands, on the mine sweeper next to his own only a few weeks ago. He also told me—and I wished that Americans could have heard him—of the German attack upon the American ship, the Gulfight, which he had seen from his own fishing boat. The German submarine was halfway between himself and the Gulfight, which was flying the American flag, and could be recognized at four times the distance. The evidence of this man and his crew had never

been asked or taken, but he gave me one significant piece of it—the fur cap of one of the lost American seamen, which he had picked up. Even this bedraggled relic of a tragedy threw a new and sharper light on the position of neutrals.

No men were ever more clearly entitled to go on their ways unmolested than the crew of this all-American merchant ship. There was no mistake possible, no excuse and no ground for pardon in that one anarchistic act of the German navy.

The attack on the American steamship Gulfight was narrated to me as follows by the skipper of His Majesty's drifter Conceive. I am sorry that it has not the violent literary qualities which literary men call realism. Sailors have not yet learned the trick; and those who desire reality will know that the conversational expressions of this very plain yarn are, at least true and the speaker the sort of man who would send his kind regards to a friend, from his deathbed:

At the time of the incident I was serving as a skipper of a vessel fishing out of Lowestoft. We were lying to our nets about nine miles off the Scillys. In fact, we could see the Scillys, as it was a very clear day, with blue sky and a fresh breeze. Many vessels had passed us during the day, and the scene was so peaceful that you could almost imagine we were still at peace with every one and that such things as submarines and mines and "such like" never existed. Of course I knew better, and I had good reason to remember the day the German fleet came to bombard our native home. They weren't allowed to remain over long, as they were chased back to port; but they stayed long enough to sow a large mine field in the way of shipping. My brother was then a naval skipper in command of His Majesty's drifter Will and Maggie—he met his death trying to sweep up those mines, and his ship and his crew went with him. I've seen their submarine before, although when I did see them they were too busy trying to evade our patrols to try to sink my little ship. You must remember that I was then engaged in fishing and could only rely on my stout stem to attack one. One night just about sunset, I saw one. She passed quite close to us—not more than a mile and a half, I should say.

She was a great big chap, with two guns, and a lot of the crew on deck—that was about sixty miles from the Seven Stones lightship. Well, to continue, My vessel, funny enough, was called Our Friend, and before the end of the day, it was our luck to prove our friendship for our friends across the waters. As I was saying we had shot our nets, and about noon we saw a large oil tank steamer coming up Channel at a good pace. She was coming in our direction, and I soon saw her colors, the Stars and Stripes, at the stern—a fine big ensign it was, and spread out like a board. When she was about two miles off, to my horror I saw a submarine emerge from the depths and come right to the surface. There was no sign of life on the submarine, but she lay stationary, rising and falling in the trough, and I knew instinctively that she was watching the steamer. She had undoubtedly come from the same direction as that in which the steamer was going; and it did not take me long to realize what had actually happened. I took in the situation at a glance. The submarine had passed the Gulfight (for that proved to be her name). She had deliberately increased speed to lie in wait for her and get a sure target, rather than attempt to fire a torpedo when overhauling her, with the possible chance of missing and wasting one of those expensive weapons, even on an American.

The submarine was painted light gray and had two guns; but I could not see any number. For five minutes she lay motionless, and then, having fixed the position of her prey and taken her speed into consideration, she slowly submerged in its direction. I knew what was coming, and it came—a dull, heavy explosion and a silence, and then, as if to see the result of her handiwork, the submarine again appeared. She did not stay long, as smoke was soon seen on the horizon, and I knew the patrols had been looking for her. She knew it, too—and submerged.

I hauled in my nets and proceeded at full speed to the sinking ship, to try and save the lives of the crew. Our boat was launched and I went aboard. By this time the Gulfight's bows were well down and her fore decks awash, and she looked as if she would sink at any minute. She was badly holed in her fore part—the Huns, I thought, had done their worst.

Ten minutes later I saw the patrol vessels racing up for all they were worth, and one of these vessels took the crew, two of whom were drowned. The captain of the Gulfight died of shock. Soon four patrol vessels were on the spot; and three of these vessels put men aboard with wires in double-quick time. The fourth, a big trawler with wireless (which I now know in naval language as a "trawler leader"), steamed round and round in the vicinity, keeping a careful watch.

In less than two hours the Gulfight, her Stars and Stripes still flying above-water, was being towed at a good speed to port with trawlers in attendance. That is all I have to tell; yet my story is perfectly true in every detail.

Later on I went to Penzance, and found that the crew of the Gulfight were receiving every comfort and hospitality from the senior naval officer and were very pleased with themselves. Of course, we met them, and you should have heard their opinions. I would not give much for a German if one happens to meet my American friends. They told me that if they had the chance they would join the British Navy "right away," and were full of praises for the treatment they had received both afloat and ashore.

I myself am now serving my country and have a ship with a gun and many other explosives. To-day, July 15, 1916, is the anniversary of my joining His Majesty's Naval Reserve. I have two other brothers in the R.N.R.; one is a skipper and one a mate.

My one ambition in life is to get a real live submarine and tow her in complete, but I don't think there is much chance of that in my present billet, because we have much quicker methods of putting them out of action. You simply press a button and the figure works.

Summer complaint—is this hot enough for you?

J. J. St. John

The TEA with strength and flavor is

ECLIPSE,
which we sell at
45c. lb.

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

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

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

**WE ARE NOW BOOKING
ORDERS FOR:**

**NEW OAK COD
LIVER OIL BARRELS.**

**SCOTCH AND LOCAL
HERRING BARRELS.**

**SALMON TERCES
AND BERRY BARRELS.**

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

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

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.

The Fishermen of Newfoundland

have helped to build up the largest Ready Made Clothing business in the Colony.

BECAUSE

they know where to find value.

They

compel their suppliers to stock our goods because the store **Must Cater to the Customer.**

Our well known brands are: **Americus, Fitreform, Truefit, Stylenfit, Progress.**

WHOLESALE ONLY.

**Newfoundland Clothing Co
Limited.**



Advertis in the Mail and Advocate.

HALLEY & CO.

Mr. Merchant:

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.

HALLEY & COMPANY
106-108 New Gower St.

HALLEY & CO.

Apricots, Corn & Meal!

JUST ARRIVED
200 Boxes EVAP. APRICOTS,
500 Bags CORN MEAL,
300 do YELLOW CORN.

GEORGE NEAL

PHONE 264.

625 Cases

New Crop Tomatoes

Due to arrive 1st half September.
Get our Prices.

Job's Stores, Limited.

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



John Maunder
Tailor and Clothier
281 & 283 Duckworth Street

LETTERS FROM THE TRENCHES

The Story of a British Bomb-Thrower

(By Lieut. Z. of the British Army, in the August Scribner, Fiction Number.)

Reports from the trenches vary with the individual, but in general they are singularly alike. There is something rather novel, however, in the following extracts from letters to the Yale University Press from an English scholar who finds time while he is off duty to pursue the critical studies in which he was engaged before the outbreak of the war. His letter is dated from the 8th Corps, British Exped. Forces, and he writes apropos of A Census of Shakespeare's Plays in Quarto, recently issued by the Yale University Press:—

"In spite of my military duties, I now manage to work a couple of hours every day at my Bibliography of all English books prior to 1640. I am delighted to see that American scholarship during these dark days is carrying on the labor which we Europeans have been compelled to relinquish for the time. All our young scholars have been called up to the colors, and such time as I manage to devote to bibliographical and archaeological research must be taken from the leisure hours left to me after military duties have been dealt with. I have followed closely for the last ten years American editorial activity and I hope some day to be able to tell you how highly I value your efforts."

SEYMOUR DE RICCI.

Here is another extract from a bomb thrower in the trenches:

"This is from the front and firing line, and I am writing in a loathsome dungeon of a 'dugout' made of sand-bags filled with clay. The bags are old and rotten, and have come away, leaving the walls a sort of vile crumbling material that falls in showers on you and your stuff all the time. Needless to say the roof is so low that you cannot sit upright. I am sheltering from a fine rain that incessantly falls in this wretched country. Day in day out, not omitting the nights, it rains the fine rain. Splashes of sunlight occasionally, and occasionally also splashes of a heavy rain. We are very near to a real fighting centre, just to the southward. On July 30th, we distinctly and plainly heard all the appalling fight which took place when the Hun used 'flame projectors' on us for the first time. The following dawn Bedlam broke loose again up there, when the trenches were re-taken by us. This morning, at peep of dawn, or 2.30 a.m. the same terrific booming of big guns suddenly started, preceded by a perfect fog chorus of rifle popping, up in the same direction, north of us. I wish you could only hear it once. It is overwhelming when you merge sound into thought and imagination. You want to be there and yet you are very glad that you are not. You are overawed completely. Human thunder, and lightning is the best description. You hear the crash and the roll, and you see the ashes on the horizon of the great bursting shells, and you can feel for the poor chaps who are under it all, both sides, you feel for both."

"The matter is too big to feel small things. As the uproar goes on the news of orders evidently reach great big gun factories farther off, and one by one, nearer to us, the big guns, howitzers, begin to talk. In this fight great guns immediately behind our front joined in, sending their shells for miles. 'Afar off' continues the regular booming roll and near by the roar and crash combines. The air is full of great whirling noises, high, high up, as the big howitzer shells tear their way through. They come so fast that you cannot distinguish the beginning or the end of any one shell flight. Coveys and flights of them like gigantic birds, with great beating wings, whirl their way at a fabulous pace to join in the pandemonium in the distance."

"How many hours should you sleep each day? None, unless you are a night watchman. A woman has all the faith in the world in a man until she begins to have to throw out hints about money."

Some Freak Play In Base-ball

Freak plays make baseball humorous if not interesting. Some of these plays are said to be the result of quick thinking, but as a matter of fact most of them are simply luck, says Arthur Macdonald in the Physical Education Review. Curious things happen. A ball fell into a tin can, and it being impossible to get it out in time, can and all were thrown to the baseman. Another ball hit the end of a nail driven through the opposite side of a fence and could not be got down until all the runners scored. A swift hit glanced off the pitcher's hand, is snapped up by an infielder and thrown to first, putting the man out. Red-hot liners or grounders sometimes hit the first or third base bag and glance away for singles or even two-baggers. The shortest two-bagger known was when the ball grazed the bat, shot up a few feet and fell in front of the plate. As the catcher reached for the whirling ball it glanced from his glove and bounded back to the stand and the batter made second easily. A centre fielder saw a mitt in the way of the shortstop and walked about 60 feet in to move it out of the way, when he heard the crack of the bat and saw a hot ball coming straight at him. He could do nothing but try to catch it, and did, to his surprise. But he was given credit by the crowd for being a great student of batters.

"Blames It On The Tire." (Wilbur D. Nesbit, in Albany Press Knickerbocker.) He didn't pump it full enough, though all the air is free; He left it soft and spongy like, and scooted on with glee; He skidded and he gridded and whooped through dust and mire And when it burst He cursed and cursed, And blamed it on the tire. He drove it on the street car tracks with confidence superb; He scraped it on the lamp posts and he scraped it on the curb; He slammed it and he jammed it any way he might desire, And when it popped, Right out he hopped, And blamed it on the tire. He cut it on some broken glass, but said that didn't hurt; He kept right on through sand and mud and filled the cut with dirt. It spotted there and rotted there, and soon he howled in ire. When up it blew, He blew up, too, And blamed it on the tire. He put on chains that ground and chewed and gouged into the tread; He knew his wheels were out of line, "But what of that?" he said. He whizzed along and sized along, he picked up nails and wire, And when it banged His fist he whanged, And blamed it on the tire. Who is this man? Go ask the boys who meet him every day; Go ask the boys who have to hear the things he has to say. He bores in and he roars in with words of angry fire. Though he's to blame, It's all the same— He blames it on the tire.

SMITH CO., Ltd.

500 PUNCHEONS MOLASSES now discharging ex "Dunure."

We offer Flour, Beef, Pork, Beans, and all other provisions at rock bottom prices.

We are always in the market for Codfish, Cod oil, Herring, Lobsters, and every other kind of Fish.

SMITH CO. Ltd. Telephone 506.



YOU WON'T BE ANNOYED by long waits for papers you need in a hurry and serious losses of important documents will be averted if you invest in

Globe-Wernicke Filing Cabinets. We also recommend to you the safety, simplicity and security of the "Safe-guard" system of filing and indexing. Let us instal an equipment for trial, free of expense or obligation. PERCIE JOHNSON LIMITED.

Splendid Programme of Worth-While Pictures at The Nickel To-day

FRANCIS X. BUSHMAN--RUTH STONEHOUSE

are presented in George Ade's great comedy "THE SLIM PRINCESS." produced in 4 acts by Essanay. Cast includes Helen Dunbar, B. Washburn, W. Berry and L. Cunéo. A beautiful production. "THE SLUMS," Edna Mayo and Henry Walthall in that powerful tale of unconquerable love "THE STRANGE CASE OF MARY PAGE." Wednesday--HEARTS AND THE HIGHWAY, a Vitagraph Blue Ribbon feature with Lillian Walker and Darwin Karr; 5 acts. Coming--Big productions: "THE MILLIONAIRE BABY," by Anna Katherine Green; "THE SPORTING DUCHESS," "THE ROSARY," "THE WHITE-SLAVE." Short Dramas--Travelogues--Comedies--and Cartoons are shown with the Big Feature Productions at the Nickel Theatre.

THE CRESCENT PICTURE PALACE.

EVERY AFTERNOON 2.15. EVERY NIGHT AT 7.15. Presenting William Humphries, Carolyn Birch, Belle Bruce in the Broadway star feature "From Out of the Past." produced in three reels by the Vitagraph Company. "Ford Canadian Monthly." The special events show places of Canada in Motion Pictures. "The Merry Models." A lively Essanay Comedy. PROFESSOR MCCARTHY PLAYING THE PIANO. A New and Classy Musical Programme, Drums and Effects. A COOL AND WELL VENTILATED THEATRE. Coming on the "Stephana" a Vocalist from New York.

ENAMELWARE!

We have just received a large shipment of Job Enamelware, comprising: LADELS BOWLS TEA KETTLES RINSING PANS DIPPERS MUFFIN PANS PITCHERS MUGS SAUCE PANS BOILERS SKIMMERS WASH BASINS, Etc., Etc. P.S.—The last shipment of these goods were very satisfactory. Prospective buyers would do well to place their orders early.

Martin Hardware Co., Limited.

the line—Mr. Dodge says: "If there is any man in or out of your profession who could have predicted the enormous increase in the demands to be made upon us by the publishers of this country as yet he has failed to be identified. No paper manufacturer was forewarned by any publisher as to the conditions that have arisen. A year ago, with some 85 per cent. of business at best and seeking business in all directions there certainly was no incentive to increase product. In a few months the demand was increased to a hundred per cent. and more. No one foresaw it, and how under the circumstances could we be expected to have prepared ourselves for it?"

We have received a further supply of CHOICE CODROY TABLE BUTTER. This Butter is the best produced in the island, is better than Canadian Dairy Butter, and will keep through the winter. Small tubs. R. TEMPLETON, 333 Water Street, St. John's.

Canada Controls Paper Industry

That is Dictum of Head of International Paper Company—Spanish River Active—Investors Are Taking More Interest in Pulp and Paper Issues

Outside of Spanish River common there was small feature to the list on the Toronto stock Exchange yesterday. Lately the pulp and paper issues have shown signs of coming into their own once more. Spanish River opened at 11 3/4, a shade below Thursday's close, and sold to 12 1/4, a new high figure for the present movement. Down in Montreal, Rioridon Paper, which was only recently listed at that centre, went beyond 60.

Mr. P. T. Dodge, the president of the International Paper Company, which is even now arranging the erection of a plant in Canada, in a letter to the New York Herald, tells why investors are at the moment interested to some extent in issues of this character. Reproachfully he tells the American public that "the growth of the paper industry has been forced over the Canadian border, due to the unfriendly attitude of our Government, which a few years ago placed print paper up on the free list, and in return for this action, Canada forbade the continued exportation of Crown land wood to the United States under any conditions. The Government of this country then and there practically handed over to the Canadians the newspaper industry, and since that action not a newspaper mill has been built in the United States, nor is there likely to be one built." Discussing the enormous demands that have arisen for newspaper print in the States—and much the same conditions exist on this side of

JUST IN:
50 Tierces
SPARE RIBS
 Nice Red Sweet Stock.
 Guaranteed in every way.
J. J. Rossiter
 Our Motto: "Sum 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., AUGUST 28, 1916

Something Amazing

BELOW we publish a letter from Mr. George J. Snow to Mr. Coaker relative to those noble boys of ours who went forth on that memorable July 1st, offering their all upon the Altar of Liberty. Who is to blame for the anguish and suspense endured by the loved one of those who were not found, wounded or dead on that fatal day? Why have not the authorities attended to this matter? Why compel a father to write so painfully to Mr. Coaker in an effort to relieve some of the awful suspense endured by those loving mothers who sent their boys to fight for our freedom on foreign soil? Will someone in authority move and move quickly?

Where is Timewell and his assistants who cost the Colony a fabulous sum to main in their London palace? Is it possible the people must appeal to His Grace Archbishop Roche to perform a duty that a dozen officials in the pay of the people should have done weeks ago.

We ask His Excellency the Governor to give his attention to this matter immediately or failing him during his absence will Chief Justice Horwood do the needful?

Something must be done at once to secure the needed information for the delay is already nothing short of amazing.

MR. COAKER.
 Dear Sir.—During the drive which took place on the French frontier, July 1st inst., and in which one hundred and fifty-five of our boys were reported missing, which is to be greatly regretted, up to the present time not a single word have we heard about them. Now, sir, you can imagine the great anxiety of the parents of those boys, of whom I am one. We know not whether they are living or otherwise; hence the tears and heart-burnings of mothers. I am asking your opinion and soliciting your interest in placing us in position to get into communication with the American ambassador in Germany, providing our authorities would condescend to interest themselves in this matter, or would it be advisable to ask the favour of His Grace, Archbishop Roche, to communicate with His Holiness, the Pope, in Rome, in order to get in touch with his representative in Germany; or with the Swiss Ambassador in Germany, of course with the permission of the authorities. Now, sir, would it be possible by the authorities' permission, and agreeable to the aforementioned parties. We, the parents and friends of the missing boys, will pay the necessary expenses incurred thereby; and with your approval we will collect the amount from the persons interested by an "ad." in your valuable paper.

Yours very sincerely,
 GEO. J. SNOW.
 116 Pleasant Street,
 St. John's, N.F.L.D.,
 August 27th, 1916.
 N.B.—You would do many of us a great kindness by publishing the above in your widely read paper.
 G.J.S.

One-third of the milk that reaches Vienna is sour, owing to transport difficulties. Like the grapes that don't reach Berlin.

The Price of Cod

IT looks as though the outports will lead St. John's in settling the price for fish. Fish has advanced fifty cents per quintal in outports during the past three weeks, while the price at St. John's has been stationary; \$6.50 is the price quoted here. Today at every port possessing a Union store fish is being purchased at \$6.60 for talqual cull; other firms are following Union prices. This is a splendid price for fish at this date. Last year \$6.60 was not paid in outports until the middle of October, consequently the higher prices will be paid for a very large proportion of the catch.

At some ports a new scheme has been introduced, that of selling for the rise. It was intended to squeeze the fishermen and prevent prices from soaring. It may end in giving buyers another repetition of the cod liver oil dose. Fishermen should be careful in selling for the rise; for the law as laid down by the Supreme Court in the Labrador fish case last year leaves the price at a figure that the majority of buyers agree to, and not what is being paid by a minority of buyers. Thus it might happen that Hodge, Earle and Roberts of Fogo district may buy fish at \$6.50 and the rise, up to Sept. 15th or 20th get in 10,000 qtls. About Sept. 10th the Union might be paying \$7.00 or \$7.50. The fishermen would not according to the Supreme Court, be entitled to one cent rise unless two of the three mentioned agreed to pay a rise, and such rise would depend entirely upon what they wished to fix it.

Selling fish for the rise is but one way nowadays to codd the sellers. What the fishermen should do is to sell under written agreement, which agreement should bind the buyer to pay the highest price paid by any local buyer or business up to a certain date. Unless such is done the seller may wake up to find the Supreme Court's decision coming to the rescue of buyers who would combine after they had the fish net to agree to any rise but the rise they sanction.

There will be something interesting doing this fall where fish has been sold for the rise. If fish is worth \$6.50 in outports, when collected talqual, it is worth in our experience fifty cents per quintal more at St. John's, for charges for freight, commission for buying and loss by difference in cull will easily equal fifty cents. Those who have eyes to read should draw their own conclusions from those remarks and exercise their common sense for their own protection.

We advise all fishermen to sell some fish in order to get a quantity to market and into consumption, but the wise fisherman will not dispose of all his fish yet a while. It would be a public outrage to keep back all fish for some must be sent to market, and buyers cannot average the supply and competition fix the limit of prices until the voyage is near about closed, for the quantity of the catch must be the sole guide as to whether prices will go higher or decline. At present it looks like a short catch, but there remains six weeks yet for fishing on the shore which, if poor, will mean higher prices, while an average or good catch will mean very little advance in prices.

The Susu

FROM passengers who arrived by the Susu we learn the ship was ordered on here direct from Newtoun. People who had booked passages for ports between here and the latter port are loud in their complaints in having to come to St. John's in order that the steamer may be rushed to the scene of the stranded Matatua.

The Susu owners are receiving a good subsidy from the treasury and the ship should perform her schedule as per contract. Crosbie no doubt like the other "get-rich-quick" of the Morris gang of hoodlers cares not a straw how the people are treated or how the Susu's subsidy is earned as long as he can get the money. With such rotten conditions existing it is any wonder the people are anxious for a change.

As far as we can gather Capt. Roberts and officers are very popular with the travelling public and are in no way held responsible for this latest piece of infamy handed out to those whom Cashin delights in calling "illiterate and cullage." This man Cashin has spent half the summer rushing up the shore to the scene of every wreck. Now there why does he? Has he no confidence in the officials of his department whose duty it is to see to these matters? or, does it pay the Minister to be on the spot personally?

We fail to see why the Minister of Customs should visit the scene of every wreck. His predecessor in office did no such thing. He left these matters for the Wreck Commissioners who are paid by the Colony for attending to these very same duties. Wrecks and Cashin go hand in hand, and unless the people want to see Cashin's masterpiece (the wreck of the Ship of State) they had better tell Michael Patrick to remain on the Southern Shore.

Crosbie and Cashin are both Executive members. They are both servants of the Colony but being both swelled with gall and ignorance they think they are free to do as they will no matter what obligations to the Crown are brazenly outraged. We wonder will Crosbie get paid the subsidy for the present month less the ports of call skipped?

The Colony is being bled white by the Morris vultures who are daily swooping down on the treasury like a pack of hungry wolves in a Siberian forest. Canada just now is learning of some ugly grafting that has been going on since the outbreak of war but we feel certain if matters here were ventilated some of the guilty ones in Canada would look in comparison with our political highwaymen, as a flea on a elephant's back.

We often wonder do people ask themselves where the palatial residences, motor cars and all the other luxuries of our lately found aristocracy comes from. Many of our new "four hundred" some six years ago hadn't a second suit to their back and were in many cases content to live over their shops. Now they own the town and some of them think they own all that's in it. Where did all this money come from? Echo answers, where?

A Nation of Refuge

ON August 1, the Swiss Republic celebrated the 625th anniversary of its foundation. Switzerland is well termed "the charitable nation," for it has ever been foremost in works of benevolence to the stricken of other nations. It has been notably so since the beginning of the present war. In an address delivered to the Cantons on the great anniversary, M. Decoppet, President of the Confederation said:

"Surrounded by powerful nations engaged in the most terrible war the world has ever known, our fatherland lives in peace. She is not indifferent to the sufferings of which echoes come to her and in the bloody conflicts devouring Europe, she takes great joy in helping all those whom she can help."

Tributes of praise and gratitude came to Switzerland from the representatives of France, Belgium, England and Italy. The Ambassador of the French Republic said: "I am convinced that no other people could have done for foreigners what the Swiss have done for my unhappy countrymen, and this with so much zeal, devotion, generosity, as well as delicacy. France will always remember this; it is a new link that has been forged in the chain existing already between the two countries."

The Minister of Belgium said: "Grateful Belgium will never forget the debt she has contracted towards the Cantons who received so kindly and with such generous help, the unhappy refugees chased away from their homes."

The Marquis de Calboli, representing Italy, declared: "If Switzerland, in truth can be proud of one glorious deeds of her ancestors and brave soldiers, who, in past ages, went to fight in order either grave or victory, to-day the Confederation can moreover be proud of its children who look out today on another field, and without taking into consideration any political or religious opinion, to fulfil in harmony great miracles of fraternity and love for fellow creatures."

The British Ambassador also paid an admirable tribute to the countless deeds of kindness shown by the Swiss to the members of all belligerent nations.

The President of the International Committee of the Red Cross, M. G. Ador, writes the following:

"The Swiss people in showing their sympathy to the unfortunate and innocent war victims, have remained faithful to their philanthropic and humane traditions."

"A great deal more could be written about what Switzerland is actually doing to help the war-sufferers; how the Swiss heart bleeds for the pitiful sight it often has to witness."

It seems to take an influx of out-of-town visitors to make us realize our beauty spots.

These Reports

THE President of the Board of Trade, R. E. Job, Esq., has sent a circular to the press complaining of certain reports emanating from this country regarding the cod-liver oil situation. He states that such reports "are very damaging to the interests of the trade."

Now we wish to say that it should not be difficult to locate the source or the sender of such reports to the foreign press. If we mistake not much, if not all of the rubbish sent out of this Colony—all the exaggerated reports in fact—are traceable to a source which is pretty close to the Government and even to the Board of Trade. We have been victimized by this same agency for many years. It is known to be a very venal agency, and it is prepared to sacrifice the Colony's good name, or anything else, for the remuneration that is offered to a sensational news-monger.

Newfoundland has suffered much from venal correspondents; yet they are permitted to send out columns of lurid reports and "news." The agency in question has access to the bulletin board of the Board of Trade and it is even rumored that he has access to other sources of information as well.

Now we dismiss this subject, we wish to say candidly that the reports issued by the Board of Trade are not taken seriously by a large number of people who are interested in the fisheries. The reason is not far to seek: its information is derived from sources which cannot be considered either competent or responsible. The Board of Trade reports are unsatisfactory.

We ask how can sub-collectors at Fogo or other northern ports send a detailed accurate weekly report of fishery conditions in the vicinity when they have to depend on hearsay for the information? How can a sub-collector at some point on the North Shore furnish a decent report of the quantity of fish taken between Black Head and Grates Cove?

Similarly with regard to the Labrador report: there is no reliable means of securing it, though we are paying sufficient money to keep a competent agency.

Just to illustrate the Fishery report, we notice that one district has the significant statement "no report" agoing for weeks.

Then there is the report of vessels prosecuting the Labrador fishery. This is manifestly incorrect.

Now if the Board of Trade wishes to be regarded as a reliable authority on trade conditions (as it purports to be) it should be like Caesar's wife—"above suspicion" (of being unreliable).

As far as this paper is concerned we make an effort to get the most reliable data; and as regards the cod-liver oil situation, we wish to remind all concerned that Mr. Coaker has stated that the quantity of cod-liver oil (medicinal) available will be small; so this, instead of injuring the markets abroad, should be helpful.

Mr. Coaker speaks from personal knowledge of the situation so the information furnished by him has the guarantee of reliability.

ON ACCOUNT OF THE WAR

(New York Sun.)
 John Brown cannot pay me the money he owes.
 "On account of the war."
 The cook wants ten dollars a week, or she goes.
 "On account of the war."
 The baker reduces the weight of his bread.
 The butcher sends steak that could muster as lead.
 The tailor's wool suits are of shoddy instead.
 "On account of the war."
 The tinker can't patch up my roof where it leaks.
 "On account of the war."
 The car that I bought will not come for six weeks.
 "On account of the war."
 The cost of my shoes mounts each time that I buy.
 The prices on drugs are prodigiously high.
 But when I demur I received the reply,
 "On account of the war."
 And what can I do when they airily say,
 "On account of the war."
 What else can I do but obligingly pay.
 "On account of the war."
 Yet often I wonder what some folk will do
 When all of the world with its warfare is through,
 And they can no longer pass by in review,
 "On account of the war."

REVELLE
 BY CALCAR

VARIA
 BY GALE

WE have just seen a copy of the Report of the Game and Inland Fisheries Board for the year 1915. The report is certainly not a wonderful production either from a literary point of view or for the information it conveys, and is, to borrow a phrase, more remarkable for what it does not contain, than for what it does contain.

There is however one remarkable thing about it besides this and it is that it frankly admits at last what well informed men have long ago contended, and that is that the caribou herds are being thinned out at an alarming rate. Says the report:—"From information received it is certain that the herds are rapidly decreasing in numbers and something will have to be done immediately to prevent the wholesale slaughter going on in certain sections of the country."

We suppose this rather ambiguous sentence is meant to mean that the number of individual caribou composing the herds and not the herds themselves is decreasing.

We draw this inference from the fact that we would feel no cause for alarm in decreasing number of herds, if the number of caribou comprising those herds was still there. The greater speculation might arouse other speculations totally differing from a feeling of alarm over a possible extinction of the caribou.

For instance we might reasonably speculate on the converging effect on the different herds that invading industries might have.

For instance it might be asked whether the location of big lumbering concerns, such as the Harmsworth's at Red Indian Lake, could have the effect of diverting the herds from their ancient, pristine paths, or whether it was a growing sense of fear induced by the greater frequency of man on the scene that caused them to gather together in greater numbers, just as sheep are known to run together in the least alarm. When it shall have been shown us that it is this lumping together of the herds that the ambiguity of the Game Board's words is meant to show we may try our hand at finding a solution to the phenomenon, but may be the Board means that the number of animals is decreasing. There is nothing at all surprising in this thinning out the herds, the fact being that the Board has taken notice of it.

Perhaps the reason why they at last deign to take notice of the matter is because the truth about the actual state of affairs is too well known to be longer ignored or flouted by interested parties.

It is not long since we heard it said that the "herds" were rapidly increasing. Whence this volte is becoming too well known to longer conceal, and a virtue is being made of a necessity. An alarm was sounded as to this approaching extinction of our caribou herds several years ago, but the wise ones poor-pooled and went their ways wondering at the foolishness of him who could mention such thing. We have examples galore of the total extinction of our caribou herds for one. We have seen the passing of the great auk, the extinction of the Red Man, the alarming depletion of our seals, the threatened extinction of the lobster, yet we are too stupid to

HENRY VIII also gave a bounty for shipbuilding of five per cent. We have no records of the conditions required for securing it; and we have no doubt that there were politicians around in those days who were interested in shipping who managed to secure it in the same way as some of local personages get it at the present time.

Henry does not seem to have any scruples (if we may use the word in connection with the profligate monarch) about the methods employed in securing workmen. Whenever he had a job on hand he simply coralled them and kept them in durance until it was completed; but it is said he fed them well and he paid them. In this he differed somewhat from "the custom of the country" in these parts; for not so many years ago shipcarpenters were fed on hard tack, tea and molasses with an occasional allowance of pork and duff. We presume he paid them more than the equivalent of 37 1/2 cents per day.

During the reign of Elizabeth a bounty was also granted for shipbuilding; and the merchant vessels turned out in those days were larger than these turned out under the former reign. They were, however, clumsy craft and were built chiefly with a view to the carrying of large cargoes—"beats of burden and not birds of passage." The men-of-war were rather fantastically shaped forward; and they had high poop decks and deck cabins—"sluttish dens that bred sickness in peace"—they were termed by Sir Walter Raleigh. The largest ship built in England up to 1597 did not exceed 800 tons; and the entire tonnage of the Royal Navy at the time did not equal the tonnage of the Britannic of the White Star Line.

The vessels which came to Newfoundland were known as "busses," and measured from 50 to 70 tons. They must have been well built as they made voyages for thirty or forty years consecutively without sustaining any damage. They did not have to jettison cargoes so frequently as some of the schooners in our trade are doing now. They did not carry any insurance; so this likely accounts for their "making such good weather." It was only towards the close of Elizabeth's reign that marine insurance was introduced into England, though it had been in vogue among the Flemings and the Lombards long before this period.

During the spacious days of Queen Bess Newfoundland officially became an appanage of the British Crown, and the most important event of her reign commercially was the formal annexation of the Island by Sir Humphrey Gilbert, in 1583. Gilbert arrived in St. John's on the 3rd of August, 1583, with three vessels—the "Delight," 120 tons, the "Golden Hind," 40 tons, and the

believe that our caribou can suffer extinction. We have seen the destruction of the American buffalo that once roamed in countless numbers the Western plains. Still we are too stupid to grasp the fact that our caribou may go in the same way unless we arouse ourselves in time to put a stop to the slaughter. However we are pleased to see even though the hour is getting late that a sense of danger has aroused the sleepers.

GLEANINGS OF GONE BY DAYS

AUGUST 28

THE first Presentation nuns for this country sailed from Waterford, 1833.

Cetewayo captured by the British, 1879.

St. Patrick's Church, Riverhead, dedicated, 1881.

Steamship Mary Austin arrived to C. F. Bennett, for use of Anti-Confederate candidates, 1869.

H.M.S. Bellerophon, Admiral Clan-William, arrived, 1886.

Albert Derrick, seaman on H.M.S. Emerald, killed in harbor, by accidental discharge of a gun, 1886.

Henry T. Powell, tutor, drowned at Quidi Vidi, 1891.

Mrs. John Carew died, 1897.

Mrs. R. H. Prowse died, 1899.

Ten cases of liquor, containing 300 gallons, seized by Customs authorities in basement of house in O'Dwyer's block, 1895.

"Squirrel," 10 tons. Gilbert was lost on the homeward voyage; and his spectacular performance resulted in—nothing. Meanwhile English fishermen were making regular trips to the Newfoundland "cod meadows" and were gathering good harvests; but the Spaniards, Portuguese, and the Basques carried on a more extensive fishery than did the English.

During this reign we have a record of the Basque fishing fleet being frozen in some of our harbors or on the coast of Labrador. Five hundred and forty men perished. We find mention of a shipment of a cargo of fish from Trinity; and Prowse reproduces a charter-party for Newfoundland fish at 10 shillings per 100, oil at 12 pounds per tun, and freight to Bordeaux, 36 shillings.

There is also a record of what seems to have been the first sealing venture by an Englishman—one Richard Strange—who had his headquarters at Ramea Island.

We also get our first official intimation of hoodling in connection with the Newfoundland fisheries. Some of the naval commanders were evidently getting a rake-off from the fishermen, for protection against marauders. So hoodling in official circles is by no means a modern practice, though formerly it did not reach the proportions which it has assumed in our day. They were not erecting any Marconi stations along the coast in Elizabeth's time; and spars were not in demand.

We have no record that any vessels were built in Newfoundland at this time, though we find that boats had been built as far back as 1522. As far as we have been able to discover, there was really little shipbuilding previous to the beginning of the XVIIth century; and this may be easily accounted for. The few settlers who were in the Colony had no need of vessels; they had no external commerce, and they carried on a shore fishery only.

The Bank fishery was carried on from English ports exclusively. Gradually, it was discovered that better fishing might be had inshore; and to this we may attribute the organization of such companies as the Plymouth Company in 1606 and the Guy Company in 1610.

(To be continued)

Finis.

Crawford—What do you think of peace at any price?
 Crabshaw—It seems to be all right until the time comes when you have to pay the price.

Reid-Newfoundland Co.
TORONTO EXHIBITION,
 August 26th to September 11th.
 Return Tickets sold at One Way and One Third First Class Fare. Good going August 24th to September 3rd, and good returning up to September 14th.
 Further particulars on application to
GENERAL PASSENGER AGENT.

Men's Negligee Shirts, 49 cents.

SUMMER SPECIALS!

Child's Rah Rah Hats, Only 14c. ea.

READ THIS LIST.

HUMP HAIR PINS, 5c. and 10c. per peggie. A patent device clips the hair which prevent them from falling out.
Men's SOCK SUSPENDERS, 20c., 22c. pair.
MEN'S TWEED CAPS. Special lot only 70c. each.
LADIES' HOSE. Silk Lisle in White, Grey, Black and Navy. "Gordon" brand, the kind that's hard to wear out, only 40c. pair.
RIBBONS In all the leading colours and widths. Price from 3c. to 15c. per yard. See them to prove the value.
BOYS' SHIRTS. Fitted with double soft collar and collar links for the low price of 15c., cream shade.
BOXES OF MOURNING STATIONERY Containing 24 Envelopes and 24 Sheets Paper, only 24c. box.
PURSES For the low price of 5c., other prices 8c. to 10c.

LADIES' BOOTS!

LADIES' DONGOLA LACED BOOTS, high heel, patent tip. \$1.95.
LADIES' DONGOLA LACED BOOTS, low heel. \$2.60.
LADIES' LACED GUN METAL, Blucher style, high heel. \$2.50.
LADIES' TWEED PAT. GAITER POLISH, cloth top, white piped, very stylish. \$3.00.
LADIES' TWEED GUN METAL BLUCHER, high heel, mat top. \$2.60.
LADIES' TWEED GUN METAL MAT TOP BLUCHER, high heel. \$2.90.
LADIES' TWEED GUN METAL BLUCHER, high toe, high heel. \$3.00.
LADIES' TWEED VICI KID BLUCHER, patent tip, high heel. \$2.35.
LADIES' TWEED BOX GRAIN BALS., med. heel, very strong. \$2.20.
LADIES' BUTTON DONGOLA, self tip, med. heel. \$1.95.
LADIES' BUTTON DONGOLA, self tip, high heel. \$2.25.
LADIES' BUTTON DONGOLA, pat. tip, high heel. \$2.35.
LADIES' BUTTON DONGOLA, self tip, low heel. \$2.60.
LADIES' BUTTON PAT., CLOTH TOP, back strap. \$2.60.
LADIES' BUTTON GUN METAL, mat top, high heel. \$2.90.
LADIES' BUTTON BOX CALF, Cuban heel. \$2.40.
LADIES' BUTTON GUN METAL, Louie heel, white piped, \$3.
LADIES' BUTTON GUN METAL, Common Sense heel, white piped. \$3.00.

NEEDFUL ARTICLES.

TALCUM POWDER, Large cans, 1 lb. size, only 10c. per can.
SHAVING BRUSHES, 12c., 20c., 35c., 40c. each.
MEN'S LEATHER BELTS, Only 35c. each.
MEN'S PIPES Only 15c. each. Very nice quality.
MEN'S SOCKS In Black Cashmere, only 17c. pair.
GOBLIN SOAP Works wonders. Highly endorsed for surgical and hospital uses on account of its antiseptic and thorough cleaning and cleansing properties. Recommended for Artists, Accountants, Painters, Printers, Automoblists, Mechanics, Engineers and people generally whose hands are likely to show stains from their daily occupation. Only 5c. per cake.
RUBBER HEELS For Ladies' Boots only, 10c. pair.
RUBBER HEELS For Men's Boots only, 12c. pair.

MEN'S LACED BOOTS!

SPECIAL JOB LINE.

MEN'S PATENT LEATHER BLUCHER STYLE, kid top. Bargain price. \$1.90.
MEN'S PATENT LEATHER BAL., Vici heel top. Bargain price. \$1.90.
MEN'S BOX CALF, Elastic Side. Bargain price. \$2.20.
MEN'S BOX CALF LACED BAL, Bargain price. \$2.40.
MEN'S DONGOLA LACED BAL, Bargain price. \$2.40.
MEN'S GUN METAL, Blucher style, high toe, dull top. Bargain price. \$2.70.
MEN'S GUN METAL, dull top, medium toe, dull top. Bargain price. \$2.50.

REGULAR PRICES:
MEN'S VICI KID, Blucher style, high toe. \$2.85.
MEN'S VICI KID, Blucher style, high toe. \$3.60.
MEN'S VICI KID, Blucher style, med. toe. \$3.40.
MEN'S GUN METAL, Blucher style, med. toe. \$3.40.
MEN'S VICI KID, Blucher style, Turk toe. \$4.70.
MEN'S VICI KID BAL., nature cushion inner sole: very special for tender feet. \$5.00.
MEN'S GUN METAL BLUCHER, high toe. \$4.10.
MEN'S BUTTON BOX CALF, med. toe. \$3.70.
MEN'S TAN LOCAL CALF, Blucher style, high quality. \$1.10.

CHILDREN'S AND MISSES' BOOTS

In all the leading styles. Gun Metal, Vici Kid, Box Calf, Dongola, Box Grain, Glove Grain, Cloth Top, Tan, Black. Prices are of the lowest.

BOYS' AND YOUTHS' BOOTS.

Gun Metal, Box Calf, Glove Grain, Box Grain, Vici Kid, Dongola, Tan, Black. Prices ranging from \$1.40 to \$2.65 per pair.

MORE BARGAINS

LADIES' BLACK BLOUSES. A bargain lot just opened for the benefit of those who want to spend their money economically. Price only 48c. and 67c. each.
LADIES' WHITE BLOUSES. Another bargain lot at 60c. each.
LADIES' COLOURED BLOUSES, 60c., 65c., 75c. each. Worth twice as much.
A REAL BARGAIN In Ladies' Muslin, Cotton and White Pique, 1 piece dresses. \$2.20, \$3.00. Don't miss seeing this line.
CHILDREN COTTON WASH DRESSES. A line worth crowing about because the prices are so low and the quality so high—45c. to \$1.20 each.
LADIES' HATS. Most any style to choose from—50c. to \$1.10. Reduced prices to clear.
LADIES' TRIMMED HATS. Better grade—\$1.50 to \$4.00.

BOYS' KHAKI DRILL PANTS.

Extra good value and superior quality—47c. and 65c. per pair.
BOYS' SHIRT BLOUSES, 35c. Big value for little money.
BOYS' STOCKINGS, 22c., 24c., 27c., 30c., 32c., 33c., 37c. pr.
BOYS' SHIRTS, White Dressed Fronts, 25c., 40c., 45c., each. Worth regular price 80c. to \$1.20.
MEN'S SHIRTS, Job lot—45c., and 70c. each.
MEN'S SOFT COLLARS, 10c. each. Regular price would be 20c.

KALOMITE, Laundry Marvel.

Astounding, Marvelous discovery, which abolishes forever the rubbing of clothes—Saves time, lengthens the life of clothes and makes them clean and wholesome. Wash day becomes a day of pleasure by using KALOMITE, only 20 cents per package.

FISHERMEN'S UNION TRADING COMPANY, LTD.

JAPANESE STRAW MATTING,

Cool, sanitary. Price 30c. and 35c. yard.
STAIR OILCLOTH, 15 inches wide, 8c. yard. 18 inches wide, Duck Back, 18c. yard.
STAIR CANVAS, 24c. yard.
LINOLEUM, Beautiful Tile and Mosaic patterns, \$1.20 yard, 2 yards wide. Good value for price.
CONGOLEUM RUGS, 2 sizes—3 x 4 and 3½ yards. Up to date patterns, good wearing qualities.

CANADA AND THE WEST INDIES

Mr. Harry J. Crowe was in Jamaica some weeks ago; we saw and talked with him on several occasions; and we had the pleasure of printing two interviews with him. Mr. Crowe discussed the question of a closer connection between the West Indies and Canada; on his return to Canada he took the matter up with Sir Robert Borden, and as an extract which we print from an American paper shows this morning, Sir Robert Borden is taken with the idea. Indeed we may say with every certainty that the West Indies will hear more about this matter later on; therefore the West Indies, and Jamaica especially, should set to work to think about it. We are rather tardy at thinking. We wait until the last moment before we begin to exercise our brains, and then we do so in a great hurry, perhaps to be troubled by after-thoughts. Let us avoid that in this instance. Let us avoid that closer connection with Canada is not idle talk; men like the Prime

Minister of Canada have no time to waste on trivial matters or on academic questions. We said tropical Pacific islands, and with South Africa extending its empire over the German African possessions. Canada would certainly feel impelled to reach out towards the Tropics; and the only portion of the Tropics over which Canada can exercise any direct influence is the British West Indies. The Home Government probably would consent to this. Would the West Indies consent? Unless they did the project could never materialise; but very likely they would if there should be practical benefit and advantage in the new proposed readjustment, and so long as the connection with England was not impaired. But this war has brought Canada and England more closely together than they were before; and, for good or for ill, the two countries will hold together—mother and daughter, two branches of a great Imperial race. Connection with Canada, then, should not mean dissociation from England; now, what would it advantage Jamaica and the rest of the West Indies to be connected; politically and commercially with the great and growing Dominion? We want Jamaica to ask themselves that question, and to try to think out the answer. We shall help them in their thinking. For we see clearly that this question of closer relationships between Canada and the British West Indies is rapidly becoming one of practical politics—Kingston, Jamaica, Daily Gleaner.



New World's Record in Long Distance Swim

Miss Eileen Lee Swam 30 1-4 Miles in the Thames in 10 Hours and 17 Minutes

LONDON, Aug. 20.—Miss Eileen Lee, who swam 30 1/4 miles in the Thames River to-day in 10 hours and 17 minutes, is said to have established a new world's record in long distance swimming for women. Miss Lee started at Teddington Dock and swam to Wapping and then back to Kew Bridge. She finished fresh.

THE HEIGHT OF SATISFACTION 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.** **M. CONNOLLY** Duckworth Street.

Canadian Explorers Returned From Arctic Tell of Great Work Done

Stafansson is Believed to be Proceeding With the Exploration of the New Land North of Prince Patrick Land, and is Not Likely to Return to Civilization Until Next Summer

(By Dr. Rudolph Martin Anderson, Chief of the Southern Party, in Toronto Globe.)

None, Alaska, Aug. 20.—The southern party of the Canadian Arctic Expedition arrived at Nome at four-forty a.m. yesterday with all the remaining members of the expedition's scientific staff; J. J. O'Neill, Ottawa, geologist; J. R. Cox, Ottawa, topographer; Dr. Jenness, second ethnologist; F. Johansen, Copenhagen, naturalist; Geo. H. Wilkins, Adelaide, Australia, photographer; R. M. Anderson, Ottawa, geologist, in charge; D. Sweeney, Pittsburg, sailing master; H. G. Chipman, chief topographer; J. E. Hoyt, Seattle, engineer; J. Sullivan, London, cook.

We went out via the Mackenzie River. The Alaska left two years ago from the station at Bernard Harbor, Dolphin and Union Strait, July 13, and reached Herschel Island July 28. The ice was heavy, between Herschel and Point Barrow, Alaska, but there was little ice east of Herschel or south of Barrow this summer. The results of the party's work were satisfactory, and completed substantially as planned.

Detailed Coast Survey During the season of 1915 the detailed survey of the coast line was completed by Chipman and O'Neill from the Cape Barry Peninsula to Stapleton Bay, and from there by Mr. Cox as far as the mouth of the Rae River. The survey of this hitherto unexplored river was carried out about seventy-five miles and a traverse made overland to Stapleton Bay to ascertain the geology. Later Cox and O'Neill worked around Port Epworth, Coronation Gulf, and some distance up the Kegikuntluk, a large river with many waterfalls, and east of the Copper Mine River.

Bathurst Inlet Map Altered. In August and September a detailed topography and geological survey was run east from Cape Barrow around Moore Bay, Arctic Sound, Hod River and part of the Bathurst

Islet by launch and canoe, returning by sled in November. This region was completed in the spring of 1916, by sled, and the balance of the coastline west of Cape Barrow was filled in. A considerable rectification on the charts of the Bathurst Inlet region will result from this survey. It was originally mapped by Sir John Franklin in the course of a hurried canoe voyage, and the coast line is excessively cut up by narrow fjords, peninsulas and islands with a bold, rugged, rocky terrain, particularly in the so-called Goulbourn Island region, a series of long, narrow peninsulas lying east of the Banks Peninsula. Over one hundred and fifty islands were mapped in the region roughly charted heretofore as Chapman, Lewis and Marco Islands. The geological formations are varied and complicated here, but Dr. O'Neill gained much valuable information in tracing the contacts of the copper-bearing diabase rocks with the sandstones, shales, dolomite, quartzite and granites found in this region.

Good Harbors Mapped The geologists' results the chief work of the party, are very encouraging, for, in addition to the previously known deposits, a great field was mapped and investigated where native copper is first widely distributed in extensive amounts. Many good harbors have been charted. Dr. Jenness, ethnologist, spent the time from April to November, 1915, sledging and packing with the primitive Eskimos in the interior of Victoria Island. Returning over the ice, he made extensive ethnological and arch-geological collections, also about one hundred gramophone records of folk songs, dance songs and smasmitic performances, with careful transcriptions and translations of the manner and customs. Games have been studied. He has a collection of Eskimo cats. The cradle games number over one hundred and forty.

Mr. Fritz Johansen, marine biologist, entomologist and botanist, has

made extensive collections in all these branches. From North Alaska and Canada he has reared and worked out the life histories of a number of rare Arctic insects, and made interesting deep dredgings and soundings.

Bring Arctic Zoo Back

Mr. George H. Wilkins has made many studies with camera, and cinematograph of the native life, natural history subjects and the scenery. About one thousand specimens of birds and animals are brought by the expedition, including a good series of polar bear. Barren Ground caribou, Arctic foxes, wolves, wolverines, hares, etc., and over three thousand photographs of Arctic scenes. Full meteorological observations have been kept up for three years, continuously. Tidal observations were taken for some time during the winter in the strait.

All the members of the party are in good health. There were no deaths or serious illness during the past year. The expedition members leave Nome for Seattle on the next steamer.

North Star Held Up

No official reports have been sent out thus far from the northern section of the Canadian Arctic expedition, but Mr. G. H. Wilkins brought news in the spring that the schooner Mary Sachs is hauled up on the beach at Cape Kellett, Banks Island, in charge of Captain Bernard and an Eskimo crew for a reserve station. The schooner North Star was unable to proceed farther north than a small unnamed island north of Robillate Island, western Banks Island, and is at so hauled up safely as a base for ice trips, and the crew joined the Polar Bear exploring parties.

The Polar Bear, in charge of Mr. Vilhjalmur Stefansson, made an unsuccessful attempt to go up in the west side of Banks Island in 1915, and came back around the east side of Banks Island, wintering near the Princess Royal Island, Prince of Wales Strait, between Banks Island and Victoria Island. A projected ice trip into the Meafoffi Sea was not carried out on account of some dogs dying, and the main energies for the party were to be devoted in 1916 to getting more information about lands reported by Mr. Stefansson.

Explorers Are Busy

Last year the Stefansson party had started on the exploratory trip in May to remain in the field as long as con-

ditions would permit, with the possibility of spending the summer on the northern islands and connecting with the Polar Bear at Winter Harbor, and Melville Island in the fall. In that case the Polar Bear would spend the winter of 1916-17 at Winter Harbor. Storke, Stork, Stork and twelve or fourteen others were to spend the spring and the summer on Melville Island putting up meat for the expedition. If the coast explored this summer turned in a southwestern direction and it seemed possible that no land existed in Beaufort Sea within sledging distance of Banks Island or Prince Patrick Island the northern party would endeavor to return in 1916, but from the situation of the vessels and the scattering of various parties it is hardly anticipated that they will be able to assemble in time so get out. They were well supplied for another year or two with staples, and were killing a number of musk oxen and other game.

V. J. Jones, Seattle, engineer of the Polar Bear, died suddenly at the winter quarters of the Polar Bear in November 1915. No other deaths or serious illness have occurred.

Party's Work Completed

OTTAWA, Aug. 16.—The Stefansson party reported at Nome is the southern section of the expedition, the only member not named being Kenneth D. Chipman, topographer, who may be on another ship coming south. The department here think the party has completed its work, which was to survey Coronation Gulf, the country behind, and map out the coast line.

George Wilkins, the photographer, is the man expected to bring the real news of Stefansson. He went originally for a moving picture firm, but later joined the party as official photographer. He is from London, England.

Dr. Rudolph Anderson, in charge of the party, is an American employed by the Dominion Geological Survey. Dr. Jenness is an Australian. O'Neill and Cox are Ottawans and Johansen (Johnson), a Swede, employed by Stefansson himself. Engineer Blues, who is dead, was from Nome. The last news from Stefansson was sent last fall to Banks Land.

Seeing a photograph of himself that flatters him, the average man gets reassurance from the saying that "the camera does not lie."

Never disturb a woman who has settled down for a comfortable cry.

A spinster says she loves cats because they are as treacherous as men.

NOTICE TO MOTOR OWNERS

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

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



DEFIANCE TO FIRE is all right—when you're insured. How about your anxiety if flames are destroying your home when

YOU HAVE NO INSURANCE? Don't get caught in a trap. Act to-day by having us write you insurance on your home and chattels.

PREMIUMS ARE CHEAPER THAN LOSS.
PERCIE JOHNSON,
Insurance Agent.

That Mining Horror at Bell Island

Rules Laid Down For Averting Such Accidents as Last Tuesday Are Not Always Carried Out—Men Sometimes Take too Many Risks—Regulations Should be Strictly Enforced

The mining horror which occurred on Bell Island last Tuesday morning has thrown some light upon the rather careless method in which operations are conducted by the miners who work in deeps there. It is to be regretted that the miners who work for bonuses in their eagerness to add to their wages, often neglect to carry out the rules and run serious risks, and it is only natural to suppose that fatal accidents will occur unless better precautions will be taken for the protection of men's lives. We learn that owing to so many holes being charged and set off instantaneously by means of a battery, for the purpose of taking out the greater amount of ground, it is impossible to always ascertain if all the holes are exploded, as only one report is heard, and it often happens that for some reason or another one or more of those holes miss, the charge of dynamite or other explosive remaining at the bottom of the hole, which is now covered in with the debris and trade, commonly called "muck," which was thrown up by the explosion. The drillers do not always wait until this material is removed by the "muckers," but set up their machines, and start in drilling holes, which sometimes in their course cross the miss hole, and if the unexploded charge is struck is likely to kill every man within 20 feet of the face.

It is hoped that the Government Engineer will devise some means of compelling the men to avoid those risks which they too often become indifferent to, and it is only when some awful disaster such as that which occurred on Tuesday last, takes place, that the men are made to realize the danger to which they sometimes expose themselves. It is also said that some foremen, in their anxiety to push the slope ahead, often discourage care and precaution on the part of those working under them. Men's lives should, however, be protected at any cost.

The French schr. St. Joseph's is loading fish at the firm of W. P. Hollett's at Buriin, for Oporto. The schr. Skylark, Joseph Blackburn, master, arrived at Westeyville from Labrador with 700 qts. of fish.

WEDDING BELLS

WINSOR-ABBOTT

A very pretty wedding took place at Musgrave Harbour on Thursday afternoon at 5 o'clock, Aug. 24th., when Arno Winsor Esq., of Westeyville, and Miss Annie E. Abbott, daughter of Mr. and Mrs. Isaac Abbott, of Musgrave Harbour, were joined in the bonds of holy wedlock. The marriage ceremony was performed in the Methodist Church by the Rev. J. W. Winsor, brother of the groom, and while the Wedding March was being played by Mrs. Winsor the bride entered leaning on the arm of Walter Abbott Esq., attended by Miss Emma Winsor, sister of the groom, and Miss Maud Russell. Mr. Fred Abbott acted as groomsmen, and Mr. Rouland attended. The bride looked pretty, dressed in cream silk with veil to match. The flower girls were Gladys Abbott and Elsie Hicks, cousins of the bride. After the wedding a reception was held at the home of the bride, a number of friends and relatives attended, and a very pleasant evening was spent. The presents were many and costly, all serving to show the high esteem in which the bridal party were held. Many friends joins in wishing Mr. and Mrs. Winsor a very happy matrimonial voyage.—Com.

Rev. W. Stenlake, lately returned from Gallipoli, where he served as private, will lecture in Wesley Church to-night on his experiences at the Front. Sir Joseph Outerbridge will preside. A collection will be taken up for the Newfoundland Cot Fund. Doors open at 7.30.

RAILWAY ACCIDENT

The express bringing in the Lady Sybil's mail has been delayed owing to the cars leaving the rails near Arnold's Cove and toppling over, fortunately no one being injured. The track was torn up for quite a long distance but a staff of men were set to work to repair the damaged road-bed at once. A happy feature of these run-offs is that few accidents result in fatalities.

VOLUNTEERS HAVE PARADE

The Volunteers held their usual church parade, the C. of E. men attending service at St. Thomas's, the Catholics at the Cathedral and the Methodists at George St's. Those of the Salvation Army assisted at the service at Bowling's Cove. Capt. O'Grady was in command, and the bugle band headed the turn-out, in which over 390 men took part.

Grand Display of Aurora Borealis

Saturday Night's Display Was One of the Finest Ever Seen—Whole Heavens Were Illuminated and Thousands Watched the Magnificent Phenomena Until it Disappeared From View

The brilliant, though awe inspiring phenomena of the Aurora Borealis, which illuminated the heavens on Saturday night, was a sight to attract the attention of most people, not only for its brilliancy, but for its universal character as well; the whole sky at one time being lit up in vivid illumination. Seldom in this region is the full glory of the phenomena revealed. It is quite common to us to see these streamers in one quarter of the sky, mostly in the north, their appearance at other points are less common, and because of that peculiar tremulous motion, they have acquired the name of "The Merry Dancers." To the one who studies the wonders of nature, as seen in the great firmament there is a lesson of magnificent power and glory to be learnt. The appearance exhibited by the Aurora are so various and wonderful. A cloud or thick haze which almost encircled the sky, formed the base from which streamers of light shot up in columnar forms, sometimes extending only a few degrees, then instantly flashing as far as the Zenith, and even beyond it, presenting the appearance of waves. The whole hemisphere at one time was covered with these coruscations, presenting the appearance of waves, or sheets of light, following each other in rapid succession. The most brilliant Aurora Borealis is frequently observed in the Arctic Seas, where the phenomena is often the subject of marvelous and sublime wonder. Such is the extraordinary aspect they present that it is not surprising that the rude Indians should gaze upon them as the spirits of their fathers roaming through the land of souls. On Saturday night it was observed that a sort of canopy of soft and tranquil light proceeded the close or disappearance of the phenomenon, the luminous shafts then began to wave in splendor, and soon nothing of the magnificent spectacle remained but a whitish cloudy haze.

S.S. SUSU ARRIVES.

The S.S. Susu, Capt. Roberts, arrived from the North on Saturday afternoon. She brings a large freight and the following passengers:—Mrs. Scammell, Dr. Whiteway, Wm. Whalen, G. Burt, Richard Moulton and several in steerage.

LOCAL ITEMS

Carbonvoid saves 25% your fuel cost.

The S.S. Portia is due to sail Wednesday and will take a big freight.

The S.S. Prospero left Westport at 5.45 a.m. this morning, going north.

Very little improvement is reported in the fishery North since the last trip of the Susu.

A full cargo of supplies is taken to the Moravian settlements by the S.S. Harmony to-day.

Mr. Fisherman, to save nine-tenths of your engine trouble, use CARBONVOID.

The S.S. Argyle sustained very little damage when she rammed and sunk the S.S. Hump, and it will not be necessary for her to dock.

Capt. Fred Watkins of the schr. Lady Parsons, has arrived to Little Bay Islands from the Straits with 700 qts. of fish.

A magisterial inquiry into the fatal motor accident of last Friday will be held sometime during the present week.

The use of Carbonvoid means more power, less fuel, perfect ignition, easier starting, and uniform combustion. IT PAYS.

The S.S. Neptune, having discharged her coal cargo, sailed again yesterday for another cargo for Job Bros. & Co.

A cargo of coal arrived by the S.S. Viking to Bowling Bros. yesterday. The S.S. Bloodhound also arrived last night with a coal cargo to Baine Johnson and Company.

The schooner Anne M. Parker loaded 500,000 pounds of salt bulk codfish 162 qts. of dry and 8 brls. of caplin for the Gorlen Pew Coy. of Gloucester.

Capt. J. Callahan, one of our veteran and skillful masters, is proceeding to Buriin to take command of a vessel now being loaded with fish, for Oporto by Monroe & Co. We wish him a favorable voyage.

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

Trap fishing on the South-West Coast is now practically over and trawling will be engaged in from now on. Fish is reported scarce on the whole. The bait is fairly plentiful.

It is rumored in the City that a new vein of copper ore has been discovered near Sleepy Hollow at Little Bay. It is stated that this is the richest yet found and will be a bonanza for those interested.

The South-West Coast bankers are now getting ready for their trips to Labrador to finish up the voyage. Baitings of salted squid are being taken on board when the S.S. Portia came down the coast.

Some small catches have been brought to Bonne Bay from Labrador. The schrs. Conqueror and Young Builder have arrived with 120 and 150 qts. respectively.

Kalomite Laundry Marvel—the clothes washing wonder of the century. Try it. Ask your grocer for it and save labor. G. W. GUSHUE, 216 LeMarchant Road. —aug21,1f

The excursion train to Kelligrews yesterday took out about 250 passengers. The Tors Cove train also took out about 200.

Over 1,000 persons visited Bowling Park by train yesterday.

The veteran banking master, Capt. John Lewis, of the schooner "Metamora," has recently sailed for Labrador, after taking on board a full baiting of salted squid. He will finish up the voyage on that coast and now has over 2,000 qts. of cod landed.

The S.S. Susu sailed on Saturday to assist the wrecked steamer Matania, and we learn the ship was successfully floated yesterday. She will likely come on here for repairs and in that case will be going on dock when the S.S. Athos, on which work is now being rushed, comes off.

The schooner "Belle Franklin," Capt. Edward Hynes, is loading cement and other supplies at the Union wharf for Catalina. After discharging there Capt. Hynes will proceed to Domino, Labrador, to load fish for the Union Trading Company.

St. John Ambulance Asso. Fund

(To the Editor) Dear Sir,—Kindly publish the enclosed list of donations to the St. John Ambulance Association Fund for Cots for the Wounded in England, and oblige.

Yours sincerely, D. M. BAIRD, Hon. Treasurer.

- | | |
|---|-------------|
| Already acknowledged | \$23,441.82 |
| Mrs. J. C. Phillips | 10.00 |
| Miss Helen Phillips | 2.00 |
| Flat Islands, Placentia Bay: | |
| Sale of teas, per young ladies | \$22.75 |
| Amount collected at Flat Islands | 44.00 |
| Amount collected at Hay Cove | 16.00 |
| Rock Hr., Buriin District | 19.65 |
| Clareville W.P.A. (additional) | |
| Old Perlican (1st instalment) | 100.00 |
| Southside a/c upkeep | 15.00 |
| Employees Ayre & Sons Ltd., account upkeep | 54.17 |
| Brigus (additional) | 32.71 |
| Employees Job Bros. & Co. Ltd., account upkeep | 15.00 |
| Avondale account upkeep | 65.00 |
| Concert at Brigus per Misses Jean and Elizabeth Knowling, May Delaney, Evelyn Habbitts, Jean Percy, Dorothy Chafe, Lillian and Jean Harvey, Irene Roberts, Laura Cantwell and Margaret Gill | 14.71 |
| Old Perlican, per George Hopkins | 3.00 |
| Rose Blanche and vicinity | 260.00 |
| Gaulois | 110.00 |
| Bonavista (3rd instalment) | 520.00 |
| Port au Port | 363.01 |
| Clareville W.P.A. (additional) | 5.15 |
| Picnic at Fortune Hr. per Miss E. Miller | 10.00 |
| Placentia, Jersey Side and South East, 4 cots, account upkeep | 20.00 |
| Point Verde account upkeep | 5.00 |
| Received at Daily News Office:— | |
| Sale of Books and Magazines per Misses Ruby and Vey George's Brook, W.M.S. collection | 16.75 |
| Garden Party per Mmes Larkin Healey and Bussey | 20.00 |
| Fred Collier Sr., "New Festival" | 5.00 |
| A. B. Walker, proportion sales | 2.77 |
| Dazaar at 67 Monkstown Road | 22.35 |
| Avis W. Harvey, Emily Hr. Candy Sale at 31 William | 1.00 |
| "Old Navigator's Daughter" | 17.20 |
| Bazaar per Misses Perlin Mathieson and Osmond | 2.00 |
| | \$25,261.87 |

OUR THEATRES

THE NICKEL. Lovers of the Nickel will attend in large numbers to-day as the programme is made up of a series of masterpieces. In the first place, Francis X. Bushman, the greatest of all leading men who is the world's best liked matinee idol appears with the brilliant actress Ruth Stonehouse in George Aide's comedy—"The Slim Phincess." Then the "Strange Case of Mary Page" will be continued. The episode is entitled "The Slums" and is a very interesting one. The other pictures are the best obtainable. Wednesday Lillian Walker and Darwin Karr will appear in a Vitagraph blue ribbon feature film—"Hearts and the Highway."

THE CRESCENT. Go to the Crescent Picture Palace to-day and see "From out of the Past," a great Broadway star feature produced in three reels by the Vitagraph Company with an all Broadway star cast, including Carolyn Birch, Belle Bruce and William Humphries, and Canada's greatest topical, the "Ford Canadian Monthly" special sporting events and scenes in motion pictures. "The Merry Models," a lively Essanay comedy with all the Essanay comedy stars. Professor McCarthy has arranged a programme of the newest waltzes, marches and two-steps for this big week opening show.

Mrs. W. J. Long, wife of the foreman of the Mail and Advocate pressroom, arrived in town on Saturday evening accompanied by Miss Margerie Udle. Both had been spending a while at Kelligrews. Mr. and Mrs. Long have been annual visitors to that seaside resort for the last 12 years and are always welcomed by their many friends there.

LINER "FLORIZEL" SAILS

The liner "Florizel" sailed Saturday afternoon for New York via Halifax, taking 3 very large freight and 3 passengers, including Major and Mrs. Montgomerie, Miss Wheeler, Miss M. Duff, Mrs. Carrie, Mrs. B. Bay, Miss A. Kegan, Miss Johnson, Mrs. Keatney, Miss Rendell, F. J. Shortall, Mrs. Rees, Capt. Burke and 15 in steerage.

BIG ATTENDANCE AT ANNUAL FLOWER SERVICE

A bigger attendance even than usual was present at the annual Flower Service at the Church of England cemetery, yesterday afternoon. The service was conducted by the Revs. H. Uphill and Dr. Jones, the latter delivering a very interesting address. The music was rendered by the C. L. B. Band, who attended. A collection was taken up at the close of the service in aid of the cemetery fund and a very satisfactory amount was realized.

The steamers Satoria, Karama, and Hailybury are due soon to the coast to load pit props for England.

No Change in Russian Situation

LONDON, Aug. 27.—The Russian official says the situation on the western Russian Caucasian front is unchanged.

Big Copper Find At Little Bay

(Special to Mail and Advocate) LITTLE BAY, Aug. 28.—Big surface showing copper Sleepy Hollow on Saturday. Mackay's men uncovered another two feet of seven or eight per cent copper ore on the north side of Sleepy Hollow, directly opposite forge. This proves Sleepy Hollow band to be over one hundred feet wide and over three hundred yards long. This is certainly the best surface showings of copper near the seaboard in this district, to my knowledge, after forty years of surface showing in this district.

ON THE WAR PATH.

A few "of the sons of rest," well known around the street corners, inhabited a little freely again on Saturday and started in to make things hum. One man named Pearce was set upon by these fellows and is today suffering from bruises received in the fist encounter. He, however, prefers not to have the court to decide the matter, but vows to personal conclusions with his adversaries when an opportunity offers. It is also said that two Nova Scotia seamen also came out second best in a tussle with these trouble seeking gang.

Balkan Affairs Are Worrying Austro-Hungary

LONDON, Aug. 27.—Developments in the Balkans appear to be causing a panic in Austro-Hungary, according to advices received here from Bern, Switzerland. These advices say there is a serious political crisis in Hungary, the opposition leaders have demanded a coalition cabinet, which demand the Emperor has refused to comply with. In addition to all night sittings of the Hungarian Chamber, the dispatch adds, the Austrian Cabinet Council sat for eight hours on Thursday and six hours on Friday. The Hungarian Cabinet sat nine hours on Thursday and ten hours on Friday.

Yes, sometimes this weather makes us let out a red, cross curse.

WANTED—At once, experienced Pants Makers, to work in factory and outside. Constant work and high prices for making. Apply to BRITISH CLOTHING CO., Duckworth St.—jnc27,tf

Storekeepers! 'Clover Leaf' Tobacco

HAS not or will not advance. So why pay higher prices when you can get this well made Tobacco, right from Virginia, made by Union men only. Special prices on case lot.

M. A. DUFFY, Sole Agent. Office—Gear Building. East of Post Office.

ALWAYS THINK OF

Callahan, Glass & Co., LIMITED,

WHEN YOU REQUIRE

FURNITURE.

OUR SALE Starts To-day AND WILL LAST UNTIL END OF AUGUST.

Our entire stock of high grade and medium grade furniture will be sold during this month at a Discount of 10 to 20 per cent. off regular price. Here is a genuine and exceptional opportunity to Procure Bargains in BED-ROOM, DINING-ROOM, PARLOR SUITES and KITCHEN FURNITURE; also MATTRASSES. in Excelsior, Wire Top, Wire Bottom, and ORDERS TAKEN FOR ANY SPECIAL SIZE AND QUALITY. SALE WILL LAST ONLY TEN DAYS. MAIL ORDERS PROMPTLY SHIPPED.

Callahan, Glass & Co., LIMITED.

THE BIG FURNITURE STORE.

- Flat Islands
- \$5.00 each—Rev. F. H. Phillips.
 - L. J. Chollet, J. W. Bishop, Miss V. Reeves, Samuel Dicks, Albert G. Dicks.
 - \$4.00—Mrs. Samuel Dicks.
 - \$2.00—Mrs. L. J. Chollet.
 - \$1.00 each—Albert Broomfield, Mrs. R. Bloomfield, Wm. Peddie, John H. Kenway, Chas. Kenway, Jno. Stacey, Chas. Senior, Wm. Jarvis.
- Hay Cove.
- \$5.00 each—George Miller (sr.).
 - Reuben Dicks.
 - \$3.00—Mrs. Reuben Dicks.
 - \$2.00—Richard Hipditch.
 - \$1.00—George W. Miller.
- Rock Harbor
- \$5.00—Henry Brown.
 - \$3.00—Mrs. E. R. Hodder.
 - \$2.00 each—Gabriel Brown, Henry Brown (jr.)
 - \$1.50—Mrs. Jas. Withers.
 - \$1.25—Mrs. Jas. Withers (jr.)
 - \$1.00 each—John Hodder, Richard Hodder, W. R. Hodder, H. B. Stone.
- Small amounts, 20 cents.

AT THE MAGISTRATE COURT

Mr. F. J. Morris, K.C., presided at the Court this morning and disposed of the following cases.

A 48 year old citizen charged with being drunk and requiring the services of a doctor, was fined \$1.00 for the offence. Dr. Roberts' bill of \$5.00 was also collected, making the total cost of his picnic \$6.00.

Two nine-year-old school boys charged with larceny on the 25th inst of a silver flash light lamp and two spark plugs, the property of Ralph Bishop. After paying the cost, amounting to \$1.00 each, they were released on suspended sentence.

The schr. Jessup has arrived at Channel from the Banks with 400 qts. of fish.

John Foote, of Boat Hr., has been convicted before Magistrate Sullivan at Breeque for a breach of the Sec. 22 of the Customs Act and fined \$50.00.

HATS!

Ladies' Summer Hats, all selling at HALF PRICE to clear.

Also 6 Dozen

LADIES' BLOUSES, Job 30c. and 50c.

Nicholle, Inkpen & Chafe Limited.

315 WATER STREET 315

Agents for Ungars Laundry & Dye Works.