

THE MAIL AND ADVOCATE

VOLUME 1, No. 132.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, JUNE 23, 1914.

PRICE:—1 CENT.

PROBING CRAFT CHARGES AGAINST PREMIER OF N.B.

Serious Allegations Were Made in Provincial House by a Member

ACCUSATIONS CONCERN PRIME MINISTER AND A COLLEAGUE

Charged That the Ministers Extorted Large Sums From Companies

St. John, N.B., June 20.—The inquiry into the charges of alleged graft against the Hon. J. K. Flemming, Premier; and the Hon. H. F. McLeod, former Provincial Secretary, preferred by L. A. Dugal, Liberal M.P. for Madawaska, is now in progress here before Provincial Supreme Court Justice H. A. McKeown, chairman; former Justice W. W. Wells, of Ottawa; and Mr. W. S. Fisher, a prominent business man of St. John, Royal Commissioners appointed by the Lieutenant-Governor of the province.

The Charges Made. Briefly, the charges are that Premier Flemming unlawfully extorted about \$100,000 from the holders of timber limits in the province—the money is alleged to have been secured through the agency of William H. Berry, chief lumber scaler of the province—the diversion of the money from its proper channel of a large amount of money paid by the Provincial Government to the St. John and Quebec Railway, and compulsion on contractors under the St. John Quebec Railway Company to pay sums of money to the Hon. J. K. Flemming before they obtained their contracts. A similar charge is made against the Hon. Mr. MacLeod.

Mr. Dugal Complainant. In his evidence before the Legislature Mr. Dugal declared that he had been informed, and believed that John Scott, of the firm of Scott and Kelly, sub-contractors under the Hibbard Company, who are successors to contractors under the St. John and Quebec Railway Company, were among those who were compelled to pay, and did pay, large sums of money to members of the Government in the year 1912 before they obtained their contracts. Subsequently, however, Mr. Dugal exonerated the other members of the Government in this connection, naming only the Premier and former Provincial Secretary, when he said: "I am advised and believe I can prove, that \$10,000 were so paid to the Hon. J. K. Flemming, and \$1,500 to the Hon. Mr. MacLeod."

The total monies alleged to have "disappeared" is given as about \$600,000.

DOMINION MAKES BIG CONTRIBUTION

Gives \$50,000 To Relief Fund Of Hillscrest Mining Disaster.

Ottawa, June 23.—An appropriation of \$50,000 for the relief of sufferers by the Hillscrest disaster will be made by the Government.

Nationalists Prepare To Resist Any Attempt To Nullify Home Rule

London, June 23.—Redmond's letter to the President of the United Irish League at Philadelphia is the first open admission to overseas sympathizers and friends that the Nationalists are preparing to fight for Home Rule, should the proverbial "slip between cup and lip occur."

The Irish Nationalist leader, having committed himself to the volunteer movement is anxious to find funds as well as men for the organization, knowing that Sir Edward Carson's army is well provided with financial support by Scottish and other Unionists.

OFFICERS OF BOTH SHIPS MADE SURPRISING ERROR AS TO PLACE OF COLLISION

Survey Made by Canadian Officer Shows Kendall and Storstad Officers Were Miles Out

IMPORTANT FACT LEARNED AT SESSIONS OF YESTERDAY

Third Officer of Collier Did Not Tell His Chief That the Helm Had Been Ported

CAUSE OF TREMENDOUS INRUSH Many of the Portholes Were Probably Left Open and Gave Access to Great Volume of Water

Quebec, June 23.—Maintaining its record for producing contradictory statements that cannot be reconciled to one another, the Empress of Ireland Wreck Inquiry to-day unearthed a fact, when it was given the exact location of the hull of the liner on the bottom of the St. Lawrence, which drew attention to the different explanations of the positions of the ships at the time of the disaster; in the map it was found that the resting place of the Empress is one mile and a quarter south of the place where Captain Kendall, her commander, says she was hit, and one mile north-east of the point at which the chief officer of the collier Storstad contends the collision happened. The location of the wreck was explained by Capt. Gagon, of the Dominion Marine Department, who investigated it.

Interruptions. The taking of evidence was interrupted twice to-day because the members of the commission and the lawyers for the Government, C. P. R. and Storstad had to attend a reception given His Royal Highness, the Duke of Connaught in the Court House, and a luncheon given to the Governor-General by Mr. Justice Lemieux and the Quebec District Judges.

This morning an effort was made to get further details about the operation of the Storstad from chief officer Tuftene, who had filed his scrap and deck log books. The attempt discovered that, like the engine-room log, a number of important facts referred to had been written up after an interval of some hours, and the officer was hurried off to Montreal for the memoranda he made at the time.

Important Fact. One important fact came out, however, and that was that the first officer who was in charge of the collier immediately before the collision, was not told by his third officer Saxe that he had put the helm hard apart when the ship failed to respond to the port helm order.

The cause of the tremendous inrush of water into the punctured hull of the Empress, was again obviously the motive for a number of questions asked by Lord Mersey of Wm. Moir, a night watchman on the Empress, who was examined as to how many port holes were left open. Of this the witness could supply no definite information, though the pre-

tension in Londonderry is due to increasingly aggressive conduct on the part of the Nationalists. He says that it cannot be exaggerated, that everyone is awaiting an outbreak which will involve the loss of life.

Made Statement. To-day Lord Crewe made a statement in the House of Lords regarding the amending Bill, to which Lord Lansdowne is expected to reply. After these preliminary addresses the Bill, it is thought, will be given the first reading without debate. The second reading will probably be a week later, as June 30th was originally the date for the taking of the parent Bill to the Lords.

The Government has already been obliged to meet the wishes of the Upper House, which proceeds deliberately.

Capt. Bartlett Reaches Nome Will Go North Again In July In Cutter "Bear" For Rest Of His Party.

Nome, Alaska, June 22.—Capt. Robert Bartlett, master of the Karluk, which was crushed and sunk off North Herald Island in February, arrived yesterday from St. Michael, where he was brought from Siberia by the whaler Kernon.

Villa Breaks With Carranza Resigns Charge of Constitutional Forces And Starts Another Revolution.

Saylito, June 20.—The resignation of General Villa as commander of the northern constitutional army has been handed to General Carranza and accepted by the first chief of the revolution in Mexico. Villa apparently started a second revolution in Mexico and has already arrested all the officials appointed by Carranza in Torreón, Chihuahua and Juarez.

The break has been coming on for some time and has now assumed such proportions as will be impossible to bridge. Colonel Ornelas commander of the Juarez garrison and chief lieutenant of General Villa, entered the Juarez telegraph office and information bureau, and took possession of them, seizing all papers and documents. The officers have been under Carranza. General Villa will return to Chihuahua city and resume the governorship of that state.

S.S. Mongolian is due from Liverpool to-morrow.

Contradictory Evidence Given At Empress Disaster Inquiry

FOR THE EMPRESS FOR THE STORSTAD

Cause of Collision. "The collision occurred only because the Storstad changed her course radically, porting her helm."—Captain Kendall.

"The Storstad's helm was never ported, she absolutely persevered in her course. The Empress changed her course, starboarded her helm and went to port."—Mr. Haight.

Speed of the Ships at Time of Collision. "The Storstad was going fast, as I saw foam at her bow. I should say 10 knots."

"I had stopped my ship and set the engines full speed astern. I could tell by the foam and air bubbles alongside that there was no way on the Empress."—Captain Kendall.

Events Preceding the Collision. "Saw two masthead lights six miles away, three or four points to starboard."—Captain Kendall.

Stopped ship in fog; set engines full speed astern until there was no way on the ship.

Blew two long blasts, saying he was stopped. Captain Kendall swears he did not signal one long blast.

PORTE'S BIG AIRSHIP NOW ALMOST IN SHAPE FOR VENTURESOME TRIP

Every Detail, Even to the Appropriate Color of the Aeroplane Carefully Attended To

SOME PROBLEMS DESIGNERS HAD TO TACKLE AND SOLVE

One Big Difficulty Was in Connection With Storage of Gasoline—How It Was Solved

GIVEN NUMEROUS TRIAL FLIGHTS Airship Tested Over Lake in Stormy Weather to Ascertain Her Behavior in Rough Sea

Hammondsport, N.Y., June 20.—The Rodman Wannamaker trans-Atlantic flyer begins to take on the outward appearance of an aeroplane. It is now a huge red snapper fish, fresh coated with its finishing layer of paint. The tail is in place, the struts are up for carrying, the two 100-horse power motors, the cabin is finished and the steering gear, or control, is ready for its connecting wires.

Don't imagine we have chosen bright red as the color for the flyer to have it in keeping with the sensational nature of the trans-Atlantic exploit, said Lieut. Porte to-day, for the once lapsing from his accustomed seriousness. "It is because red is the most easily discernible color at a great distance," he continued.

Take All Precautions. "While I do not expect to be needing rescue, I know that every precaution should be taken, and every little detail like this is being looked after by one or many of our good friends who are thinking of our safety. It is highly desirable, of course, to be in touch with passing steamers, even if we cannot communicate directly with them. If they sight and report us by wireless to the next ship, we are almost certain to be picked up soon if we should be in distress."

The big red boat has to take on one side of the wings, and then it will have to be removed from the shops to the flying field at the foot of Lake Keuka, since it cannot be assembled in the Curtiss shops with its entire spread of 78 feet of wing surface, 72 feet wide. All of the supporting surfaces were finished to-day with the exception of the temporary covering of one wing. The silk covering will not be applied until after the preliminary flights.

Put Tanks in Place. The gasoline tanks, of which there are seven, have been put in place. The stowing away of 300 gallons of inflammable fuel and twenty-five gallons of cylinder oil has been one of the biggest problems for the constructors. How to arrange them so as to empty them without disturbing the equilibrium of the craft; whether to arrange them so that the "empties" could be dropped overboard and where best to place them with respect to safety, these were a few of the questions the designers had to answer. Life or death, success or failure, might rest with the decision.

In this work, as in everything else connected with the designing of the cross ocean flyer, common counsel among Glenn Curtiss and his engineers, Dr. Zahn, of the Smithsonian Institution, Capt. Chambers, aeronautical expert of the United States Navy, Lieut. Porte and others. While the "liner" is essentially a Curtiss flying boat, in detail it will be the product of many men's genius.

The six gasoline tanks will drain simultaneously into a small supply tank from which the fuel will be pumped up to the motor, eight feet above. Danger of explosion is thereby minimized. The simultaneous draining of the tanks will not affect the balance of the load. The six tanks are located in the middle of 150, 50 and 50 gallons, are in one compartment separated by a partition from the cabin. Four 25-gallon tanks are stowed in corners of the cabin. The tanks are fitted with splash boards and set on pads to prevent vibration starting leaks in the connecting joints.

Several Trial Flights. There will be several trial flights here, as the lifting capacity of the planes must be thoroughly tested under various speeds. It is likely also that trials will be made in rough weather on the lake to determine how the flyer would act if compelled to come down in the middle of the Atlantic in a moderately quiet sea.

George Hallett, the young mechanic chosen by Lieut. John C. Porte as his assistant, is getting himself into practice by going out in every Curtiss boat that flies over Lake Keuka. Hallett is up early and late with the flyers, giving them the benefit of his experience with the Curtiss engine, on which he is a recognized expert, but for the time being adding to his own knowledge by questioning each aviator here on details that might serve him in his flight.

Not being yet a licensed pilot Hallett is "gramming" with flying experience so that he may feel perfectly at home at the helm, though his duties will be mainly with the motors while Lieut. Porte holds the air liner to her course.

5 BRAVE MEN GAVE LIVES FOR COMRADE

Went Into Gas-field Hold of Oil Ship In Self-sacrificing Attempt at Rescue

KNEW THEY RISKED ALL IN MAKING THE DESCENT

Others Would Have Followed but the Captain Refused Them Permission

Philadelphia, June 20.—The story of the remarkable bravery of six men, five of whom, unmindful of their own fate, plunged one after the other into the hold of an oil ship filled with poisonous gases in an attempt to save a comrade, was brought to light, when the British steamer San Valerie docked at Point Breeze from Tuxpam, Mexico, where six unfortunate members of her crew are buried in a single grave alongside the Standard Oil pipe line. The men who lost their lives are:

H. F. Elliott, first mate, Sunderland; W. Shuff, boatman, Dover; H. C. Cousins, ship's carpenter, Eastham; W. Cannell, seaman, Suffolk; W. Garbhen, seaman, Finland, and W. F. Stanhope, fireman, address unknown.

Strange Tale. Fiction never invented a stranger tale than that told by the surviving forty-five members of the boat's crew. First one man went down into the gaseous interior of the ship, then another, and another, until six were in the hold. Each man who went to the rescue of the first victim fully realized what he was doing, for there was little chance he would emerge alive.

Elliott was the first to descend. He went down to stop a leak. He was closely followed by the sixth engineer, named Keith. Keith felt himself being slowly rendered unconscious by the fumes and with his last bit of strength managed to crawl back to the deck. He told those about him of the probable fate of Elliott and at once five men volunteered to risk a descent into the hold.

Were Overcome. One by one they went below and remained there. A thud was the only evidence that their bodies were at the bottom of the hold. Apparently the men lost consciousness when they got barely twelve feet from the top of the ladder. Finally the captain would permit no more men to go to certain death and he signalled by wireless to the shore of Tuxpam for help.

Meantime a fireman wearing a smoke helmet went below and brought the bodies to the deck, soon after which the Standard Oil launch came alongside with Dr. James Williams, who pronounced the men all dead.

The bodies were taken ashore in the launch and buried by the crew of the ship. Capt. Gadou can offer no explanation for the presence of the gases in the ship's hold.

NEW MASONIC LODGE. A new Masonic lodge under the Scotch jurisdiction will be opened at Bay Roberts, shortly.

BRITAIN IMPORTS BIG CARGO OF OIL

Port of Spain, June 22.—The British Admiralty oil tank steamer Araxazi, sailed from here last night for Plymouth, England, with 6,000 tons of Trinidad oil for use in the British Navy. This is the first of several shipments contracted for by the British Government from the Trinidad oil fields.

MORE ALTERATIONS MADE SHAMROCK IV

London, June 22.—The Daily Mail's yachting expert announces that another alteration has been made in Shamrock IV., which has been kept secret.

Saturday's trial, an expert says, showed that in off wind running the yacht had been improved by the alteration, but her windward work showed no improvement. She will be tried out again, but it may be assumed that there will be no further alterations made.

WEATHER REPORT.

Toronto (noon)—Moderate W. to S. winds, fair and warm to-day and on Wednesday. Roper's (noon)—Bar., 29.50; ther., 67 above.

Abandon The Attempt To Release The Bodies From Sunken Empress

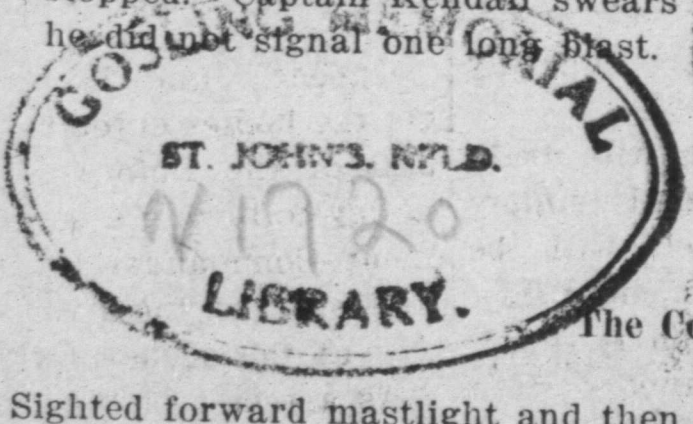
Quebec, June 23.—All attempts to get the bodies entombed in the sunken hull of the Empress was abandoned to-day following a conference between Lieut.-Commander Forbes of the H.M.S. Essex and the divers of the man-of-war at the scene of the wreck.

As a result of the death of Edward Cossboom, of New York, on Sunday from his fall off the slimy hull of the ship, Capt. Walsh, after consulting with Capt. Wilson, reluctantly decided everything possible had been done to secure the bodies and that nothing could be gained by the divers remaining at Father Point.

They were, accordingly ordered to return to their ship. This decision of the C.P.R. does not affect the operations of the company attempting to salvage the ship, but it is thought here this concern will also be compelled to give up diving operations.

To Chase Mad Mullah In An Aeroplane. Aden, June 20.—Lieut.-Commander Frederick L. M. Booby, who, with Lieut. Richard B. Davis, has been investigating the possibility of using an airship in British Somaliland for an expedition against the Mad Mullah is returning from Berbert. He will proceed to England this week by way of India. Lieut. Davis apparently remaining in Somaliland for the present.

Nothing has been divulged concerning the conclusions arrived at by the officers.





From The **FOUR** Corners of The City **Live Notes of News,--**  
The People Are Flocking. **City and Outports**

**To Devine's  
Great Removal Sale!**

**Special For This Week:**  
**549** PAIRS Men's Boots, manufactured by one of the most reputable Shoe manufacturing concerns in the United States. The lot are made in Vici Kid, Box Calf and Gunmetal and bought previous to the putting on of the surtax--bought before leather advanced. An entirely modern, comfortable, good-fitting, Blucher-cut Boot. Sold every day over the counter for \$3.50, \$3.80, and \$4.00. Removal Sale Price **\$2.90**

**J. M. DEVINE,**  
The Right House.

**To the Reader!**

You need a Bright, Breezy, Up-to-date Newspaper if you want to keep in touch with affairs of the Day at Home or Abroad.

**Keep Posted**

By reading the Mail and Advocate--Subscriptions \$2.00 per year or \$1.80 in Clubs of Ten.

**To the Advertiser!**

You get Results by Advertising in the MAIL and ADVOCATE the Best and Most Popular Daily in the Country. Get Our Rates.

**THE MAIL AND ADVOCATE**  
St. John's, Newfoundland.

ADVERTISE IN THE MAIL AND ADVOCATE

**SHIPPING.**

**FOGOTA RETURNS**

The Crosbie coaster Fogota arrived at 10 last night from the northward, bringing a small freight and the following passengers: J. Higgins, C. Penny, W. B. Squires, Rev. J. Prescott, H. Hartwell, Rev. Seeley, Miss A. Perry, Rev. Brutwell and wife, P. Mullett, Magistrate Milfin, John Lockyer and 12 steerage.

The Fogota sails again at 10 a.m. to-morrow.

**REPORT FROM FIONA**

The Customs Department had the following from the Fiona to-day: "Large number Canadian and local vessels baited at Jean de Bay, Flat Islands and Odein yesterday, and a few Saturday. Captain plentiful this part of coast, also Grand Bank, Fortune and Dantzig. Weather bad not much codfish.

Portia goes west to-morrow morning.

Florizel arrived at Halifax at 7 last evening.

Cacouna left Sydney at 3 a.m. yesterday and is due here to-morrow.

S.S. Neptune makes another trip to Blanc Sablon; she leaves on Saturday.

Prospero left Seldom at 10.15 a.m. She is due here to-morrow afternoon.

A charter for S.S. Beothic to Hudson Bay has been arranged. She will leave for there shortly.

Schr. Margaret E. Schwartz has cleared from Ramea with 2900 qtls. fish for Oporto from Penny & Sons.

Morwenna left at noon for Montreal direct, taking S. Hannaford, L. Hannaford, R. Hallett, P. Benton, B. Stafford, F. A. Kennedy, M. L. Harmon, Mrs. Harmon, A. B. Lehr, H. Coffin, Mrs. S. Coffin and 2 steerage.

**LADY INJURED**

Mrs. James Coughlan, Prescott St. me, with a painful accident at Edens grocery, Rawlins' Cross, yesterday morning, when she walked through the cellar hatchway and fell over the stairs. She was badly cut about the head and was attended by Dr. Mitchell.

Her many friends hope to see her out again in a few days.

**"HONOR TO WHOM HONOR IS DUE"**

Not in any way wishing to detract one iota of credit from Sergt. J. Byrne and Const. R. O'Neill re the capture of the lads who are now doing 3 months each for assault and robbery of the outport man Garland, yet we learn on good authority that there is another person who is solely responsible for the arrest and conviction of the boys and his name is Insp. Beer of the Sanitary Dept., who made the officers "wise" as to their names, etc., on the evening. It seems the Inspector was watching the doings of the lads.

**C.C.C. BOAT CLUB**

A special meeting of the C.C.C. Boat Club was held last evening in their rooms (Mechanics' Building). Much business was transacted. The large number present were most enthusiastic. An application from an amateur crew was received but no action was taken until a later meeting.

At 7 o'clock this evening the members proceeded to the lake side to assist the caretaker in placing the wharf in position.

**FIRE ALARM**

The Central firemen were called to the residence of Mr. M. Morris, Parade Street, last evening, as a slight fire was in progress.

It was confined to the roof, having been caused by a spark from the chimney. It was easily extinguished.

**OPORTO MARKET**

June 22, June 15  
Stocks (Nfld) . . . . .  
Consumption (Nfld.) . . . . .  
Stocks (Norg.) . . . . . 24910 12200  
Consumption (Norg.) . . . . . 6640 6520

**THE SYNOD**

There will be Evensong at the Cathedral at 7.30 when Rev. Canon Colley will preach. At 9 p.m. the Synod will open in the Synod Hall.

**FOR HOSPITAL**

J. Higgins and Miss A. Perry arrived by the Fogota to enter hospital.

Mr. B. J. St. John, Conception Harbor, arrived in the city by yesterday's train.

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS

**WILL DEVELOP CANADA'S OIL FIELDS FOR NAVY**

Proposal to Establish Great Refineries On the Atlantic and the Pacific Coasts

STORES OF OIL TO BE HELD FOR USE OF WARSHIPS

Development Work to be Done With British Capital--Will be Great Industry

Ottawa, June 20.--Negotiations which have been in progress between the Minister of the Interior and a representative of a powerful British oil interests promise important results in the development of an oil fuel industry in Canada.

The British capitalists, on whose behalf the negotiations have been conducted, are said to be associated with the Shell Companies, which hold very extensive concessions from the Crown in various parts of the Empire, and have also heavy investments in the oil fields of southern California. The present proposal does not include prospecting for oil in Northern Alberta, as seems to have been intended originally. That will be undertaken by a Canadian company in which a number of Ottawa capitalists are interested.

To Refine Oil The British interests, it is understood, propose the formation of a Canadian company, which will engage in the refining of oil, whether produced in Canada or not. If the tentative plans mature these people will erect large refineries in Canada, one on the Atlantic and one on the Pacific, and are prepared to pipe oil to these refineries from any distance, under arrangements made with the Government.

These refineries will be placed, it is stated, in fortified positions, in order to have store of oil for the use of the navy as oil fuel in cases of emergency. The negotiations are still in progress.

**ROCKFELLER GIVES \$11,000**

As Donation to their Fund For Relieving Sufferers Through Empress Disaster.

London, June 22.--According to the London Daily Mail, John D. Rockefeller has sent to Miss Eva Booth, Commander of the Salvation Army in America, \$11,000 for the fund being raised for the sufferers from the Empress of Ireland disaster.

Miss Booth is here attending the World's Congress of the Salvation Army.

**FEWER IMMIGRANTS INTO THE DOMINION**

Only 13,837 For May, as Compared With 35,364 For Same Month Last Year.

London, June 22.--Returns show that emigration to Canada continues to decrease heavily. The May total was 13,837, compared with 35,364, making for the five months of the year 45,438, compared with 102,294, or a drop of between 50 and 60 per cent.

United States figures dropped between 30 and 35 per cent.

**Covent Garden Sold; Price Was \$12,500,000**

London, June 22.--It is announced that Sir Joseph Beecham has purchased the Covent Garden estate, about 19 acres, including Covent Garden Opera House and Drury Lane Theatre.

The price exceeds \$12,500,000.

**SEE IT RISING!**

What? Why? The Mail and Advocate circulation, that's what. Second to none just at present. Bear this fact in mind when advertising!

**LAWN TENNIS!**

- Tennis Racquets, Child's = = = \$1.10 each
- " " Youths = = = \$1.80 "
- " " Reg. sizes = = = \$2.50 to \$6.75
- Racquet Presses = = = 60c.
- J. R. Balls, Plain = = = 15c.
- J. R. " Red = = = 20c.
- Covered Balls, = = = \$2.80 to \$5.40 dozen
- Ball Nets = = = 10c.
- Tennis Nets = \$2.00, \$3.25, \$3.75, \$5.00 ea.
- Nett Poles = = = \$3.50 pair
- Centre Bands = = = 80c. each

Don't Fail to See Our Stock

**Martin Hardware Co.**

**Headquarters --FOR-- Motor Boat Supplies**

In Stock, a full supply of  
**Batteries, Spark Plugs, Spark Coils, Magnetos, Trouble Lights, Propellers, ETC., ETC.**

**Lowest Prices --ON-- Gasoline, Kerosene --AND-- Lubricating Oils.**

AGENTS for  
**New FERRO Kerosene Engines, The Standard of the World.**

DISTRIBUTORS for  
**Imperial Oil Co., Limited, Canada.**

OUR Stock is Complete--Prices Right. INSPECTION INVITED.

**A. H. Murray**  
Bowring's Cove.

**Potatoes and Cheese!**

Ex S.S. Morwenna this Saturday night.  
**Blue Potatoes**  
**Large and Small Cheese**  
**George Neal.**



**LAMPS!**  
**THE ALADDIN**  
Mantle Lamp is a wonder.  
**Best Kero. Oil Lamp**  
on earth for  
**CHURCHES, SCHOOLS, HALLS and HOMES**  
Gives a brilliant white light, easy on the eyes, no odor, most durable, economical. Burns common kerosene oil, with half the consumption of the regular oil lamps. Is considered superior to Electric light and is more powerful.  
**MANTLES.**  
Strong and durable—will last one year with care.  
**CHESLEY WOODS.**  
Sole Nfld. Agent Mantle Lamp Co. of America.  
140 WATER STREET, ST. JOHN'S.  
All particulars cheerfully given. Sub-Agents wanted.

**The S. S. Portia**  
will leave the wharf of  
**Bowring Brothers, Ltd.**  
ON  
Wednesday, the 24th of June, at 10 a.m.,  
calling at the following places:

Cape Broyle	Ferryland	Renews
Trepassey	St. Mary's	Salmonier
Placentia	Marystown	Burin
St. Lawrence	Lamaline	Fortune
Grand Bank	Belleoram	St. Jacques
English Hr. West	Harbor Breton	Pass Island
Gaultois	Pushthrough	Richards Hr.
Francois	Cape LaHune	Ramea
Burgeo	Rose Blanche	Channel
Bay of Islands	Bonne Bay	

Freight received until 6 p.m. on TUESDAY. For freight or passage apply to the Coastal Office of  
**Bowring Brothers, Ltd.**  
TELEPHONE 306

**To The Trade**  
Requiring  
**Suit Cases, Hand or Telescope Bags**  
We can please you both in price and style.  
**ROBINSON EXPORT Co.**

**This Season**  
We have a better selection of  
**Children's Millinery**  
than ever, and the public have been quick to acknowledge it.  
We still have a good selection of what our customers assure us are the cheapest and prettiest hats in town.  
**From 18c. each to \$1.40.**

**Robt. Templeton**

**DETAILED STATEMENT--GAMB AND INLAND FISHERIES BD., 1913**

Table of detailed statements for the Gamb and Inland Fisheries Board for 1913, listing various individuals and their corresponding amounts.

**GILLETT'S LYE EATS DIRT**  
GILLETT'S LYE  
100% PURELY VEGETABLE  
W. J. Gillett & Co. Limited  
TORONTO ONT. MONTREAL

Table listing names of individuals and their amounts, continuing from the detailed statement.

**PREPARE FOR THE WORST.**  
Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.

**Tailoring by Mail Order**  
I make a specialty of **Mail Order Tailoring** and can guarantee good fitting and stylish garments to measure. A trial order solicited. Outport orders promptly made up and despatched C.O.D. to any station or port in the island, carriage paid.

**JOHN ADRAIN,**  
MERCHANT TAILOR,  
ST. JOHN'S.  
(Next door to F.P.U. office.)  
Jan 20, tu, th, sat

**Ice! Ice!**  
Send in your order for the daily supply of ICE delivered every Morning (Saturday evening for Sunday).  
**SATISFACTION GUARANTEED.**

Terms on application to  
**HENRY BLATCH,**  
51 Long's Hill,  
Phone 644.  
may22,tf

Table listing names of individuals and their amounts, continuing from the detailed statement.

**CANNED MEATS!**  
are at present being quoted at a considerable advance over last years prices.  
We offer at a reasonable figure:  
**500 Cases 24 1's Cooked Corned Beef**  
**450 " 12 2's Cooked Corned Beef**  
**650 " 24 1's Roast Beef**  
**250 " 12 2's Roast Beef**  
You will save money by stocking from this shipment which was  
**Secured Before the Advance.**  
**HEARN & COMPANY**

**LADIES' "SPORTS" COATS!**  
**WARM and LIGHT**  
A large variety of these useful COATS recently reached us from England.  
**IN ALL COLORS!**  
Prices From  
**\$1.30 to \$4.30**  
—AT—  
**Anderson's, Water Street.**

**Trulite Lanterns**  
The Best on the Market!  
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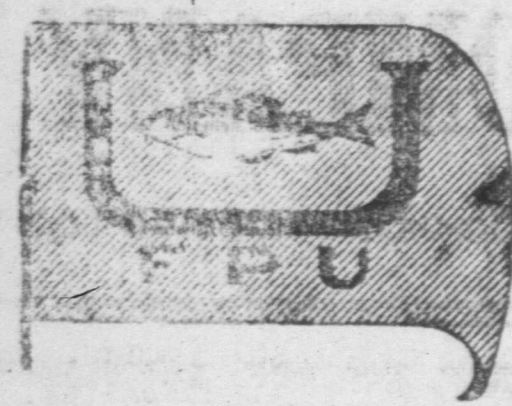


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Subscription Rates.

By mail The Daily to any part of Newfoundland and Canada, \$2.00 per year.

To the United States of America, \$3.50 per year.

The Weekly Issue to any part of Newfoundland and Canada, 60c per copy. To the United States of America, \$1.10 per year.

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ST. JOHN'S, N.F.L.D., JUNE 23, 1914.

OUR POINT OF VIEW.

AN INDICATING STRAW!

It is the fact that prominent supporters of the Morris Government are now busy expatiating on the desirability of Confederation to be taken as the straw which shows how the political wind is blowing in Government quarters?

It is a fact of common knowledge that the Government has been driven to the last ditch financially. Revenue is short and the demands thereon far exceed the available cash, this despite a surtax imposed at last sitting of the Legislature and estimated to bring in an additional amount of Three Quarters of a Million Dollars to the Public Exchequer.

One is led to wonder just now whether the bungling, extravagance and incompetence that has characterized the Government during the last seven years is really to be taken as an actual index of the ability or lack of it on the part of our present administrators or whether we have been subjected to wilful waste and misadministration with the intention of forcing us into Confederation, willy-nilly.

In either event Sir Edward Morris and his following could scarcely be regarded as desirable characters for administering the public affairs of this Country.

WHERE SITS THE WIND

An Irish affair the political wind seems to have veered round completely. It is not so very long ago since one heard little but condemnation of Carson for raising a force of armed volunteers with which to set at naught the wishes of the majority of the House of Commons.

Later, however, the cable messages have been full of information regarding Redmond and his volunteers. It seems that the Nationalist leader, fearing lest the fruits of his hard fight be snatched from him at the last minute, has taken a leaf out of his opponent's book and is now appealing for the necessary funds to arm his men and get them on an effective fighting basis.

Redmond, evidently, is somewhat distrustful of his allies, the Liberals of the British Government, and ap-

parently has good cause for his apprehensions.

Asquith and his followers are evidently weakening. During the last few months they have lost a score or more seats in the House of Commons and have, evidently, come to the conclusion that they must do something to regain their political prestige.

Hence, regardless of Redmond, his services or his wishes, they are now in a 'conciliatory' frame of mind on the Home Rule question and are represented as willing to agree to any 'reasonable' amendments made in the Bill by the House of Lords.

As the only amendment the Lords are likely to consider 'reasonable' is the permanent exclusion of Ulster from the scope of Home Rule, it looks as if the Liberals are almost prepared to throw Redmond overboard.

And, like a wise and cautious politician, the leader of the Irish Nationalist Party, is taking very good care to guard against any such upsetting of his Home Rule 'apple cart.'

THE HIGH COST OF LIVING

HOW have the Government of Sir Edward Morris attacked this problem? They have attacked it in the most unintelligent and bull-headed manner, and their tampering with the taxation problem has landed the country deeper in the mess, in which their outrageously stupid policy had already headed us.

Where are food stuffs produced on the farm and on the sea? Where production goes on, is where any effort to reduce the cost of living should begin. The farmer is the great provider. From an unwilling and obstinate soil he must force our food supply. The greater the efficiency of the agriculturist the greater the returns from the soil. Where farmers do not understand the science of their calling, where men work by rule of thumb, it is foolishness to expect big crops. Therefore, educate the farmer if you want to help reduce the cost of living.

The farmer, like every other son of Adam, must live, and he feels the pressure too. The pressure in a sense that he is helping to perpetuate and increase reacts back upon himself.

If the farmer cannot get big and valuable crops, he must live by his small returns from his labor, and that means, he must ask a price in direct ratio to the cost of production, which is of course the highest price obtainable. Those who must buy the product of his farm must shoulder the burden of high cost of living in proportion to the ignorance of the farmer.

It is safe to say that we do not get half the products from our farms that they might be made to yield, if proper methods were used. If the agriculturist understood the nature of soils and crops and applied that knowledge, the product of his farm could be more than double. More than enough farm products could be raised to supply all our demands.

Our farmer labors hard as a rule, but the product of his toil is not commensurate with his labor. His ways are wasteful of time and energy and his lack of knowledge permits a lot to go to waste on his farm, that if conserved would greatly increase the productivity of his land.

The Morris policy as to farming has been one great blunder, costly to the country and of very little account to the farmer. It has not advanced farming one bit. Too much money is spent in scrub rams and fancy seeds, (fancy at any rate, in regard to price).

THE VALUE OF A MAN

An English contemporary very pertinently calls attention to the false standards whereby we estimate the value of the things of every day life. And, after all, when we stop to consider it, this is a strange, jumbled and disordered world.

The newspapers tell us of some pedigreed racehorse valued at several hundreds of thousands of dollars and our attention is immediately drawn to the fact that an ordinary workman would have to greatly outdo Methusalem in length of days were he to live long enough to work out the value of such an animal.

What if your racehorse and your workman falls ill? Who is the more liable to obtain the best medical treatment the world can afford?

One reads of a reception given to royalty and of Five Thousand Dollars being spent on flowers alone and at the same time one's attention is drawn to poverty and suffering that is being allowed to pass without amelioration.

Yes, it is a strange world, indeed, my masters. One in which all kinds of strange contrasts jostle each other. And all of it is due to the fact that the conventional view of life is a false one. We have not yet learned to put "first things first."

BONAVENTURE SAILS

The Bonaventure, Capt. Cross, sailed at 9 o'clock last night for North Sydney and Halifax. At the former port she will take bunker and at Halifax supplies for Port Nelson.

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TO THE EDITOR.

PRaise FOR LOw

(Editor Mail and Advocate)

Dear Sir,—Kindly allow me space in your paper to say a few words regarding Mr. Trenholme, the hustling Coaker Engine expert, who arrived here from Keels where he was superintending the installation of Skipper Richard Marsh and Skipper John Penny's engines. On June 11th he installed John Skiffington's engine, doing the work in four and a half hours, which time included a trial trip of fifteen miles.

Mr. Trenholme has broken all other records, being smartest at installing in this District. The manufacturers of the Coaker Engine are to be congratulated on his workmanship; also W. F. Coaker is to be thanked for sending such an experienced expert.

May the owners of all Coaker Engines meet with success. —JOHN SKIFFINGTON, Tickle Cove, B.B., June 17, 1914.

OBJECTIONABLE

(Editor Mail and Advocate)

Dear Sir,—I just want to show you how the fishermen are treated down here. Five of us were bound for the French Shore, fishing, and had to go about fourteen miles to Leading Tickle to take the Prospero. We left our homes on the 13th and had to pay our board till the 18th, and when she arrived the news came to us that she wouldn't take one more passenger, as he said he had refused them at the last two ports. Sir, he would take passengers going on pleasure trips around the bay, and leave us poor fishermen on the rocks till this time in the year. This is most objectionable treatment to those who have to get a living by fishing and can't afford to wait on people to go on pleasure trips. —JAMES THOMPSON, Pt. Leamington, June 17.

PLAIN HOME TRUTHS

(Editor Mail and Advocate)

Dear Sir,—Since the appointment of Blandford and Squires to the important positions of Minister of Justice and Agriculture and Mines, the Government may think that the anger of the people has cooled down, but sir, this is not so, for it is burning ten fold hotter.

As one of those who was appointed to meet His Excellency at Government House last December, and heard

POEMS OLD AND NEW.

THE "SOUTHERN CROSS"

The sad news of the Southern Cross, We know must be correct; The information of her loss, We naturally expect.

Various searches have been made, Investigations too; All hopes have now begun to fade, Through failure of each clue.

So many of our toilers brave, Have sunk into the deep! With not one person there to save— Then from death's awful sleep.

How suddenly they're snatched away! How quickly came death's pain! Little did they think that they— Would ne'er see home again.

How piteous, oh! what a loss, "One hundred and three score Are victims on the Southern Cross, All from our Island's shore.

Bereaved, those men are now asleep, They shall not there remain; Therefore for them you need not weep Some day you'll meet again.

The whole community now send Relief and sympathy, And trust the great God will defend Those in eternity. —V. C. NETTEN, Topsail.

him say he would do right according to British constitution in regard to Morison and Blandford. I am surprised that the representative of our King, whose vast Empire the sun never sets on and that rules over four hundred and eighty million people, could so disregard the will of the people as to appoint two defeated candidates to such important positions in defiance and contempt of the electorate.

Is it possible that the advance in his salary could have influenced him? Is it too much to say that we should arise in our might and send a petition to the Secretary of State for the Colonies, asking for his dismissal. As for Blandford, we do not mind him, as he is very flighty. When he was here last fall he met a boy, 12 years of age, who said to him "the graballs must go for Coaker says so." He immediately took fright and skedaddled. We heard no more of him until his wonderful sprinting exploits in Bayley's Cove, where a took refuge in the folds of a woman's apron.

As to Squires, I am not personally acquainted with him, but this much I do know, that he was looked upon as the future leader of this country, but by his cringing, crawling, hypocritical action he has lost the confidence of those who would be his chief supporters. A man appointed as Grand Master of the Orange Body should be above such mean contemptible actions. The Orange principle is equal rights to all, and special privileges for none. Is this the way to uphold equal rights by seeking special privileges for himself. Does R. A. Squires know that he has sunk the Orange Association in the estimation of all well-thinking people, that a man holding such a high position and who was looked upon as a leader of men, should so forget himself for the sake of filthy lucre and a two thousand dollar job, which may have had sooner or later he expected.

—AN ORANGE PATRIOT, District B. B.

PUBLIC ROADS

(Editor Mail and Advocate)

Dear Sir,—Your farm roads article in June 17th edition, is very much to the point. The farm roads and all others in this section are badly passable. There is one very important road to the north of the town, "Long Hill," over which a large number of householders have to cart their coal and household supplies of all kinds. This road is also the main approach to the largest farming section in the town.

In the early spring farmers who had to cart manure to their farms were hopelessly handicapped and put to very great useless expense. It was impossible to take over a half load of manure, and to-day when it is dry, a horse cannot haul two-thirds of a load. Now again the caplin time is coming. This means a great loss to the farmers, for which the whole Government distribution of rams, seeds, etc., during the whole four years in the entire district, would not make up to the farmers and people of this section alone, if lumped and divided between them.

It is high time, however, for the people to demand better roads anyway, and better methods of construction. The building and repairing of roads with the centre hollowed from the sides allowing the road to be washed out with the first and every rain is ridiculous and a wanton waste of public money. Some of the roads have no drains at all, and this can only be classed as gross stupidity.

A public study of roads through your valuable paper would be of an estimable value to the whole population and the making of the farmers. We do not want the paltry givings out of a bucket or two of potatoes, and the foisting on the public of scrub rams and pigs under the name of choice stock. This is equal only to highway robbery, as some are always to be found who will accept such trash and feed it specially, thinking that they will have something special when they mature.

This gag is up anyway, in this section, and those who have had their gardens ruined with canker are in no mood to thank the Government for the deceased potatoes that they sent

here and elsewhere some four or five years ago. We expect good roads from the public treasury to which we are contributing our share, but we do not want soap and insults, and we will not stand this disregard of our vital interests. —FARMER, Hr. Grace, June 18, 1914.

HARBOR GRACE DOCK.

(Editor Mail and Advocate)

Dear Sir,—In April, 1910, in fulfilment of pre-election promises there was launched an enterprise which, for the town of Harbor Grace particularly and the country generally, meant the culmination of all that was good and which was to restore to the Bay Metropolis a full measure of its old-time prosperity. The Prospectus of The Marine Railway Dock Co., Ltd., asked us not to consider the 5 per cent, guaranteed by the Government, but to note its possibilities as a dividend earning proposition. This was but a delusion and a move to catch the unwary, for during its first year's operation, which was fifteen months, it was only able to pay 3 1/2 per cent, when under proper management it should have paid at a very low estimate, 8 per cent.

"The men comprising the Board of Management are rendering their services free." This is true to a certain extent, but will in no sense apply to those of the Directors who live in Harbor Grace, as those of them who as immediately connected with the dock and its management are getting handsome returns for their services, in the way of patronage voted to themselves.

In 1912 some \$5,000 was wanted to pay the contractor his final instalment, and it was necessary to raise the amount at the Bank, but what was the surprise of the then Secretary to find on going to the Bank that a certain Mr. M. had been before-hand with him and falsely stated to the manager that there was friction among the directors, and not to advance any money to the Marine Dock Co. The production of the minutes of the meeting at which it was decided to raise this loan, and their verification by Messrs. Murphy and Goodridge gave the lie to Mr. M.'s statement to Mr. Anderson, the money was raised, and Munn's effort to embarrass the Dock Co. failed.

Mr. A. Dawe subscribed for \$2,000 work of stock and gave Mr. M. his cheque to hand over to Mr. E. B. Thompson, the then Treasurer. Mr. Dawe not getting any acknowledgment or receipt for his money for a week wrote the Treasurer, only to find that in the meantime a directors' meeting had been held and the Directors congratulated themselves on the sale of two hundred shares, little knowing that Mr. M., who was present, had Mr. Dawe's cheque in his pocket, but would not hand it to Mr. Dawe and it was sometime after before he took the stock.

This spring action was taken against the Directors to try to have them comply with the Company's Act. They were ably defended by Mr. R. A. Squires, Barrister and Solicitor. We all thought he was the Minister of Justice, and the plaintiff in the action remarked that it was strange to see the Minister of Justice defending parties in an action of a quasi criminal nature. The Minister reminded us of the curse which has been brought upon the office, viz., forgetfulness, and asked the Court to forget for the time being that he was the Minister of Justice, he was plain Mr. Squires. The plaintiff remarked that we had another case of Dr. Jekyll and Mr. Hyde; thereupon the Minister "test his head and demanded the immediate incarceration of plaintiff. Something was gained by the action in that the Company now has a registered office, even if it is hidden away in Mr. Simmond's business place, and the list of shareholders has, after two weary years, been filed with the registrar of companies.

I think this letter sufficiently long for this time, as there are others much more interesting. —SHAREHOLDER, Hr. Grace, June 18, 1914.

THE OTHER SIDE.

In the issue of last evening's Herald, I noticed an article under the caption of "An Impudent Chauffeur," in which the writer endeavored to call attention to what he was pleased to term the impudence of the chauffeur in question, but he succeeded only in displaying an unusual amount of venom.

The writer evidently took great pains to ascertain to whom the car belonged, and it can be plainly seen that he was just as careful to conceal his own identity.

A slight exhibition of gentlemanly conduct on the part of the writer of the Herald article would have accomplished much more than his puffed up effronteries and I say that if in future he wishes to be treated with courtesy at any time he should show a little at first.

The chauffeur was not deliberately blocking up the crossing, nor was he asked to move on and answered with a superior smile.

One of the most prominent personages in the last century was heard to remark "when a gentleman addresses me I listen with attention, but when a dog snarls at my heels I simply ignore him."

The chauffeur can and will explain the matter if asked, either personally or over his written signature. —W. J. GUTHRIE, Chauffeur, of Glasgow

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**MR. KENT ABLY DISSECTS  
THE DISASTROUS BUDGET  
OF MORRIS GOVERNMENT**

Mr. Kent (continued)—

It also provides that information must be given regarding the place of manufacture or production. It clearly requires, Mr. Chairman, that the value of these exports at the time and port of exportation should be verified upon oath. If there is carelessness upon the part of people passing these entries it is surely the duty of the Department to insist upon proper valuations and not to issue figures upon the export trade of the country which convey such an utterly false impression of the conditions of the country.

**Peculiar Conduct**

It is said that these figures are sufficiently large to make a change in the balance of trade in the Colony. If that is so, the authorities allow an adverse balance of trade to be published to go abroad when the figures in the Custom House are, as we are told by the Deputy Minister, so utterly unreliable, as if converted to show a favorable condition. By proper intelligence, proper information and proper observance of the law this defect anyway might be very easily remedied, and if my observations have no other effect I shall not have spoken without effect.

**Had Record Treasury**

I have said, Mr. Chairman, that the present Government have had more money during the years they have

been in power than any previous administration, and the Minister in his Budget Speech which he delivered here the other day took the position that one of the objects of a Minister of Finance is to find a surplus, not as the result of economy, but by taking more and more money from the people every year. He has always up to the present time been able to find a surplus because of the very large revenues that had come to him. The reduction in taxation which took

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place last year we were told was justified because of the surpluses which had existed and because the condition of our finance warranted the reduction.

**Curious Commentary**

Well you have to-day a very curious commentary upon the position which the Minister took in this respect last year. If you compare the Budget figures since 1909 they will, I think, teach you a lesson which it would be well for the Government to take to heart. Economy is the direction in which the energy of the Government should be directed and not towards increased taxation and not towards burdening our people with taxes which are unnecessary and which I propose to show before I am finished are utterly unwarranted, unfair and improper.

It is to be assumed, Mr. Chairman, that when the Minister of Finance comes into this House with his estimates he has carefully considered the sums necessary to meet the needs of the public service for the following year, and though every latitude should be allowed for unforeseen contingencies, that his estimates would cover all the needs of the public service that could be foreseen, and any emergencies which may occur during the year which might reasonably be anticipated by experienced officials.

**Avoided a Principle**

Now if we compare the record of the Government in respect to their estimated expenditure and actual revenue during the past four years, we will see how the Minister and the Government have avoided this principle.

Take the year 1909-10. That year the Minister estimated that the expenditure of the country would be \$2,972,000.00. As a matter of fact,

when the years amounts were closed it was found that the actual revenue amounted to \$3,447,988.84. In other words the actual revenue exceeded the estimated expenditure by about \$475,000.00 or nearly half a million of dollars. The revenue that year was larger than during any previous year and it is easy to see how to account for these large expenditures.

**Spent Because Revenue Was Big**  
These large expenditures are due to the fact that the money was coming in and the Government and the Minister fell into the temptation to spend these moneys on current account. They might have had as the outcome of careful financing, if they had exercised it in that year, a sum of nearly \$500,000.00, which would have covered the loans they asked for in the Session of the Legislature which then followed.

If that surplus over their estimated expenditure had been available there would have been no need for increasing the public debt in this respect; and I think Mr. Chairman, if the figures of expenditure for that year were carefully gone into in detail, it would be found that none of the Public Services would have suffered, that none of the grants for Education or Old Age Pensions or other such purposes would have suffered. They were matters provided for in the estimated expenditure and could have been met out of the moneys voted without drawing on this surplus of half a million dollars at all.

**Same Old Story**

Then, Sir, we come to the next year, the same thing happened. In the year 1910-11 the estimated expenditure was \$3,055,055.72, and the actual revenue was \$3,527,126.42, leaving another balance of actual revenue over-estimated expenditure of \$472,000.00, or nearly another half million dollars. The same remarks apply to this as I have made on the finances of the year 1909-10.

Of course it will be said, as it has been said over and over again, that they had to spend money for education, for old age pensions and for other humanitarian and useful works of that kind, but I say, Mr. Chairman, that these are things provided for in the regular estimates—were foreseen expenditures, and that these excessive receipts should have remained in the Minister's hands after meeting all the requirements for these services and others that were anticipated in the estimates for the year.

**Not All Available**

Of course, I do not say Mr. Chairman, that all this money—nearly a half million dollars in each of these years—should have been available for capital expenditure or for reducing the burden of taxation, but I say that the greater portion of it should, and I say that it should have been enough in the years that have been covered by the present Administration's terms of office to have rendered it unnecessary

to have resorted to such large borrowings for local purposes as has been the case.

All the expenditures upon which loans have been raised could have been met out of these surplus amounts remaining on current account after meeting all legitimate and proper expenditure.

Then, again, Sir, take the next year 1911-12. In that year the estimated expenditure was \$3,332,000 and the actual revenue \$3,736,455.87, showing a balance of actual revenue over-estimated expenditure of \$404,455.

Again last year we had an actual revenue of \$3,919,040.40, and the estimated expenditure was \$3,600,000, leaving a surplus of \$319,040.40. In all, during the four years the difference between actual revenue and estimated expenditure was \$1,671,556.35.

**Might Have Been Saved**

This large surplus might have been saved in four years had your expenditure kept within your estimated expenditures. As a matter of fact the surpluses of actual receipts over actual expenditures during these four years, if we include the hundred thousand dollars that was appropriated in anticipation in 1910 for special works, amounted to \$919,000.

These actual surpluses for the four years were also spent on current account, and to-day you have practically no balance to the credit of your current account. In addition all amounts spent by the Government on capital account were borrowed, which in view of these large receipts over the estimated expenditures and notwithstanding these large surpluses on your current account for these years.

As a matter of fact, Mr. Chairman, the borrowings for local purposes other than railway building including the loan which was authorized the other day amount to over a million and a half together. (I am referring to local borrowings only.) Of course, the Minister will say the first loan included an amount on current account for 1908-9, and that this was due to the Government which went before them.

**Not Responsible**

Well, I pointed out last year in the House that the Government which went before the present could not be held responsible for that deficit, because that Government went out of power four months before the termination of that financial year, and the present Government—which has certainly made a record for itself in the matter of expenditure—came into power and had control during these four months of accounts and expenditure and it had then, of course, the making up and closing of the accounts for the current year. It is another case of the man painting the lion instead of the lion painting the man.

Of course, that is neither here nor there with regard to the present

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position which I am trying to place before the Committee. Notwithstanding all this money that has come into the Treasury what is our position to-day?

**Our Position To-day**

Are we in a financially healthy condition to-day? What does the Budget of the Minister of Finance show us? Now, according to the statement issued by the Prime Minister prior to the last election in his Manifesto, he pointed out and accentuated the benefits that railways have been to this country and the taxation last year as compared with the year prior to the building of the first railway in 1882 showed an aggregate reduction of \$800,000 a year.

**Not According to Prophecy**

We find to-day, in the Budget which the Minister of Finance presented here, that nearly all that has been swept away, and that the thirty years' benefits which the Prime Minister claims to have accrued by reason of the opening of the railway, have been swept out of existence by a single stroke of the pen of the Minister. So far as the taxation borne by the people of the country is concerned, you are putting on to-day nearly \$700,000 of taxation at one swoop. Still, Sir, we are told that the Government has been carrying on

public works, has been building railways, that it has been extending the public services of the Colony, and that it has not increased taxation.

If the fact stood alone, and if the Government had faced the fact that the works they were undertaking would have entailed increased taxation, that the people would have to pay, and if they had honestly and squarely put the matter before the people and the people accepted it, then, Sir, we could not find fault with them. They could say, 'the people put us here, we told them what was going to happen, and they are to blame, and you cannot find fault with us.'

**People Not Told**

But we find, Sir, that these things were not put before the people of the country. They were told that all these things were going to be done without increased taxation, and yet on the very first opportunity that the Administration has to deal with the matter of taxation, it is increased by nearly \$300,000 and above the \$380,000, the amount which was taken off last year.

Looking at these facts and looking back at the comments made in relation to the election, it is my wonder that I stated, and that I repeat now, that the Budget last year was 'an excellent Budget,' made specially for the purposes of the election, to carry out on the eve of the General Election a promise made to the people at the previous election, and simply for the purpose of throwing dust in the eyes of the people with the intention at the next session of the House not only to restore that amount of taxation, but to increase it by nearly eighty per cent.

**Broken Promises**

Before recess, Mr. Chairman, were discussing the matter of taxation. I was pointing out that the Government had failed to carry out the promise made in the elections of 1908-9, and repeated in the last election to accomplish the work they had undertaken, including the building of railways and carrying out other important public services without increasing taxation, but that they had actually added to the taxation of the Colony nearly \$650,000 per year.

I pointed out that the Prime Minister in his manifesto in the last election, had stated that one of the benefits that had accrued to the colony by reason of the construction of the railways, commenced in 1882, had been to reduce taxation by \$800,000 per annum. And I pointed out that in the Budget Speech of the other day and with which I am now dealing, this total reduction had been practically wiped out by the proposed increase this year of \$700,000. In other words all the benefits in so far as they affect the amount of taxation that accrued in connection with our railways, have been obliterated by the tariff changes now proposed.

(To be continued)

**NOTICE TO CAPTAINS AND OFFICERS**

**Of Coastal Boats Calling at Bay de Verde and Vicinity**

The attention of Captains and Officers of the different Coastal Boats, calling at Bay de Verde and vicinity, is directed to the fact that there are cod traps set in the waters in the approaches to Bay de Verde (back side). Captains and other Officers in charge of ships, are requested to take proper care, when through stress of wind or other cause they are compelled to make the back side of Bay de Verde, and to avoid doing damage to traps set in these waters.

Traps and leaders are distinctly marked with black barrels. For any damage done claims will be made on owners of the ships.

NOTE.—We have been requested by the residents of Bay de Verde to publish the above notice.—Editor.—Je18,61

**DR. LEHR, DENTIST, 203 WATER ST. BEST QUALITY TEETH AT \$12.00 PER SET. TEETH EXTRACTED—PAINLESSLY—25c.**

**FORGING AHEAD!**

That is the position of The Mail and Advocate, as each issue sees a larger sale. What about that? WANT ADVT!

**A Boot Bargain of More Than Passing Interest**

Consisting of Dorothy Dodd, Gold Medal and Marshall's Special, in Tan, Black and Patent.

All odd lines that we are clearing at the ridiculous price of

**\$2.50 per pair.**

Amongst these are goods sold in a regular way at \$4.00 and \$5.00 per pair.

Now is the time to get a pair of high class Boots at a sacrifice price.

**MARSHALL BROS.**

**For Sale!**

**ONE MOTOR BOAT**

Very pretty model, in good condition, with 8 horse power Motor Engine, new this year. The Boat and Engine will be sold at a bargain if applied for immediately.

**SMITH CO., Ltd.**

**A SUCCESSFUL BUSINESS MAN**

Every successful business man can give reasons for his prosperity. Most essential to any success is a careful and ceaseless attention to details. Every well conducted office or store in the world finds that simple and effectual filing systems are an absolute necessity. No employer will waste his own time or allow waste with his staff by using old fashioned methods. The benefits derived from the time and money-saving system which "Globe-Wernicke's" devices encourage are self-evident. Not a paper can go astray when the "Safeguard" method of this Company is used. And no matter how complicated your filing problem, no matter how peculiar, no matter how small or how large, the "Globe-Wernicke" can provide you with the equipment that will place every record at your finger tips. Why not investigate? Mr. Percie Johnson represents the "Globe" in Newfoundland.

She won't object if it's

**Tuxedo**  
Tobacco

At the popular price 10c. a tin.



# News of the City and the Outports

## Outlook Still Very Unpromising

Very Little Done With Fish to the West or North.—Latest Reports

June 20th, from W. White (Aquaforte to Caplin Bay)—The total catch is only 25 quintals. Ten traps are in the water, and 20 dories and skiffs with 5 boats fishing. Prospects are not over bright, and there is just a sign of codfish, but very little bait at present. The weather was fairly fine, but only a little fishing was done this week.

June 20th, from B. Perry (Catalina)—South Head to North Head.—The only traps out are the few holding berths. One banker has arrived. Prospects for a good voyage are poor at present, though there was a fair sign with the jigger this morning. Stormy weather has hindered operations. The total catch of codfish is 240 quintals, and lobsters are very scarce.

Lamaline—West moderate, fine; many traps badly wrecked in late breeze. One from Point au Gaul parted all moorings and drifted away and is not yet found. Fiona searching for it to-day. Caplin plentiful, better sign fish for traps.

### LOCAL FISHERY

The local fishery was good this morning. The catch was quickly disposed of around town.

### MUCH IMPROVED

Miss 'Tripple' Gosse, who spent last year at the consumption camp and left for her home, Champneys, T.B., in November last in a very weak condition, is now much improved. She appears to be gaining new strength every day.

### NEW BARBER SHOP

Mr. Frank Roberts will shortly open a hair dressing parlor on Prescott Street in the Kiely building. A number of mechanics are now busy putting the place in first class style. We wish him every success.

### SPLENDID CATCH OF TROUT

Walter Pottles and Ron Dawe, of the street car service, and the former's little son, Fred, who spent a couple of days fishing at Bishop's Siding, the popular trouting rendezvous, returned by last night's train with the splendid catch of forty dozen beauties.

This morning they kindly distributed them among friends.

### TENDERS FOR PAINTING

Painter C. J. Murphy was appraised last evening that his tenders for the painting of the mortuary at Mount Carmel Cemetery, and also that of the new range of houses on Fleming St. and owned by the Cabot Club, had been accepted.

Charlie is a youthful mechanic and a regular hustler. He commences work on Cabot Block this morning.

### RUNAWAY HORSE

Yesterday about noon whilst F. McNamara's driver was delivering a load of potatoes at the store of Jackman and Green (higher levels) the horse bolted and galloped madly down Long's Hill smashing everything it came in contact with and finally landed in through R. Neyle's bay window, Gower Street.

The infuriated beast was very much cut about the head.

### "THE SPRINGTIME OF LIFE" AT THE NICKEL THEATRE

The Pathe film d'Art "The Springtime of Life" was given at the Nickel Theatre last evening and as was expected attracted large audiences, and all were charmed with the programme. The picture, which had been so freely commented on, was a charming story, showing a true and devoted love as well as the low and debased side of humanity. No one knows what the future has in store for them, or the influence the lives of others has on ours. The little heroine of last night's picture certainly had an eventful career.

The Pathe Weekly was splendid, and the comedy, "His Mother-in-Law's Visit" was one of the best ever given. Mr. McCarthy sang "Sweet Sixteen," and Miss Gardner "The Tango Man."

To-night will be the last opportunity of seeing this popular programme, and no one should miss it. There will be a special holiday programme to-morrow.

## COLLEGIANS BLANK ST. BON'S

Some Good Play Shown, Although the Strong Breeze of Wind Prevented the Game from Becoming Exciting.—St. Bon's Put Up a Game Fight.—Score 3 to 0.

In last night's game of footer at St. George's Field, the Collegians defeated the St. Bon's team by a score of 3 to 0.

### Line-Up

Collegians—C. Quick, goal; Ayre, Barrett, backs; H. Barnes, Pike, E. Barnes, halves; Fenwick, Noonan, Smallwood, Hutchings, Quick, forwards.

St. Bon's—Lundrigan, goal; Power, Higgins, backs; Ryan, Cleary, Crawford, halves; W. Callahan, Jackman, Gear, R. Callahan, A. Jackman, forwards.

Referee—W. J. Higgins.

Linesmen—C. Peet (Collegians), W. Hearn (St. Bon's).

### The Game

Last evening's match was witnessed by a large number of football supporters. There was a strong breeze of wind blowing which prevented the game from being exciting, though at times some good and fast play was seen.

The referee at 7.07 called the teams on the field. The Collegians winning the toss took the western end of the field and with the advantage of the wind pressed on to the St. Bon's goal, whose backs had their hands full keeping the leather out of danger. The Collegians secured two corners of St. Bon's, but they were badly placed and the ball was sent over the back line.

The St. Bon's worked hard against the heavy breeze and brought the leather along the line at a fair rate. Barrett was ready and after a little individual play took the ball to mid-field; from there he tried his luck and sent a beauty to Lundrigan which was too swift for him, and succeeded in landing the ball safely between the posts.

### Good Combination

The St. Bon's forwards now played a splendid game of combination and made several attempts to score on Quick, but were unsuccessful, wild shooting being the result.

The ball was soon sent east again and another corner was given to the Collegians. Fenwick took control of the ball and sent it in the mouth of the goal, Noonan was on the spot, and with a slight touch of his head scored the second goal for his team. The Collegians pressed harder and harder on the St. Bon's goal. Power and Higgins played a dashing game and saved their team from a heavier defeat. The half time sounded leaving the score two to nil in favor of the Collegians.

### Second Half

The second half opened with the breeze of wind just as strong as at first, and it looked as if the St. Bon's would score, but the Collegians played a far better game against the wind than they did with it. Noonan and Fenwick showed the gathering a good display of combination and sent several shots to Lundrigan who saved well each time. Power kicked it out of danger only to be captured by Hutchings who sent it out the wing to Fenwick; he lost no time and with a sure shot from the wing sent the ball spinning through space and landed it home between the posts. Spectators say it was the prettiest shot seen on the field for the year.

Play was now beginning to brighten up when Smallwood received a kick and was laid out for a few minutes. For the balance of time operations were in the western end of the field and corner after corner was given against the St. Bon's, but each in turn proved fruitless.

The final whistle sounded leaving the Collegians with a score of 3 goals to nil.

### Notes on the Game

The Messrs. Barnes Brothers played a dashing game for the Collegians. Fenwick was also seen in good style and made play very interesting at times.

Power and Higgins played well together and kept their forward line in touch with combination all the time.

### Table of Points

	P	W	L	D	F	A	Pts
Collegians	3	2	0	1	5	1	5
B. I. S.	3	1	0	2	2	0	4
C. E. L.	1	1	0	0	3	2	2
Casuals	2	1	1	0	1	2	2
Star	1	0	1	0	1	0	1
Feldians	1	0	1	0	1	2	0
Saints	1	0	1	0	0	1	0
St. Bon's	2	0	2	0	0	6	0

The Feldians and C.E.I. will be up.

## Holiday and Purse For Canon White

Wardens of the Cathedral Present Him With Purse of Five Hundred Dollars

Yesterday afternoon Wardens Davey and Clapp, Chief Justice Horwood, Hon. S. D. Blandford, W. B. Grieve, Esq., and J. W. Withers, waited on Rev. Canon White, Rector of the Cathedral, and on behalf of the Vestry presented the Canon with a purse of gold (\$500.00), to take a month's trip to the Old Country.

The presentation was made by Mr. Grieve on behalf of the others, and he expressed the esteem and regard of the parishioners for him and wishing him a pleasant holiday and safe return to the Colony, refreshed and invigorated by rest and change.

The Rector thanked the Vestry and all who had contributed for the thoughtful kindness which had prompted the gift. He looked upon it as an evidence of the appreciation of his work in the Parish which touched him deeply, and for which he was most grateful.

The Canon leaves for England this week.

### EDITOR OF CATHOLIC RECORD PASSES AWAY

By last issue of The Catholic Record we note the death of its editor and publisher, Hon. Thos. Coffey. He was connected with that paper for the last 35 years. His aim at the start was to provide a Catholic journal and he succeeded.

Senator Coffey had passed the allotted span of three score years and ten. He died at his residence 604 Wellington St., on the 9th inst., after an illness of many weeks.

Deceased was born on Aug. 12th, 1843, at Castle Connell, County of Limerick, Ireland.

He went to Canada with his parents when a lad and learned the printing business in the office of the old Prototype, the old time Liberal paper in London.—Com.

### SHIPPING

KITE AT INDIAN HARBOR

S.S. Kite arrived at Indian Harbor on Monday last week.

METAMORA HAS 800 QTLs.

The banker Metamora, Capt. J. Lewis, arrived at Harbor Breton last week with 800 qtls. Her engine worked well during the trip.

### REIDS

Bruce leaves North Sydney to-night. Lintrose arrived at Basques at 6.25 a.m.

Express left on time.

### SINBAD ARRIVES

S.S. Sinbad, Capt. McCarthy, from Fort William, via Montreal, arrived at 2.30 this a.m. with a full cargo, principally flour.

She left Fort William on the 9th and stopped at Montreal to take on board 400 bags of oats.

She sails again to-morrow.

### ANOTHER SALT STEAMER

S.S. Ored, Capt. H. Haffern, 15 days from Santa Pola arrived yesterday at 5.0 to Job Brothers & Co. with salt.

On arrival she was visited by Dr. Campbell, and quickly given a clean bill of health, the members of the crew being all in good health.

This is the first visit of the ship to this port. She is a steel screw steamer of 4,159 tons gross, 2,686 net, 345 feet long, 48.5 broad, 25.9 feet deep, and built in 1902 by J. L. Thompson & Sons, Ltd., of Sunderland.

Schr. Lady St. John is loading at S. Harris', Grand Bank, for Oporto.

Schr. Ronald C. Smith has loaded fish at T. Garland's, Gaultois, for Oporto.

Baine Johnson's Attila has arrived at Glasgow after a splendid run of 15 days.

S.S. Sardinian left Philadelphia at 5 a.m. Sunday and is due here Thursday. She will leave for Glasgow on Friday, taking about forty passengers, mostly schoolteachers.

The contesting teams for to-night and a fast game is looked forward to, as both teams have changed their line-up.

## BOWRING PARK A BEAUTY SPOT

Nature and Art Allied to Provide the Citizens of St. John's With One of the Finest Recreation Grounds in America.—Will Cost the Bowings Fifty Thousand Dollars.

Bowring Park is rapidly becoming the most popular recreation ground in the city, and every day scores of citizens visit it, while on the whole holidays and half-holidays its ample area is taxed to the limit to provide for the thousands who delight to spend hours wandering along its leafy walks or to linger in the many shady nooks with which nature has endowed it, and which the art of man has made still more beautiful and attractive.

It was a happy thought which suggested that arrangements be made for the Governor-General of Canada to visit this beauty spot and formally declare it open to the general public and there is not the slightest doubt that the Royal visitor will much appreciate its many attractions.

A Visitor

Yesterday the Right Honorable Sir E. P. Morris visited Bowring Park and drove all around the grounds, looked over the site and plans for the Bungalow Rest and Refreshment Rooms that are being built on the Hill for the convenience of visitors, and heard Mr. J. S. Munn explain the plans for the general improvement of the recreation grounds that are being carried out by Messrs. Bowring Brothers at great expense.

To one who was familiar with the old estate when it was Rae Island and preserved as private property it is difficult to explain the great transformation that has been effected in the grounds within a few months. One has actually to visit the Park to appreciate this and to gain any adequate idea of the beauty spot that has been to a great extent created in the West End of the City by artificial means and through the liberal expenditure of money.

As Good as Any

This much is certain, there are very few cities in Canada and the United States, even though of much ampler proportions as to size and population than St. John's, can boast of the possession of such a Park, so conveniently situated and so generally attractive.

As most of our citizens are aware, Bowring Park is well wooded and possesses a number of watercourses, diversified by slow-moving "steadies," brawling rapids and miniature waterfalls. Much has been done, under the superintendence of Mr. Rud Cochius, an experienced landscape gardener, to improve this and other natural features of the Park. The numerous streams have been bridged at many points by rustic crossings from whence many charming views are obtained.

Charming Vistas

Here the visitor looks down from a considerable elevation upon a rushing volume of water that bursts into foam as it hurls itself down over the rocky ledges; there the vista is that of a narrow valley, with well-wooded slopes, between which sweeps the miniature river, swirling, tumbling and tossing around and over the boulders that stud its bed; or at another point one looks up or down stream at broad, sluggish pools carpeted over with the leafy tracery of the graceful birch through which filters the rays of the sun, making a spot in which the angler delights to ply the rod in a patient attempt to lure to his hook the trout that linger in the cool recesses around tree root and shelving rock.

To the west of the Park, the slopes of rounded knoll on which the Rest Room is being built have been cut down to provide a broad drive along which the visitor passes through the heart of the grounds. The drive itself is an excellent example of the road-making art, being smooth, well-rounded and broad enough for several vehicles to pass abreast.

Shady Paths

Branching off from the main drive, here, there and every where are narrow footpaths along which the pedestrian can pass to the many beauty spots on the river banks and in the heart of the woods.

To follow up these paths is to enjoy all the delightful sensations of an exploring trip in the midst of civilization. The paths wind in and out; here touching on the river bank at a spot where a delightful vista of cool greenery and purring or rushing water unfolds itself; there sweeping aside to some mossy dell or anon landing one unexpectedly at some cool grove partly walled in by rugged rock and arched over by the tall trees—veritable bowers of ease in which "rural fays and fairies" might delight to dwell. But, for the accommodation and convenience of prosaic mortals, these leafy bowers are provided with rustic tables and chairs, and form ideal spots in which small picnic parties might lunch.



**KABO**  
"The Live Model"  
CORSET

Style 4034 is designed for an average figure. Has very low bust and long skirt. Is made of batiste with silk embroidery trim. 9/16-inch front clasp. Back wires have featherbone at bottom. Three pairs of supporters. Sizes, 20 to 32.

## THE women of the ancient Greeks wore under their flowing draperies a garment which served the same purpose as the modern corset; it was absolutely necessary in order that the outer robes should hang gracefully, and not in bunches.

Kabo—The Live Model Corset—serves exactly the same purpose today, when so many fashionable gowns depend for their beauty on soft flowing lines and draped effects. You needn't worry about your gowns if you wear the Kabo that is made for your figure.

**Price \$2.50.**



**KABO**  
STYLE  
2044

Price \$1.50.

## Kabo Summer Styles



**KABO**  
STYLE  
3025

Price \$2.10.

# Ayre & Sons

LIMITED

All along the footpaths are set beautifully designed seats and settees, which add to the attractiveness of the surroundings and suggest restfulness and comfort to those weary of sight-seeing along the broad drive, by the tree-clothed river bank, or through the forest greenery.

The lake at the eastern end was a pretty sight. The swans were basking in the sunshine and amusing themselves in the placid waters.

Around the banks a score or more of children were playing to their heart's delight. It certainly affords great amusement for little ones.

By the aid of stepping stones across the river visitors can now circle the lake.

Near the eastern corner the walk edges on a bank a couple of feet high, and to prevent accidents arrangements have been made for a rail to be erected which will not only insure safety to pedestrians but will give the place a more rustic appearance.

At the south-west end of the park a second artificial lake is now being made. It is smaller than the other but the location is beautiful and when finished it will add much to the general appearance of the property.

Practically the whole of the Park has now been enclosed with a rustic fence, the unique and attractive design of which is strictly in keeping with the general surroundings of the recreation grounds.

## 2 H. P. Engines.

We have received a shipment of 2 h.p. Gasoline Engines, suitable for Dories. F.P.U. members requiring such engines should order at once as number is limited.

**Union Trading Company, Ltd.**

### TO-NIGHTS DANCE

The employees of G. Knowling are holding a dance at Smithville. A large number of invitations have been sent out and a pleasant evening is in store for all those who attend.

The committee in charge have a splendid programme prepared.

### TO-NIGHTS MATCH

The C.E.I. and Feldians compete in this evening's match. The players are:

C.E.I.—Marshall, goal; Hussey, Barnes, backs; L. Stick, Drover, Jupp, halves; Bartlett, Hunt, R. Stick, Churchill, Auchinleck, forwards.

Feldians—Lush, goal; F. Rendell, Strang, backs; Strong, Tait, Ryall, halves; Winter, C. Rendell, Pinesent, E. Rendell, Trebble, forwards.

I. O. O. F.

Nomination of officers for the ensuing term took place at Atlantic Lodge, No. 1, I.O.O.F., also delegates to the Grand Lodge Convention which is to be held at Woodstock, N.B., during the month of August.

P.G. E. D. Spurrel was presented with a beautiful silver jewel by D.D. G.M. Phillips on behalf of Past Grand Master Craig, who was the recipient of many kindnesses at the hands of Bro. Spurrel when on a visit to St. John's two years ago. Not only was there Bro. Craig's appreciation of his kindness, but of his devotion to the work of Oddfellowship in this city. Bro. Spurrel's indefatigable work in helping to make Atlantic Lodge a success has evinced the warmest praise of those best acquainted with it.

We congratulate Bro. Spurrel on this latest manifestation of recognition of his splendid services to the I.O.O.F. of St. John's.

Next meeting the election of officers and that of delegates to the Grand Lodge will take place.

### FOR HUDSON BAY

A number of workmen left last evening en route to Hudson Bay, where they will spend the summer.