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# THE MAIL AND ADVOCATE

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

Vol. III. No. 232.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, OCTOBER 14, 1916.

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## Roumanians Offering Stubborn Resistance to the Invaders

Roumanian Troops Who Invaded Transylvania Less Than Eight Weeks Ago Are Forced Under Steady Pressure of Austro-Germans to Fall Back Towards Their Own Frontier—Allied Forces Meet Repulse in New Attempt to Break Through German Lines Between the Arce and Somme River—Entente Offensive in Macedonia Has Apparently Come to a Halt

LONDON, Oct. 14.—The operations of the German submarine boat U 53 off the American coast, raises no new issue, as far as the British Government is concerned, is the opinion of Lord Robert Cecil, Minister of War Trade, who discussed yesterday with the Associated Press the latest developments in the relations between Great Britain and the United States. Lord Robert declared this form of warfare on merchantmen violated International Law, and it was, as in the days before the war, still objectionable to Britain, but not more so than when it is done on this side of the water.

Referring to reports of meetings between Sir Richard Crawford, Commercial Attache to the British Embassy at Washington, with American bankers and business men, Lord Robert said no departure of principle had been made from the British blockade measures, but it could be safely said the general policy leaned in the direction of modification rather than extension of the blacklist.

A reply to the American blacklist note was now on its way to Washington. This answered American criticism of the principles behind the measure. As regards administration of the blacklist, Lord Robert said Washington had forwarded very few individual complaints about it.

Replying to the charge that Britain was violating equal treatment in the provisions of the Anglo-American treaty of Commerce and Navigation of 1815, by granting licenses to Japanese and French exporters, while refusing permits to American shippers for similar goods, Lord Robert Cecil said such restrictions were in the hands of the Board of Trade, but that he was personally of the opinion that such treaties lost validity during a state of war.

### Berlin Aviators

BERLIN, Oct. 13.—Nine Allied aeroplanes of a squadron which attempted to pass over southern Germany, yesterday were shot down, the war office announced to-night. Our aviators successfully attacked strong enemy squadrons on their way to southern Germany, supported by our anti-aircraft guns, and brought down 9 machines. According to reports to hand, five persons were killed and 26 wounded by bombs. Material damage was slight.

## ROUMANIAN KING APPEALS TO ALLIES

King Ferdinand Appeals to the Entente Not to Permit His Country Suffer the Fate of Serbia and Belgium—Roumanians Will Not Falter in Their Allegiance to the Cause he Says

LONDON, Oct. 13.—The Temps publishes an interview given to its correspondent with the Roumanian army by the King of Roumania, in which that monarch appeals to the Allies not to permit his country to suffer the fate of Serbia and Belgium. Roumanians will not falter in their allegiance, the King said, to the cause, nor can the enemy wear them from their faith in their Allies, yet Roumanians pray that in spite of their existing exigencies and their own huge problems, the Allies will not allow the affairs of Roumania which has staked her all in this conflict, to pass into the hands of the enemy, and to suffer, that she may meet the fate of either Belgium or Serbia. King Ferdinand said that Roumania had not been moved to enter the war by mere expediency, but her decision was based on the biggest principles of nationality.

## U. S. PATROL NOW GUARDING COAST LINE

A Dozen U.S. Destroyers Are Patrolling the Ocean Highways to and From North Atlantic Ports To-day—Many Stories Are Circulated but All Lack Verification—Naval Authorities Keep Movements Secret

THE HAGUE, Oct. 13.—The Dutch Government to-day received from the German Legation, a statement to the effect that, explicit instructions had been given to commanders of German submarines to sink neutral steamers in no case, unless the ship could be destroyed in accordance with the German prize law. Therefore, it was considered extremely unlikely that the Captain of the Bloommersdyke was told by the Captain of the submarine which sank the steamer as reported, that he would send to the bottom every ship which otherwise might touch a British port. The Government was also informed, that should it be proved that the Bloommersdyke's sinking was not in accordance with the German prize law, Germany would grant indemnity for the vessel and cargo without submitting the matter to a German prize court.

## OFFICIAL CASUALTY LIST FIRST NEWFOUNDLAND REGIMENT

(Received 9 p.m. October 13th.)  
700 Private Frederick D. Bastow, 9 Cook Street. Died of wounds, Wandsworth, October 12th.  
1756 Private Michael F. Rideout, 28 Moore Street. At Wandsworth, inflammation of stomach.

JOHN R. BENNETT,  
Colonial Secretary

## PROMISES INDEMNITY TO HOLLAND

Germany Tells the Dutch Government That if it be Proved the Bloommersdyke Was Sunk Not in Accordance With the German Prize Law She Will Grant Indemnity for Vessel and Cargo

NEW YORK, Oct. 13.—A dozen destroyers of the United States navy are patrolling the ocean highways to and from north Atlantic ports to-day, but for what purpose is known only to the Naval authorities. It is reported that they went out to maintain the neutrality of American waters, but Rear-Admiral Knight is authority for the statement that official action toward establishing such a patrol had not been taken. He said, however, that this soon would be done. The seaward dash of 11 destroyers from Newport yesterday, caused much speculation. At least one other United States destroyer is known to have been on guard outside New York since the German submarine raids off Nantucket last Sunday. Efforts to explain the activity of the destroyers ranged from reports of the discovery of a foreign submarine base, to the rumor that a liner had been driven into Bar harbour by a German submarine, stationed off Rockland, Maine. All these stories lacked verification. Rear-Admiral Gauer, commander of the torpedo flotilla, at Newport said, "The sending of the destroyers to sea had no connection with a sailing of a liner from Newport to Liverpool yesterday. There have been important developments, said he, but I could not call them submarine developments, because they are not."

## ROYALISTS WERE TO FIGHT THE ENTENTE

Ultimatum Was Sent Greece by Entente Powers When Plot Was Unearthed of King and His Followers Retiring Northward to Meet German Army—Both Would Strike at the Allies

LONDON, Oct. 14.—According to an Athens despatch received here the Entente Allies sent their ultimatum to Greece because they had unearthed a Royalist plot to fight the Entente. What was planned, the despatches add, is that the Allies should seek to coerce Greece into joining the war and try to force Venizelos upon King Constantine. The King should retire northward along the railway, taking the troops with him, concentrate at Trikala in Thessaly, and entrench there until the arrival of a German army, when he would strike in unison with them at the Allies.

## STAR OF THE SEA ASSOCIATION

A special meeting of the Star of the Sea Association will be held on Sunday at 2.30 o'clock, for the purpose of nominating office for ensuing year.

By order  
WM. F. GBAHAN,  
Secretary

READ THE MAIL & ADVOCATE

## NOW SEEKING HIDDEN BASE ON U. S. COAST

U.S. Destroyers Now Searching Atlantic Coast Investigating Report of Hidden Submarine Bases and Wireless Station—Admiral Mayo Did Not Disclose Places Where Illegal Bases or Radio Plants Are Supposed to be

WASHINGTON, Oct. 14.—Destroyers from the Atlantic fleet are making a search of the Atlantic coast from Newport, north to the Canadian line to investigate the report of hidden submarine bases and of wireless station. Admiral Mayo, commander of the fleet, reported to the Navy Department yesterday that he had ordered the search, but did not disclose either source of reports on which he acted, or places where illegal radio plants or bases are said to have been discovered.

Secretary Daniels made it plain last night that the Admiral acted on his own initiative in sending out scout craft on this mission, although when the European war began orders were issued to fleet commanders to take all necessary steps to safeguard American neutrality.

## CONSTANTINE SEES FINISH OF ROUMANIA

When Besought by High Diplomatic Personages to Change his Policy King Constantine Said he Would Sooner Lose His Throne Than Endanger Greece—Tino Gives Roumania Fifteen Days More to Exist

LONDON, Oct. 14.—"When high diplomatic personages besought King Constantine to change his policy" says the Daily Telegraph's Athens correspondent, the King replied, "I prefer to lose my throne rather than endanger Greece. I am convinced in fifteen days Roumania will exist no more. If Greece went to war, then after the conquest of Roumania irresistible German forces would be directed against Greece and she would share the fate of Serbia and Roumania."

## Violent Rainstorm Sweeps Scotland

LONDON, Oct. 13.—The most violent rainstorm in fifty years has paralyzed railroads, destroyed bridges and damaged crops, over a large portion of Scotland. Traffic between Glasgow, Fort William and many places along the Western coast, has been completely stopped. Five inches of rain fell during the twelve hours preceding noon on Thursday.

## German Naval Aeroplanes Attack Constanza Harbor

BERLIN, Oct. 13.—A successful attack by German naval aeroplanes upon Russian transports in the Roumanian harbour of Constanza, on the Black Sea, is reported in an Admiralty statement issued under date of Oct. 12, as follows:—German seaplanes during the night of Oct. 9 and 10, successfully bombarded Russian transports in Constanza.

## Battle Northwest Salliey Still Continues

BERLIN, Oct. 13.—A great attempt by French and British forces on the Somme front to break through the German lines yesterday, resulted in failure. The war office announces that six assaults near Salliey were repulsed. The battle northwest of Salliey still continues.

## French Soldiers To Invest in War Loan

PARIS, Oct. 13.—French soldiers are urged to invest their superfluous cash in the new French war loan, in a general order to the army issued by Joffre.

## Raises No New Issues Is the Opinion of Lord Robert Cecil

Berlin Paper Comments On Asquith's Speech

AMSTERDAM, Oct. 14.—Commenting on the speeches in the British House of Commons by Premier Asquith and War Secretary Lloyd George in which they declared the war must be continued to a finish the Lokal Anzeiger of Berlin says: "So we know it now for the hundredth time, and shall take measures accordingly. We, too, must provide for the future of our people and shall not relax our efforts until they are guaranteed against all designs of our enemies to strangle them. As Asquith had to admit, it is not too simple a matter to conquer us. Our fight must go on because the interests of the Island Empire demand it. Well, then, we shall take care that the heart of the British Lion shall yet learn fear."

## Russians Release Swedish Vessels

LONDON, Oct. 13.—The Russian Government has released Swedish vessels which have been held in Russian harbours. The release of the ships is the result of negotiations which have been in progress between the Government for the last two years. Hisser railway joins the Sere-Salnik line, and found the railway line being strongly held by the Bulgarians.

## Aviator Awarded With D.S.O. Medal

LONDON, Oct. 13.—By an official announcement to-day the King appointed to the Distinguished Service Order, Aviator Second Lieut. Walstan Joseph Tempest, for gallantry and devotion to duty in connection with the destruction of enemy airships.

That Operations of Submarine U 53 off American Coast Raises no New Issue as Far as British Government is Concerned is the Opinion of Minister of War Trade—As Regards the Blockade Question Lord Cecil Said the General Policy Leaned in Direction of Modification Rather Than Extension—Reply to U.S. Protest Now on Way to Washington

LONDON, Oct. 14.—Under steady pressure of the Austro-German forces Roumanian troops, who invaded Transylvania less than eight weeks ago, have been compelled to fall back upon, or towards, their own frontier. Southeast of Kronstadt, Austro-Germans have been successful in defeating the invaders. The Roumanians, however, are offering stubborn resistance.

The French and British have been repulsed in new attempts to break through the German lines between the Arce and the Somme River in France. South of the Somme stubborn fighting is still in progress between German and Abaincourt.

In Macedonia the Entente offensive apparently has come to halt. British advance guards have been active east of the Struma, but on the remainder of the front there has been little activity.

Likewise, operations in Volhynia and Galicia have apparently lessened greatly in violence, for neither Petrograd nor Berlin mention fighting in those zones. To the north of the Pinsk marches, the Germans have attacked Russian trenches on the west bank of the Sbari River. Petrograd says the attack was repulsed with heavy casualties.

The Prospero left Herring Neck at 9.40 a.m. to-day and is due here Monday.

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



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

DITTO DITTO HOLLIS MAKE, 12 Bore, 36 inch Barrel, \$13.85.

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

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

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

AMERICAN MADE BREECH LOADING DOUBLE BARREL GUNS, 12 Bore, \$15.50.

BRITISH MADE 12 BORE DOUBLE BARREL BREECH LOADING GUNS, \$28.50, \$37.95.

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

MARLIN REPEATING RIFLES  
Solid Breech, the Best Rifle Made.

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

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

LITTLE SCOUT CRACKSHOT and HAMILTON 22 CALIBRE RIFLES.

LOADING TOOLS, CARTRIDGES, GUN-POWDER, SHOT, CAPS.

All prices subject to goods being in stock when order is received and to change without notice.

George Knowling.

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Phone 795. P. O. Box 186.

# Aeroplanes Fly From England to France In Eight Minutes

(By Frederick Palmer, Associated Press Correspondent at British Headquarters.)

With the British Armies in France, via London, Oct. 8th—Never were such numbers of planes employed, and never did they play such an important part as in the battle of the Somme. The wastage of British planes at the front has been supplied by new planes flown across the Channel from England where, after coming from the factory, they are tested out at a home aerodrome. The record time in crossing the Channel at the narrowest point, where the distance is twenty-two miles, is eight minutes.

When the Associated Press correspondent, who was in London for a day's leave from the front, asked a certain general at the War Office for permission to fly back instead of going by steamer, train and automobile, the answer was: "Perfectly easy, and to prove it he called up the commander of the flying corps and in five minutes all was arranged over the telephone.

"What about my baggage," asked the correspondent.

"On take it along and strap it on," replied the general. "A plane that carries 150 pounds of bombs will not be bothered with a dress suit case."

A dozen machines, one after another, were due to go to France that day as the wire said a storm on the other side of the Channel had passed. The correspondent slipped into a wadded jacket for protection against the wind, which would also act as a life-buoy if he happened to fall into the Channel, and took his place, a position usually occupied by the observer, who also mans the machine gun.

"She's a good and steady bus," said the pilot. "They flew her down from the factory three days ago and she's tuned up and ready for her part in the big show on the other side. You must not expect any fancy stunts or thrills. My business is to fly her to France and deliver her in good condition, ready for work."

**Made 30 Crossings.**  
She was immaculate in her fresh varnish and reassuring in her staunchness. This pilot had made thirty such crossings and was proud of the fact that he had never come down at any of the way stations. Before the war he had been ranching in South Africa and was one of the thousands of men who knew nothing about flying, but have been made expert aviators.

It was as straight as a line drawn on a map, following a plotted course of land objects for the route, from the aerodrome the machine left to the aerodrome at the front. After forty minutes in unvarying steadiness of speed above the pattern work of the English hedges, he turned at a given point for the Channel crossing. Usually the crossing is made at a height of ten thousand feet. This allows of more leeway to descend to the nearest shore or to a steamer in the Channel in case of engine trouble.

"Our object is not to take any unnecessary risks," said the pilot, "but it is needed and will have risks in plenty over the battlefield."

On account of thick weather he took the Channel this trip at a height of four thousand feet. As the white surf beat against the chalo just under foot, the correspondent looked at his watch. Beneath were all the patrol ships that guard the Channel, which were lost as the machine ran into a cloud. Neither the shore nor



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is long on the roof because long in the making. It's the only way to surely make a roofing absolutely reliable and one hundred per cent. weather- and waterproof.

Paroid is only one of the Neponset Roofings. There are others including every requirement and pocket-book. Granulated Shingles for pitch roofs. Flexible, the colored roofing, and other roofings for all kinds of buildings, from temporary sheds to the largest railroad buildings.

A substitute for laths and plaster—Neponset Wall Board, in different finishes—may be applied directly to studs or over old plaster. Made in Canada.

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the surface of the water was to be seen. Then the pilot stopped the engine, and the machine slid for a thousand feet until the sea floor, dotted with the white flecks of wave crests, appeared, and ahead, as the engine took up its refrain again, was the white edging of the surf at the foot of the chalk cliffs of France. As the machine crossed the tape the correspondent looked again at his watch and saw that the time elapsed was 11 minutes. The flight had not been made over the narrow part of the Channel. The fastest steamer would have required an hour and a quarter and, travelling that way, the passage would have been rough, as a heavy sea was running.

Now over the broad spaces of the hedgeless land of France, with the fields so many patchwork squares stretching between soft green clumps of wood and on toward the section of the front and the battle line, so well known to the correspondent. Then, finally over a cathedral tower and down on the green floor of the aerodrome, where a score of other new planes fresh from England had been marshalled in ranks after their arrival. When storms have prevented migration for a period, fifty have come in from England in one day.

"Good night," said the pilot, after he had reported his arrival to the aerodrome office and before getting into an automobile. "I am off to catch the steamer and bring back another 'bus' to-morrow.

#### Musical!

Bacon—I understand your new neighbors are musical.

Egbert—Are what?

"Musical."

"Who said that?"

"Oh, I heard it. Is it not so?"

"Well, I reckon he likes to fiddle and his wife likes to yell, it that's what you mean."

#### To Help Him Out.

His Trouble.  
"Had a vacation yet?"  
"No. Just paid my taxes. That's what makes me look so gloomy."

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BIGGEST STOCK

### HERRING NETS

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PROMPT DELIVERIES.

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**CHOICE MEATS.**  
M. CONNOLLY  
Duckworth Street.

## Will Prevent Many Amputations

American Ambulance Shows Way to Hastening Wounded to the Hospitals

PARIS, Oct. 10.—Dr. Alexis Carrel to-day announced an impending reform in the methods of surgery throughout France, which is likely to result in a vast diminution of amputations and fatal wounds. He said:

"Grafting of the tissue of the bone and flesh hitherto has been next to impossible, owing to the difficulty of transporting the wounded from the field to the hospital before gangrene or infection has set in. The American ambulance has demonstrated the possibility, with an efficient transport department, of getting the wounded soldier from the battlefield to the hospital within ten hours. Heretofore the average time has been twenty-four hours, which entailed much loss of life and many otherwise needless amputations.

"The French army medical service frankly recognizes the splendid methods of the American hospital and has decided to speed up its transport everywhere and generalize the use of Daken solution for the washing of suppurating wounds, thus rendering possible a vast campaign of grafting which will result in enormous progress in that branch of surgery."

#### Slow.

Edith (sighing).—Oh, dear! Tom hasn't proposed yet.  
Marie.—Well, what can you expect of a chap who never runs his auto over ten miles an hour?

#### Ladder Needed.

Lady.—We always keep the hose ready in case of an Zeppelin raid.  
Visitor.—But surely, my dear, it would never reach them at the height they fly.

## 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

#### An Invitation.

Flub dub—That's a bad cold you have Guzzler. Are you taking anything for it?  
Guzzler—Thanks old man. I don't care if I do.

### Ladies' Underwear

Stanfield's Wool Unshrinkable Vests and Pants, only 85 per Garment.

Pure White Fleece Lined Vest and Pants, only 40c. and 60c. per Garment.

Pure White Fleece Lined, extra special quality, at 70c. per Garment.

Pure White Jersey Vests and Pants, 35c., 42c., 50c. per garment.

### Men's Suspenders

All prices, from 10c. to 60c. pair.

Police and Fireman's Suspenders, 25c. and 40c. pair.

Fine Suspenders, good elastic stretch, at only 30c. and 35c. pair.

Special line Men's Suspenders, one pair in fancy box, very suitable for presents, only 35c. pair.

## F. P. U. TRADING CO., LTD., St. John's.

### NEW GOODS JUST OPENED

AND more arriving every day, bought at the lowest possible margin for cash, places us in a position to be able to supply at prices that are most suitable to all desiring to be economical.

### Blankets

A very good line of Blankets from which to make your choice.

Fleece Blankets at \$1.25, \$1.40, \$1.80, \$2.50, \$2.60, \$3.30, \$3.50 pair.

Wool Blankets, \$3.00, \$3.70, \$4.50, \$5.20, \$5.80 pair.

Brown Blankets—Job Lot—\$2.50 pair.

The Fleece Blankets are of extra weight and finish, while the Woolen are a Job Lot.

### Men's Shirts

Job Lot at 49c., 50c., 70c. each.

Khaki Working Shirts—The "Wurthmore," 85c.; the "Chieftain," 85c.; Grey "Chieftain," 65c.

Job Cream Twill Shirts—The "Fearless," only 45c.

Job Black Twill Shirts—The "Wurthmore," 80c.

Negligee Shirts in all the latest stripes and good values. Prices from 49c. to \$1.50 each.

### DRESS MATERIALS

All Colours and Shades.

Granite Cloth in Brown, Maroon, Myrtle, Sax, Purple and Striped Blue—75c. yard.

Fancy Stripe Covert Cloth in Green, Blue and Red shades, only 26c. yard.

Dress Serge in Tan, Brown, Blue and Green shades, at 38c. yard.

Dress Serge in the different shades, at 55c., 65c., 85c., yard.

Tweed Mixtures at 30c. and 33c. yard.

Black Dress Material in the following: Serge—40c., 50c., 67c., 70c. and 75c. yard. Cashmere—60c. yard. Poplin—38c. and \$1.10 yard. Whipcord—70c. and \$1.00 yard.

### UNDRESSED WHITE SHIRTING

This is a special importation, very soft, not gummed up with dressing and thickens up when washed. Only 10c. yard.

#### WHITE LAWN

Soft finish, extra wide, in Cream or White. Very Special. At only 12c. yard.

### WATERPROOFS

Men's Waterproofs, all sizes, Tweed patterns—\$13.30 and \$14.50. Tweed patterns of up-to-date style and colours at \$15.50 and \$17.20. Plain Fawn shades—\$3.90 and \$13.00.

Ladies' Waterproofs, in Fawn, Blue, Green shades and Tweed effects—\$5.80, \$6.40, \$6.80, \$9.00, \$11.00.

Girls' Waterproofs in Fawn shades—\$3.80, \$4.60, \$4.10, \$5.00, \$5.20, \$5.50, \$6.00.

Boys' Waterproofs in Fawn shades—\$5.60, \$5.80, \$6.00.

Boys' Black Oilcoats, very strong for hard wear—\$2.20, \$2.50.

Safety Razors, "The Dime," only .10c. each  
Ornamental Statues.....18c. each

Good Quality Tooth Powder.....14c. can  
Good Quality Toilet Cream.....15c. jar

Gold Seal Perfumes.....15c. bottle  
Celluloid Clocks, several designs, \$3.00 each

Metal Cigarette Cases, only..... 15c. each  
Ladies' Coin Purse with Mirror...27c. each

### KIMONAS

Just received a specially cheap line of Kimonas in Cotton and Flannelette, figured effects, varied flowered patterns to choose from. Price: 37c., 40c., 65c. each.

### MANTLE DRAPES

In flowered designs. The quality and pattern are exceptional. Price only 35c. each.

### SEE OUR NEW LINE OF WOOL NAP BLANKETS

The best imitation of wool that has ever been produced; just as warm, just as thick and more evenly finished, \$2.50 up.

Special in lovely patterns of soft shades, one Blanket in box, \$3.80 each.

### BOYS' JOB LINE OF CAPS

Of the Rah-Rah and roll edge styles, in Cotton effects, Tweed, Plain and Corded Velvet. We secured a large quantity of these which enables us to sell at bargain prices. 15c., 20c., 27c., 30c. and 40c. each.

### NEW HATS FOR LADIES' MISSES' AND LITTLE GIRLS

In Plush and Velvet. All the best liked shades and colours produced from best dyes. This is a Real Bargain secured recently by our buyer in New York and the kind of a Hat you would have to pay double the price for in normal times. 70c. to \$2.50 each.

### FEATHER TRIMMING

In Black, Blue, White, Brown, Old Rose, 40c. per yard.

### LADIES' SILK BLOUSES

In White, Black and Fancy Colours. You should find the one you crave for or among this lot. One Blouse in each box. Prices from \$1.50 to \$3.00 each.

### BLOUSE LENGTHS

of very fine Muslin with Silk Embroidered designs, only 30c. each.

### EMBROIDERY & INSERTION

We have a very nice selection of this class of goods, all widths and classy designs. The quality is of the best. Prices from 5c. up.

### WATCH FOBS and LAPEL CHAINS.

Special Value.  
Black Ribbon and Gold.  
90c. to \$1.25 each.

Men's Pipes, all perfect in make, 30c. up.  
Shaving Brushes—12c., 20c., 35c. and 40c. each.  
Miners' Belts—30c. each.  
Leather Belts—15c., 25c., each.  
Purses—8c., 15c., 18c., 35c., and 40c. each.

### HANDKERCHIEFS

Men's Japonette Handkerchiefs, soft finish, Silk Initial on corner, at 12c.  
Khaki Handkerchiefs, only 14c. each.  
Ladies' Hemstitched Handkerchiefs from 5c. up.  
White Handkerchiefs from 4c. up.  
Black Neck Handkerchiefs, \$1.70 each.

### Our Boot Department

Is filled with all kinds of Boots suitable for Child, Girls, Boys, Men or Women; Laced or Buttoned. All excellent value.

### New Coats for Ladies

Just opened a full line of Ladies' Coats for Fall and Winter wear, good and heavy materials, in Fawn, Browns, Greys, Navy, Black, Tweed and Plaids; latest designs and some trimmed with Plush to match, from \$4.80 up.  
Children's Coats, warm and well trimmed—\$1.60, \$2.10, \$2.50, \$3.30, \$4.30 up.

### BOXES OF STATIONERY

Containing 24 Sheets and 24 Envelopes, linen finish. Nicely put in Fancy Boxes for the small sum of 20c. Box.

Ink Stands—30c. and 45c. each.  
Writing Cases—24c., 40c., and 45c. each.  
Ladies' Hand Bags—35c. and 75c. each.  
Pencil Cases for School Children—20c. each.  
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# F. P. U. TRADING CO., LTD.

## Has Been in Many Places And Seen Strange Sights Since Joining the Navy

M. Dear Lily:

Just a few lines in answer to your most kind and ever welcome letter and glad to hear that you are all in good health. To begin with, we arrived here yesterday from Egypt and had a fairly good passage. We were out to Salonica a short while ago. I intended to write there but didn't have time. I was sorry to hear the death of your poor father. He is gone to a better home, and while our human relationship causes us to weep with you in your sad bereavement, we can rejoice that he has gone where sorrow will be no more.

Well, I should calculate, that Bob is just about getting tired of the Bay boats by now. Do they change ships every week. I would like for you and Bob to see the ship that I am on now. Sorry to hear that it was a poor fishery on the Labrador, but it may have turned out better at the latter end, which I hope it did. Anyway you will let me know when next you write.

I am sorry to hear of so many of our Newfoundlanders getting cut up in the battle of the 1st. of July. I must say she has done her duty. One thing we know that every one cannot come over here and go into the midst of the fray and get off Scot free, for I think that all who come over here to fight for their King and country and save what their forefathers had had to fight for will not be afraid to throw down their life, die for their country and be remembered and mourned as a hero who died to save his country, myself for one is not afraid to face death. I know I have had some very narrow escapes more than you'll know of until I come home and tell you personally. Even this trip I saw about 20 get knocked out only a few yards from me, but I know they all died as heroes.

Sorry to hear of poor Jack Smith, he was such a nice fellow. Many a

good time he and I had together. I don't think the war will last much longer and I won't be sorry when it is over, as it is now going in the third year. I took the very first of it and I must congratulate myself for being so lucky so far, but we know it is the Lord's doings and He has brought me through safe.

When I arrived this time your letter was awaiting me and also one from Miss Gertie Loder, which I am answering to-day. Mr. Brown and myself are still together. He sends his best respects to you all. Tell Bob I would just love to see him now and have a long chat together, as I have plenty to talk about, of which would probably interest him.

I hear there are lots of weddings home. By the time this war is over there won't be many young men left, but if I could do it there would not be many weddings home, as they all should be over here trying to do their bit, and not have other young men suffering for them, but we will tell them their own when we get home. I mean the young able-bodied men. Love to all the children. I have had the pleasure of meeting several Newfoundlanders over here. They are all fine looking chaps. Once they get home there won't be many young men saying anything to them. Wishing you and all the family the very best of luck and a pleasant winter. With lots of love from

LOYAL.

London, Sept. 22, 1916.  
P.S.—By the way, as I did not post this letter until to-day, Monday, I have a little more news to say. We had a wonderful Zeppelin raid here Saturday night and Sunday morning. A lot of people were killed and several wounded, and I very nearly got it myself, but we brought down two, one in flames, it lighted up the sky. Twenty-one Germans in the Zeppelin all killed.

some other commodity which the Germans lack.

In one corner of the museum there is a collection of quite another kind. It is without its artistic merit, but the exhibits are such that they leave the average Englishman seeling red and itching to get his hands on the man who was responsible for them. These are the medals struck to commemorate German victories on sea and land and in the land of fancy as well. The Lusitania medal is here, in all its horrible crudity. On one side is the representation in high relief of a ship sinking. The vessel is supposed to be the Lusitania, but it is some new ship, for it bristles with guns, and looks more like a battle-cruiser than a passenger liner. There are words engraved telling of the glorious achievement of the man who sent those hundreds to their graves beneath the sea. There is also the date of the great victory. Other medals there are. One is to commemorate the victory of the battle-cruiser squadrons in their attacks on the Hartlepool and Lowestoft. It must be a queer mind that conceives the idea of perpetuating in bronze the massacre of a few helpless men, women, and children.

Iron Crosses

There are two Iron Crosses. They are the original article, and were being sent from Germany to a child of the Fatherland forcibly exiled in a country overseas through the inconsiderateness of the British Fleet. The consigner was the makers of the crosses, the head of the firm that supplies them to the German Government, and in a covering letter he naively suggests that if the recipients cannot wear the decorations in the country they are living in without raising doubt as to how they won them in this war they are to say that they were given them in the war of 1870! So much for the Emperor's highest military decoration for valor.

Boots are apparently needed in Germany, for there are numerous parcels that have been intercepted containing footwear of all sorts. In several cases the kind given has wrapped the boots carefully in a piece of best sole leather, so that the value of the gift is greatly enhanced. Indeed the same thing that is noticed in the case of the bacon obtains here, for the postage is letter postage and abnormally high for the goods sent.

All these things, neatly laid out and ticketed, are merely samples of large contraband cargoes that have found their way into the wrong hands. They are not confiscated, but will some day get to their proper destinations, only at present the British Government has "interned" them. Needless to say, there are some parcels that will not be quite themselves after the war. A pound of lard wrapped in newspapers is not guaranteed to keep its first freshness for very long, and the bacon and meat will perhaps be passed when peace comes again to Europe. The other goods, however, are merely detained, and some day the rubber will all go to make tires, the medals will be hung on stalwart German chests, the boots will tread the pavements of the Unter den Linden, and the rice and oatmeal will be taken out of their clever hiding-places to assuage the hunger of little Hans and Fritz and Gretchen.

## Valleyfield Helps Swell the Cot Fund

A very interesting and successful meeting was held in this settlement last week, to raise subscriptions for the Cot Fund. The meeting was held in the S. U. F. Hall which was kindly given for the occasion. The evening being a fine one a large audience was present, all seats were occupied in a short time. The meeting opened at 8 o'clock with Mr. Joseph Davis in the chair, and several notable speakers on the platform. After their introduction, the speakers; Magistrate Miffen of Greenspond, Rev. Charles House of Wesleyville and Rev. Henry Leggo of Badger's Quay gave some very vigorous and stirring addresses. Emphasis was laid upon the need of our contributing to the Cot Fund, and doing our share for "Our Own" sick and wounded, which met with much applause on the part of the audience. Representations being present from Valleyfield, Pool's Island and Badger's Quay. It was requested that a secretary be appointed and a committee formed, which was accordingly done. The chairman then asked for offerings from the meeting which met a hearty response the sum of \$118 being raised. Names were also taken by the Secretary, Mr. Allan Bishop, to the amount of \$142, these amounts to be paid in to the resident committee when convenient. After various other remarks the meeting was brought to a close, by a prayer for the soldiers and sailors offered by Rev. H. Leggo, and the singing of the National Anthem.

WILL E. O. DAVIS,  
Valleyfield, B.B., Oct. 10, 1916.

## A BIG WEEK-END PROGRAMME AT THE NICKEL.

**"Resurrection of Mollis."**  
The Broadway Star Features present  
A social drama in three parts by GEORGE STRAYER  
MAXWELL, produced by Vitagraph with BELLE  
BRUCE, WALTER McGRILL, KALMAN MATUS  
and ARTHUR COZINE.

**"To the Highest Bidder."**  
LOTTIE PICKFORD and IRVING CUMMINGS in Chapter  
Twelve of that wonderful serial story.

**"The Diamond From the Sky."**  
A RED SEAL PLAY, ENTITLED.

**"The Buried Treasure of Cobra."**  
The story by RICHARD HARDING DAVIS, produced by The Selig Players, featuring HARRY MESTAYER.  
SEND THE CHILDREN TO THE GREAT BIG SPECIAL PROGRAMME MATINEE EVERY SATURDAY.  
Monday—MAURICE COSTELLO in "THE MAN WHO COULDN'T BEAT GOD." A powerful five-act Blue Ribbon feature.  
**THE NICKEL—"ALWAYS WORTH WHILE."**

## NOTICE

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

Philip Templeman  
Oct. 5, 6, 7, 10, 12, 14



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Splayed HOOPS  
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Germans hammering on the French positions at Verdun seems to be like pounding rubber nails.

## Old Time Shipbuilding in Newfoundland

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

BY JAMES MURPHY.

(Continued)

In the days of which I write on, St. John's sent many vessels to the seal-fishery and to foreign markets. We had a trade with Cork and Waterford and Germany. Hamburg bread and butter, brick and boots, came in abundance. Irish hams and bacon, pork and potatoes were then a favorite commodity. The merry "Ye Heave Ho" of the sailors while hoisting the anchor was heard all over the harbor. Many a time I stood myself in the latter part of the seventies, on a mercantile premises and heard the chanting man, and I tell you gentle reader that it would do your heart good to hear his sweet tones as he gave forth in loud strains, "The Matie of Amsterdam," "Sally Brown," "Blow my Bully Boys blow" or "Whiskey for my Johnny." A verse or two of the last mentioned song was as follows:

"Oh, whiskey is the life of man,  
Whiskey, Johnny,  
It always was since time began,  
Oh, whiskey for my Johnny."

"Oh, whiskey makes me wear old clothes,  
Whiskey, Johnny,  
'Twas whiskey gave me a broken nose,  
Oh, whiskey for my Johnny."

"There was another favorite ditty which was sung in those days of sailing vessels. It went this way:

Oh, policeman, policeman you do me much wrong,  
Way nay, blew the man down,  
I'm a flying fish sailor just home from Hong Kong,  
Oh, give us sometime to blow the man down."

No, you've sailed in a packet that flies the Black Ball,  
Way nay, blow the man down,  
You've robbed some poor Dutchman of books, clothes and all;  
Oh, give me sometime to blow the man down."

Oh, they gave me three months in Walton's black jail,  
Way nay, blow the man down,  
For blowing and kicking that Bobby to Kale;  
Oh, give us sometime to blow the man down."

There was another song, which was sung by our brave sailors, and even by landmen when "rock hauling" used for churches in the old days. It was as follows:

The ship she's a sailing out over the bar,  
Away Rio! Away Rio!  
The ship she's a sailing out over the bar,  
We are bound to the Rio Grande,  
Oh, away Rio, oh, away Rio,  
Oh fare ye well my bonny young maid,  
We are bound to the Rio Grande.

Many hundreds of natives immigrated to Boston and other places in the vessels. Steam was sparse, hundreds of persons came here on those vessels from the shores of Newfoundland and Ireland. The "Nancy" Murphy, master, ran on a mud bank after leaving Waterford for St. John's on one occasion with 44 stowage passengers aboard. She ran on the bank in the morning and was got off in the afternoon. The Nancy was owned by Jas. and Robert Kent. Ships which came here before the Nancy were the Minerva, Irish Lass and a ship called the Hazard. The Captain of the latter vessel, was named Churchward. It was this man who was a companion of Mr. Winter when his ears were cut on Saddle Hill in 1835. Deserters from the fishery were prevalent in those years, men were apprenticed to their masters, and often the latter were compelled to publicly advertising for the runaway. Eight years ago one of those runaways was advertised as having a cock nose, blue jacket and a flushing trousers. Times have

Capt. Azariah Munden, grandfather of the Messrs. Munn Bros. She measured 95 feet long, 22 feet 4 inches wide and was 12 feet deep. A vessel named the Morning Star was built eighty years ago for Mr. Henry Thomas. There was another ship called the Morning Star, built of a later date at Carbonear, of which I have given a description in Wednesday's Mail and Advocate. There were two ships that sailed out of Harbour Grace in the fifties, one was called the William Panton after the partner of John Munn Esq.; and the other was called the John Munn, named after Mr. Munn. William Panton Esq. was a Captain before going into the mercantile business and for years he sailed as Commander of the Norral, a well known vessel in her day.

When Governor Hamilton presided over Newfoundland, there were some five vessels launched from the various shipbuilding yards. There is a story told about Governor Hamilton, which illustrates his generosity. An old man, an Irishman named Jas. Butler, a native of Killarney, wanted to go home to Ireland and not having any means he approached Governor Hamilton, when His Excellency was on a visit to Conception Bay. The Governor granted his request, and Butler said to a friend as follows: "Musha the noble gentleman not only took my petition, but best of all he ordered five pounds to be given to me to pay my passage over to Ireland."

I made mention of the names of some of the vessels which took citizens away to Boston and other places. I wish to say that many citizens went to Australia when the craze was on at the time the gold was found in that country. In 1852 the Sybil took a lot away from St. John's. A ship called the Magnolia, advertised at the time for passages as follows:

Stateroom	..... \$200
Lower stateroom	..... 175
Second cabin	..... 125

It was sailing vessels which brought mails and passengers from one place to another around the Island. The Etin which was on the Northern route had a narrow escape from being lost in 1852. She was commanded by Capt. Coyell, and her ports of call were as follows: Twillingate, Fogo, and Greenspond. She was driven to sea on this occasion and managed to get into Bay Bulls after her crew had undergone a severe trial and the Captain had been frostbitten.

(To be continued)  
The Bulgarians took Kastoria with little difficulty. The adv. says it's easy to take.

## The Museum of the Censor

Interesting and Varied Collection Made in London.

(From London Times.)

London has many interesting museums, but it is doubtful if the most interesting of them is open to the public in the neighborhood of the Law Courts there is a collection that has been gathered together since the beginning of the war. When first shown into the rooms that contain it you would doubtless think that you were looking over a stock of samples called from the bags of a number of commercial travellers who dealt in everything from cheap jewellery to tobacco.

This is the museum of the Censor, and all the exhibits represent attempts that have been made to frustrate the watchfulness of the British Navy. Somewhere across the sea in a neutral country there has grown up an industry that is essentially the product of this war. With great pains and ingenuity the men who do these things seek to make things seem what they are not. That is their one object in life. They have reduced the thing to a fine art, so that now they can make a pound of lard appear like a copy of the Springfield Republican or a packet of pure rubber look like a bundle of narcissus bulbs.

There is one specimen that has not even been disguised. It is a parcel of 15 lb. of bacon. That is not very unusual, but this bacon is not as other bacon—that is evident. The man who was sending this to Germany thought

so much of his gift that he sent it letter-post and pasted stamps on it to the value of 15s., 1s. for every lb of bacon in the package. Somewhere in Germany there is a family still waiting in very much the same way that Mother Hubbard's dog, had to wait. All these innocent bundles of newspapers are not what they seem. The neatly rolled ends are but cleverly made plugs of paper and wood. Pull one of these plugs out and you will find a long sausage-shaped bag of calico containing anything from sliced meat to Para rubber, from rice to tobacco.

Hidden Rubber

In many cases the stamps on these packets by far exceed the value of the stuffs inside. That is, they exceed their value as we regard them. The mere fact that the postage is paid points undoubtedly to the fact that in Germany and Austria they are looked upon in a different light. Many of these parcels have duplicate covers. They are addressed to someone in a neutral country, whose business it is to pull off one cover and re-post them to the German or Austrian address revealed below. Thinking that letters were fairly safe, these same enterprising people overseas evolved a scheme for sending in each letter a sheet of pure rubber. Doubtless if these had arrived in either of the enemy countries they would have been sent to a central depot, and ultimately would have emerged as rubber tires, or

## THE CRESCENT PICTURE PALACE

EVERY AFTERNOON 2.15. EVERY NIGHT AT 7.15.

### "Alias Jimmie Barton."

A 2 Reel Biograph Drama with G. Hardman and Jose Rueben.

### "Ophelia."

A Society Drama with an All Star Lubin Cast.

"CUPID ENTANGLED."—A Biograph Comedy Drama.

"BILLIE'S DOUBLE."—A Comedy Riot with Billie Reeves.

PROFESSOR McCARTHY playing the Piano.

SAM ROSE, Baritone, singing Newest Ballads & Novelty Songs.

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MATINEE ON SATURDAY.  
SEND THE CHILDREN TO THE POPULAR CRESCENT.

## Fresh Canadian Butter,

30 31-lb. Tubs.

## CALIFORNIA RAISINS,

600 boxes in stock, 50, 25 and 20 lbs. each.  
Get our prices.


## 50 CANADIAN CHEESE.

## Morton's Castor Oil,

300 doz. 1 oz. bottles. 150 doz. 2 oz. bottles.

50 dozen MORTON'S POTATO FLOUR.  
1 case ROSE'S LIME JUICE.  
20 c'ses BROWN & POLSON'S CORN FLOUR  
30 cases HOGARTH'S VINEGAR, 1/4 btl.  
5 cases ROSE'S LIME JUICE CORDIAL.  
200 boxes NIXEY'S BLUE.

# STEER Brothers.

**IN STORE:**  
**500 Sax Pure WHITE HOMINY.**  
**840 Sax Best WHITE OATS.**  
**J. J. ROSSITER.**  
 Our Motto: "Suum 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.

**German-Americans**

WE have frequently heard it stated that only a noisy minority of the German element in the United States that, either by word or deed, shows itself pro-German. The great bulk of the people of German birth or ancestry are there because of Prussian tyranny, and heartily sympathize with Anglo-Saxon ideals. There happens just now to be at hand fresh confirmation of this view.

The New York Evening Post sent a special representative to Buffalo and other centres where citizens of Teutonic antecedents are numerous, to find out where they stand in the Presidential campaign. What he found was that the pro-ally attitude of Republican candidates did not in the least degree alienate from them the German vote—always normally Republican. Here is an instance:

Mr. Crosby, of Buffalo, who has just received the Republican Congressional nomination, is a manufacturer of munitions. Before he took war orders, he asked his employees, a large proportion of whom were Germans, what they thought about his business. They knew that the plant had been running low and had felt the effects of the industrial depression before the war began. Reasoning that they had families to feed and their own interests to look after, whatever might happen abroad, they voted to take war orders. Recently they worked tooth and nail to carry the primary election for their employer. As we at the time thought probable, The Evening Post man finds to a certainty, that Mr. Robert Bacon, in his primary contest for the Republican nomination for United States Senator, though frankly pro-ally, carried many wards in Buffalo where hundreds of German Republicans were registered.

So it is elsewhere. In New York, Kuhn, Loeb & Co. are loaning fifty million dollars to the city of Paris. Steinmetz, the famous electrician and economist, of German birth, predicts the passing of the monarchical system in the fatherland. A prominent German business man in Philadelphia voices hosts of his compatriots in declaring that his sympathy is not so much with Germany as with the German people, who are in the grip of a gang of grafters who egged the Kaiser into the terrible war. What Germany needs, as he tersely puts it, is democracy, and she will get this and come to her own when she has "canned" her war lords and put her professors in padded cells.

The Rochester Post-Express adds its local testimony, saying: "That this investigator for the Evening Post gives the substantial facts about the matter is apparent when we consider conditions here at home, where a very great number of artisans, Teutonic by antecedents, are working for employers, Teutonic by extraction, in making goods for shipment to the Entente Allies."

The bulk of the Celtic-Irish vote will stay with the Democratic

**Defeat of Germany**

THE neutral war reviewers see defeat staring Germany in the face. Reviewing the end of the third campaigning period, the New York Tribune says that one fact stands out clear beyond all cavil. "There is no longer any question in the minds of any but the most pronounced of Germany's sympathizers as to the ultimate outcome of the conflict. It is patent to the least trained military eye that Germany is beaten." The Tribune adds that what the military men of the world are now debating is the length of time that will be required to make absolute a decision that is no longer a subject of debate.

As to the duration of the war, then, this newspaper, which has been singularly correct in its judgments on the war, looks for little material change before the campaign of next summer and little expectation of peace before 1918. If this is a correct forecast, there is still much work for the Allies to do, much sacrifice to be called for from the people of the British Empire. But certain that victory is assured, the people of all the Allied nations will turn to the stupendous task with greater heart, and will count no sacrifice too great to contribute to this ultimate collapse of the enemy.

**Returning Soldiers**

His Excellency the Governor has received a cablegram from Captain Timewell, Record Office, London, to the effect that the following men, in charge of Second Lieutenant Lumsden, are proceeding to Newfoundland on furlough:

- 473 Private Robert Sheppard, 22 York Street.
- 804 Private William J. O'Rourke, 101 Hamilton Street.
- 1820 Private Robert Chipman, Spaniard's Bay.
- 1596 Private Michael O'Rourke, 27 1/2 James' Street.
- 813 Private Sydney G. Willar, 3 Spencer Street.
- 128 Private Thomas B. McGrath, Clareville.
- 1175 Private John T. Aspell, 39 Long's Hill.
- 1010 Private George T. Lerner, Burgeo.
- 289 Private Sciby Clarke, Whitebourne.
- 18 Corporal William Trebble, 11 Knight Street.

**THE GOVERNOR AND THE GRASS CUTTING INCIDENT**

The Council's phone one morn did ring.  
 Which Slattery to his feet did bring.  
 Hello! said he, who speaks to me,  
 I do! said His Excellency.

The Governor.  
 Oh if you could see Slattery then,  
 He seemed as large as ten big men,  
 He felt as proud as Gilderoy  
 And in meek tones he did reply

The Governor.  
 "Beg pardon sir, your Excellency-ee,  
 What service can I do for ye,  
 For anything that I can do,  
 With pleasure shall be done for you."

The Governor.  
 "I need," the Governor did explain,  
 "To have the grass cut in my drain."  
 In humble tones Slattery did say,  
 I'll comply with your wish right away.

The Governor.  
 Then Slattery hurried on his "plns",  
 And against a stool he struck his shins  
 To get a man to "cut the way"  
 In the drains near Government House  
 that day.

For the Governor.  
 But now the sequel comes to light  
 At the Council's meeting the next night.  
 Mullaly criticizing the deed  
 And said 'twas 'gainst the Council's  
 creed.

Even for the Governor,  
 A rule, he said, had been laid down,  
 That a job could not be done 'n town  
 Without the consent of them all.  
 But Slattery broke it with his gall.

For the Governor,  
 No grass he'd take from John Smith's  
 door.  
 The reason why, the man is poor,  
 But he'd tumble over chairs and  
 stools  
 To clean the drains and break the  
 rules.

For the Governor.  
**JAMES MURPHY.**  
 Oct. 11, 1916.

The S.S. Susu is due here this evening from the Northward.

**OBITUARY**

**Mr. Wm. Kent.**  
 A respected old resident of the city passed over the Great Beyond last evening in the person of Mr. William Kent. Mr. Kent had reached the advanced age of 83 years and was an old employee of Bowring Bros. and sailed for years with the late Capt. Arthur Jackman to the seal fishery. He leaves to mourn him a widow, two sons and four daughters to whom The Mail and Advocate extends its condolences.

**Explosion Caused Much Damage**

People in here from Bell Island today say that the explosion of acetylene gas in Mr. J. B. Martin's premises was a most destructive one. One section of the shop, 18 feet in length, was driven out bodily by the force of the explosion and thrown several yards away. A large boarded fence adjoining the premises was also blown down and the contents of the shop and house were blown in pieces and the furniture of the residence of Mr. Martin was destroyed practically. Mrs. Martin's sister, Miss Anthony, had a very narrow escape. She was sat on a chair just above the shop when getting the smell of escaping gas she ran into the house and was not a moment gone when the explosion occurred and the chair on which she had just sat was driven up through the roof with most of the furniture in the apartment. Had she remained a few seconds longer she would have been killed. The loss sustained will amount to between \$2,000 and \$3,000. It was fortunate that Mr. Martin's family lived in another part of the house or all might have lost their lives.

**In Greek Macedonia**

**SALONIKI, Oct. 13.**—British advance guards made some advance east of the Struma river in Greek Macedonia, says an official statement issued at the Entente Allied headquarters to-day. British armored cars explored the region where the Seres-Demir-

**Viscount Herbert Dead**

**LONDON, Oct. 13.**—Viscount Percy Robert Herbert, eldest son of the fourth Earl Powis, died in London to-day from wounds received in action. He was born in Dec. 2, 1892, joined the Scots Guards in 1914, and in 1915 was Lieutenant of the Welsh Guards.

**REID CO.'S STEAMERS**

S.S. Argyle arrived at Placentia at 8.25 p.m. yesterday from West.  
 S.S. Clyde left Exploits at 6 p.m. yesterday, outward.  
 S.S. Dundee left Ausgrave at 3.5 p.m. yesterday, outward.  
 S.S. Ethie is north of Flower's Cove.  
 S.S. Home left Pilley's Island at 7.20 p.m. yesterday, outward.  
 S.S. Wren left Heart's Content at 3.15 p.m. yesterday, outward.  
 S.S. Kyle left Port aux Basques at 9.55 p.m. yesterday.  
 S.S. Neptune is leaving St. John's to-day.  
 S.S. Meigle arrived at Port aux Basques at 6.30 a.m. to-day.  
 S.S. Sagena is north of Flat Island.

**HOP BEER VENDOR FINED.**  
 To-day Sgt. Byrne had summoned to Court Thomas Bowe, of the Goulds, charged with selling hop beer over proof. The evidence of Analyst Davies showed that it went 2.2 per cent. just two-tenths stronger than it should be and the man was fined by Mr. Hutchings, K.C. \$50 or one month in jail.

**IS GETTING BETTER.**  
 The many friends of Mr. John Dwyer, M.H.A., to whose serious illness we referred a couple of days ago, will be glad to learn that he is now much improved. Mr. Dwyer has suffered from a slight stroke of paralysis.

**THE GLENCOE'S**  
**OUTWARD PASSENGERS.**  
 The Glencoe left Placentia at 7 a.m. going West, taking Mrs. Kathleen Phippard, J. W. Johnston, Mrs. F. LeDrew, Miss F. Tobin, W. Smith, Mrs. Tulk, S. Smith, J. Neal, A. J. Joy and four second class.

**TRAIN REPORT.**  
 Thursday's No. 1 arrived at Port aux Basques at 9.30 p.m. yesterday.  
 Yesterday's No. 2 left Northern Blight at 9 a.m.  
 To-day's No. 2 left Port aux Basques.

A writer says money is always reasonable. Perhaps it is merely mint sauce.

**GLEANINGS OF GONE BY DAYS**

**OCTOBER 15.**  
 Battle of Hastings, 1066.  
 First steam-tug ever seen in St. John's arrived here; she was called the St. George, 1850.  
 Express registered. Burton and Seaton proprietors, 1851.  
 Part of Royal artillery left for Halifax, 1869.  
 Agricultural exhibition on Bannerman Road, 1875.  
 Collection for Christian Brothers first commenced, 1880.  
 English schooner Plink, from Hamburg with general cargo, lost in Narrows, 1886.  
 First shipment of boneless codfish from this country; it went in the steamer Bonavista, 1890.  
 Sir Redvers Buller sailed for South Africa, 1899.

**OCTOBER 15th.**  
 The Gregorian Calendar first came into use, 1582.  
 Lady Glover's first trip on Conception Bay, 1877.  
 First lot of cattle and hay from Codroy sold in St. John's, 1880.  
 F. Longworth admitted to Bar, 1881.  
 Rev. Edward F. Curran (son of John Curran, clothier) ordained in Dublin by Archbishop Walsh, 1899.  
 Brigantine Julia, belonging to G. J. Hayward & Co. went ashore in Narrows and became a total wreck. She was bound to the Mediterranean, and had three thousand fish on board, 1876.

**TAKES 5000 QUINTALS.**

The large French vessel, "Anna Maria" is due here from St. Pierre to-morrow or Monday. She will take from this port to Seville, Spain 5000 qtls. codfish, purchased by the Spanish buyers now here.

**READ THE MAIL & ADVOCATE**

**As to Oil Clothing**

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**UNDER** the provisions of "The War Measures Act, 1914," His Excellency the Governor in Council has been pleased to order that the following Regulations shall come into effect on the 12th day of October instant:

- 1.—The Port and Harbour of St. John's is closed entirely to the entry of shipping at night, from nightfall on the 12th October, until further orders.
- 2.—Lights will remain extinguished, until further notice, at Cape St. Francis, Cape Spear, Bull Head, Ferryland and Fermeuse, also the light at Fort Amherst and the leading lights of St. John's.
- 3.—No lights are to be shown in exposed places in the Town of St. John's or its vicinity. Motor cars are forbidden to show head lights on roads visible out at sea.

**JOHN R. BENNETT,**  
 Colonial Secretary.  
 Dept. of the Colonial Secretary,  
 10th October, 1916.  
 oct11,14,17,31

Mr. Arthur Mullins and Mrs. Sarah Myron, of Lemarchant Road, were taken to Hospital this morning by Mr. E. Whiteaway. The former, who is dangerously ill, was brought along in the ambulance.

The wedding of Mr. Joseph Mercer of the Union Trading Co., to Miss E. Abbott, of Bonavista, takes place at St. Thomas' Church on Wednesday next.

OUR LINE OF **DINING - ROOM FURNITURE** is approached by a few, but, equalled by none.



Pay a visit to our Show Rooms and we will Please you in Dining-Room Furniture.  
**POPE'S Furniture Factory,**  
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**INJURED IN SAW MILL**  
 By the express to-day a man named Harrison Cranford of New Harbour, T.B., arrived here for the Hospital. While working in a saw mill the man met with a terrible accident, resulting in his arm being nearly severed from his body. He was looked after on arrival by Mr. Eli Whiteaway, who had the unfortunate man conveyed immediately to the Hospital.

The wedding of Mr. Joseph Mercer of the Union Trading Co., to Miss E. Abbott, of Bonavista, takes place at St. Thomas' Church on Wednesday next.

The Portia left Trepassy at 6.30 a.m. to-day, bound west.

**Reid-Newfoundland Co.**

**Trepassey Branch Train Schedule**

Effective Monday, October 16th, Trepassey Branch Train will leave St. John's station at 5.30 p.m., and returning will leave Trepassey at 4.35 a.m., arriving at St. John's 11.30 a.m.

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

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 This Boot is made with the Tap running to Heel and has been the Standard Boot for more than a generation.  
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 Red Top, Natural Grey Sole, a good First Grade Boot at a Medium Price. **Only \$4.50.**

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 These are famed the country over and are made from the finest Gum, specially constructed by skilled workmen.  
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**Men's Black Pure Gum Rubber Boots,**  
 White Sole, Reinforced, Red Foxing, Felt Lined. We recommend it as the Best Fishing Boot made. There is none better.  
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## The Shortage of Fish in the United Kingdom and the Practicability of Obtaining a Supply from Nfld.

By Mr. H. C. Thomson, in a Lecture delivered in Grenfell Hall, Oct. 11.

But to go back to the question of the fish. What kinds of fish are to be obtained here? First, there is, of course, cod. There is no doubt it can be obtained in great quantities. The Newfoundland cod fisheries are the greatest in the world and the Newfoundland cod is the finest of all cod. There is no reason why it should not compete successfully with the Icelandic and White Sea cod, though it may not be able to do so with the cod caught in the home waters and placed on the table almost at once.

catch by cold storage in Great Britain and Canada and the United States. "On the French Shore, which is called the 'Home of the Salmon,' and on the Labrador, salmon are especially plentiful and if cold storage plants were put up at suitable points a lucrative trade could be done in salmon alone, though owing to the difficulties of collecting the salmon over so long a coast line it might be advisable to have floating refrigerators, rather than fixed plants on shore, and this might, perhaps, be desirable for the general collection of fish all round the coast.

men there do not fish for them, they told me, because they have no means for getting them to market. There are numerous other fish which could be made use of, turbot, bream, caplin, lobsters, horse mackerel and eels—all of which are found in large quantities. Even dog-fish are being used freely both in London and in New York, and are fetching good prices. As Mr. Duff expresses it, "Once get a means for getting fish away, and before long

every fish in the sea that comes to the net or the line will be utilized as is the case in the densely populated countries of Europe." One objection I have heard made to the proposal is that there would not be enough men left to do the ordinary fishing, and that it would therefore interfere with the salt cod industry, but a remedy for that could easily be found by bringing in fishermen from the outside to settle down here. The maritime Provinces are taking steps to make their fisheries known to intending immigrants from the fishing populations of the North Sea. The same thing could be done here. Mr. LeMesurier said in his evidence before the Royal Dominion Commission: "The need of settlers in this country is most apparent, the Island having an area of 42,000 square miles with a population of less than 250,000 people. The class of settlers needed at present is chiefly those who understand sheep farming and those who could combine fishing and farming."

such as men from the North of Scotland or the line will be utilized as is the case in the densely populated countries of Europe." And Mr. A. Mews stated that there is room for a large additional population, for 50 per cent. over what there is at present. If, moreover, the further development of the fisheries should take place, there will be a good many men only too anxious to come here and a home may be found for many of our own race who will be out of employment after the war. There will be plenty of work for all, free land for a homestead, good money to be made, and a comfortable living, though at times a somewhat hard one, for those who are not afraid to work, and above all a freedom and an independence such as one never finds amongst the working classes in other countries. There is a delightful little passage in the Pilgrim's progress which I cannot forbear quoting: "The boy was in very mean clothes, but of a fresh and well favoured countenance and as he sat by himself he sung. Then said their guide, 'Do you

hear him, I will dare to say this boy leads a merrier life and wears more of that herb called Heartsease in his bosom than he that is clad in silk and velvet.'" I have often thought of that passage as I have wandered round amongst the Newfoundland fishermen. How rapid the growth of a fishery can be when means of access to a market are provided is exemplified strikingly in the case of Grimsby. There cannot be anything like so great a growth here, but rapid growth there is sure to be. In 1854 Grimsby despatched only 433 tons of fish, in 1882, 56,000 tons, in 1902, 165,000 tons and in 1912, 700,000 tons. At Boulogne Mr. Marcel Herubel has shown that the fresh fish landed has increased from 4541 tons in 1892 to 45,607 in 1906. The same advance is taking place in Japan. According to Mr. J. J. Cowie, the quantity of fish sent by rail from Nagasaki in 1905 was 485,500 kilograms, whilst in 1911 it was 1,074,168 kilograms, a remarkable increase in so short a time. Why should not the net work of railways, that traverse Newfoundland bring about the same development. They have done so in other industries, why should they not do so in the fisheries? Why should the fisheries of Newfoundland, the richest of them all, remain practically stationary, whilst those of other countries are going so wonderfully ahead.

There is no doubt about the fish; water harbours in the world; and the Here is an old Devonshire song—some of you may know it—which shows the attraction of a fisherman's life in spite of its hardships and exposure and uncertainties. The husbandman has rent to pay. Blow winds, blow, And seed to purchase every day, Row boys, row. But he who farms the rolling deeps, Though never sowing always reaps; The ocean's fields are fair and free There are no rent days on the sea." With an increased fishing population, the Newfoundland fisheries may become the training ground for the navy of the future in the same way the British fisheries formed the training ground for the Navy of the past. That is a consideration which is sure to receive attention in the coming imperial Conference. I must apologize for having spoken at some length. It is difficult to compress into a small compass what is to be said on so important a subject, but in conclusion, I would again emphasize the desirability, whether in conjunction with the proposed fish carriers or in any other way that may seem more suitable, of taking advantage of the special opportunities afforded now by the war.

Hake, flat-fish and haddock will all fetch good prices, but the most valuable fish for the British market will be salmon, herring and halibut. Salmon are plentiful all round the coasts of the island and are increasing steadily owing to the protective legislation. Mr. Duff, in his report, speaks most favourably of the prospects of the salmon industry. "The salmon at the present time are caught entirely in the cod traps. If they were fished for with proper salmon nets the salmon fishery might be developed into a most important branch of the fishing industry. From all I could gather there seems little doubt that with proper protection Newfoundland might be made one of the most important salmon producing countries in the world," and the Hon. W. C. Job said in his evidence before the Dominion's Royal Commission: "It is to be regretted that this most delicious fish should not be handled to more advantage for the people as it ought to be easy to market the whole annual

Herring.—Mr. Robinson says if herring could be got over to England in the winter months, in January, February, March and April, when they are scarce, there and high in price, they would sell very well. They are in abundance during those months in Placentia and Fortune Bays, and the Bay of Islands herring could be brought by rail to Port aux Basques and shipping from there. Mr. Duff found that the Newfoundland herring have a tougher skin than the Scotch herring, and this will enable them to bear transportation better. He says: "I consider them for favour and quality superior to the bulk of herrings caught in Scotland. Indeed the herrings of Newfoundland remind me of those caught in the West or Atlantic side of Castle Bay, Barra, Scotland, the finest in quality and favour in the British Seas." They are at present taken in small nets in the shoaler waters and not by drift nets as round the British coasts. When drift net fishing is adopted much larger catches will be made, like the catches made in those waters. Add in this connection it may be noted that motor drifters have been tried in Scotland and have been found equally as good as steam drifters, and a great deal less costly.

Mr. John Mackenzie, the Provost, of Stornoway, stated this in his evidence before the Scottish Committee on the North Sea Fisheries. He said, too, that ten motor boats would cost less than two steam drifters. Mr. James Weatherhead, boat builder, of Eyemouth, also gave the Committee his opinion that the engine of the future will be the Diesel or the Bolinder type—that they will compete successfully with the steam drifters. Halibut.—This holds an important place in the British markets, and it is at present fetching exceptionally high prices but, even before the war its average price was £3 6s 6d per cwt. It is only fished for on the South and West coasts, but the fishing area might be greatly extended for they are met in most places round the Island wherever the water is deep. They are found, also, on the Banks some way off the coast of Labrador. The Americans have for a long time past carried a profitable fishery there, and in the inshore waters of the west coast, but the Newfoundland fisher-

Under normal conditions an enterprise of this kind would probably not pay its way for several years, whilst arrangements were being made for the collecting, catching and storing of the fish; and whilst the fishermen were habituating themselves to catching in new kinds of fish, and to handling the fish in an unaccustomed way. There were initial failures in the trade in frozen meat from Australia and New Zealand, and an immense amount of money had to be spent before it became a success, but what a reward Australia and New Zealand are reaping now! Under ordinary conditions a trade in fresh fish from this country would have to go through the same hazardous probationary stage, whereas now with the high price being obtained in England, a very small quantity of fish will suffice to pay expenses, and to enable the industry to become firmly established.

The essentials for a successful fresh fish industry are a sufficiently reliable supply of fish, suitable harbours and the adoption of steam or motor propulsion for the fishing craft. There is no doubt about the fish. The harbours are the finest deep water harbours in the world, and the fishermen are making more use every day of motor power. In the report of the Committee on Inshore Fisheries (of which Mr. Cecil Harmworth was a member) there is an instructive passage: "Motors enable fishermen to get to the fishing grounds quicker, to fish in calms, to catch markets and fish trains better, and by saving time and labour, they enable more fishing and more sorts of fishing to be done. The complaint of the youngsters is that the earnings do not balance the hardships; were the earnings better they would put up with the hardships readily enough. By increasing the earnings and by decreasing the excessive labour, especially in getting to the grounds, and in hauling aboard drift nets and long lines as well as by affording a mechanical interest, which appeals to youth, motors undoubtedly attract young men to the work. Where they have come into use the fishermen say they would rather lose their boat than their engine." It is the same thing here exactly. A fisherman said to me only a week or two ago, "It's not fishing now at all, it's pleasuring." The motor has made all the difference. When the fisheries are utilized to the utmost there will be room here for a very much larger fishing population, more men here will take to fishing, and there will be many inducements for men from outside to come and settle down here as fishermen farmers.

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" Sweaters	" Dresses	" House Dresses	

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Under normal conditions an enterprise of this kind would probably not pay its way for several years, whilst arrangements were being made for the collecting, catching and storing of the fish; and whilst the fishermen were habituating themselves to catching in new kinds of fish, and to handling the fish in an unaccustomed way. There were initial failures in the trade in frozen meat from Australia and New Zealand, and an immense amount of money had to be spent before it became a success, but what a reward Australia and New Zealand are reaping now! Under ordinary conditions a trade in fresh fish from this country would have to go through the same hazardous probationary stage, whereas now with the high price being obtained in England, a very small quantity of fish will suffice to pay expenses, and to enable the industry to become firmly established.

(continued on page 8.)

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**THE ROUND TABLE**

**THE BRITISH EMPIRE'S FINANCIAL TASK**

**A Quarterly Review of the Politics of the British Empire—Republished Under the Above Heading**

**II. THE ECONOMIC POSITION (a) The National Income and Expenditure of the United States**

It is simpler for a clear understanding of the burden which the war entails on Great Britain, and of the manner in which alone it can be met, to ignore for the time being the financial elements of the problem, and to fix our minds rather on things: on the actual processes of production and consumption lying beneath all that intricate financial machinery which is apt to obscure realities.

Neither in peace nor in war does a nation live on "money." Its gold and silver coins have, it is true, an intrinsic value of their own, but neither they nor its bank notes, nor its currency notes, nor its bank deposits are its real wealth. Its real wealth is something quite different. It consists of all those existing things which the efforts and sacrifices of past generations, and of this generation too, have produced, and are from day to day producing. It is from this mass of wealth, which either has been produced in the past or is day by day being produced—i.e., from its capital and income—that a nation's needs, whether in peace or war, can alone be met. There is only one other source, and that a temporary and unstable one—namely, borrowing from other nations, or in other words the sale by foreign nations of their goods for the time being on credit. No inflation of credit, no increase of currency, no financial manipulation will of itself produce a single additional grain of wheat or a single additional cartridge.

It is worth while to return again to the examination—already made in the June number of The Round Table—of the exact nature of a nation's capital and income, since important consequences, which are not generally understood bearing on the conduct of every man and woman in war time, flow therefrom.

A nation's capital may be defined as the whole mass of its accumulated wealth consisting of: (a) Fixed assets such as land, mines, buildings, machinery, railways, roads, canals, etc. (b) Live stock, stocks of raw materials, and manufactured articles of every kind. (c) Gold and silver coins, and bullion. (d) Debts owing by foreign nations, and property owned in foreign countries—e.g., through bond or shareholdings in foreign companies. (e) The intangible but all-important capital represented by the inherited and acquired skill, energy, organization, discipline, and productive capacity of the people.

A nation's income, which is larger or smaller according to the amount and quality of its capital, consists roughly of:

- (a) Its current output or production of wealth in the form of usable or suitable articles of any kind, or service exchangeable therefor.
- (b) Its earnings from other nations for services rendered—e.g., debts due to Great Britain for freight, for banking commissions, etc.
- (c) Its revenue derived from foreign investments.

It should be noted that in reality the income under (b) and (c) does not come to it in the form of money. In reality it enables the creditor nation to obtain goods from foreign countries to the extent of those earnings and that revenue without having to export goods to pay for them. From the national point of view therefore they represent so much wealth in the form of goods which the nation can consume.

It is interesting to compare the figures usually given by statisticians for the value of our capital and income as compared with Germany's, and for the respective expenditure of the two nations, a comparison which gives some remarkable results. Statistical figures of this nature can only be very approximately true, and other difficulties arise, in comparing results as between nations, whose standards of life and ways

of living are very different. Nevertheless they form an adequate ground for broad comparisons. Dr. Helfferich, the present German Finance Minister, placed Germany's capital wealth in 1913 at something under £16,000,000,000. He estimated the United Kingdom's capital at only £12,000,000,000. But British statisticians make a considerably higher valuation, and usually give for the United Kingdom the same figure as he gives for Germany—namely, £16,000,000,000. Since, then, the populations are respectively 69,000,000 and 47,000,000 our capital wealth per head is considerably greater, a result due no doubt to the main to our much greater holdings of foreign and Colonial securities which are usually said to equal about £4,000,000,000, though it is probable that they have of recent years largely decreased in value. The comparative figures for income yield still more striking results. For Germany we will take Dr. Helfferich's figures, for the United Kingdom the figures of the Census of Production of 1907, though since that date our wealth must undoubtedly have increased.

	England.	Germany.
Goods, and Services produced and received about.	£2,150,000,000	£1,960,000,000
Goods and services consumed.	1,800,000,000	1,560,000,000
Surplus wealth.	350,000,000	400,000,000

These figures show that 47,000,000 British have an income of £2,150,000,000, or just over £46 per head, whereas 69,000,000 Germans have an income of £1,960,000,000, or under £29 per head. They further show that, while our expenditure per head is over £38, Germany's is £23. According to this calculation each man, woman, and child in the United Kingdom spends £15 a year per head more than each German man, woman, and child, and if, therefore, we were to cut down our expenditure to theirs, we should save £720,000,000 per annum. The German economy in expenditure is especially striking owing to the fact that the cost of living is generally considered to be higher in Germany than in England. It is not, however, intended to argue that the comparison is actually a fair one, or that so huge a saving is reasonably to be expected from us. Indeed, owing to the different standards of the two nations no accurate mathematical comparison is possible. If we were to cut down our expenditure so drastically, we might cut down much of our income with it. The figures quoted are, however, sufficient to show that there is a great deal of room for economy in our way of living. They are especially remarkable if one remembers that the German standard must by now have been cut down again for below £23 per head, probably, indeed, at least one-third lower, while ours has hardly been reduced at all, if, indeed, it has not increased.

It is vital to grasp how all-important is a nation's annual production of wealth. Whether in peace or war what it lives on is what it produces from day to day. The figures quoted above show that the wealth—i.e., the materials, goods and services—produced each year in this country are not much less than one-sixth of the total capital wealth of the country, resulting from the efforts of all past generations. It is true that the great bulk of this annual production is immediately consumed, only something under one-fifth being added to the capital stock. Yet nothing could show more clearly that a nation's true wealth lies in the harmonious employment of the energy, skill, productive capacity, and thrift of its citizens. A nation's production of wealth is not something fixed. It is capable of being indefinitely expanded by the application of increased capital—i.e., by the savings of the nation transformed into additional or improved plant, into labour-saving devices, into increased motive horsepower per man, and, on the other hand, by the greater efficiency of labour, superior management, and the greater co-ordination of the efforts of labour and capital. But, if owing to extravagance and failure to save the necessary capital,

owing to inefficiency of labour, restriction of output, or bad organization, owing to continued friction between capital and labour, a nation's income falls far below what it might be, then all classes will suffer and the nation as a whole fall behind its competitors.

In normal times, as will have been seen, nations like England and Germany have an income, a good deal larger than their expenditure. They add yearly quite a large amount to their capital wealth. The more they save, the more easily do they increase each year their surplus wealth. And this surplus wealth is then applied in the direction of improving the national plant as defined above, adding to and bettering the machinery of production and transport, or else in lending capital to foreign countries. Nevertheless, this annual surplus income, out of which improved conditions of living are built up, is never so large as it might be. Certainly in England it might be far larger. Its size depends (1) on the productive energy of the nation and on every man helping to produce as much as possible, (2) on the nation consuming only that portion of the product which is necessary for its true needs, and on every citizen wasting on useless purposes as little as possible. It has already been pointed out how serious from the point of view of production is the policy of restriction of output, fatal, indeed, both morally and economically. The maldistribution of the national income, which imbues the working classes with a sense of injury and injustice and leads to so much dangerous friction between capital and labour, in turn checks production and so injures the whole nation. With a proper distribution of wealth the

learned more of the true are of economical living.

**(b) The Effect of War on the National Income and Expenditure**

THE effect of modern war on a nation's income is profound. It changes the amount, and still more the character, both of the production and the consumption. It is not possible to calculate accurately the extent of the change. The unknown factors are too many. But it is possible to show generally the influences at work, and to form some measure of their effects.

The national income and expenditure of the United Kingdom were estimated above at about £2,150,000,000, and £1,800,000,000 respectively. The income has been affected in the first place by the withdrawal, most of them

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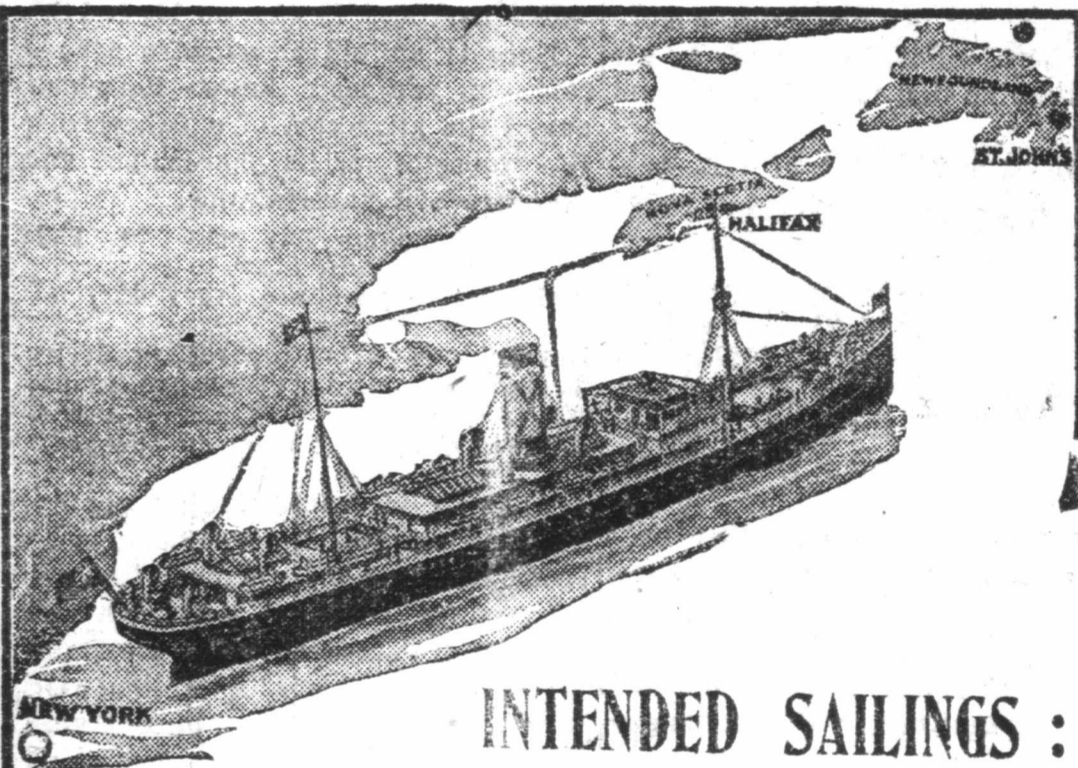
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With best regards, I am,  
Yours truly,

**T. J. BARRON**

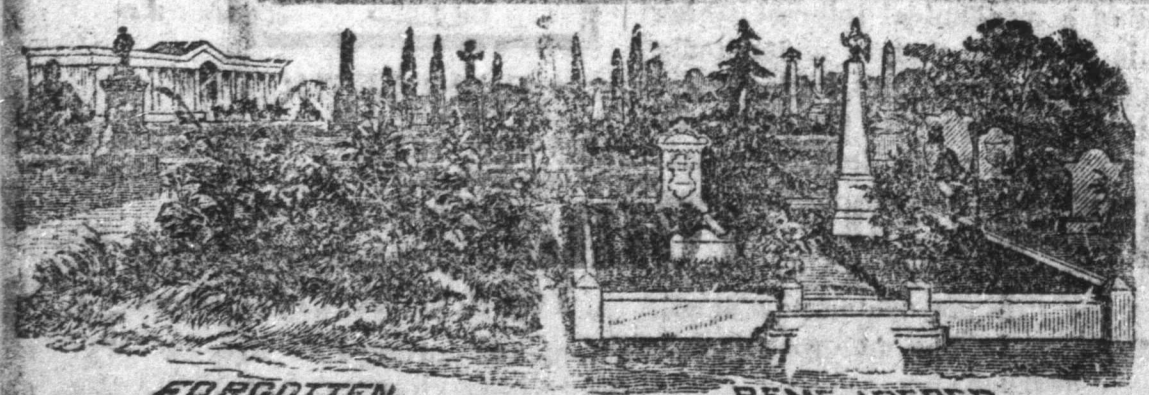
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N.B.—None but genuine Frost Proof Tested Stone Sockets supplied with all orders; refuse imitations now in the market. Give us a trial order and get the best there is. Price List sent to any address on receipt of postal.

# ANDERSONS

Headquarters for **STYLE** and **QUALITY.**

## BOYS' SWEATERS

Keep the Boy Warm

Get him one of these attractive and comfortable Sweaters.

**80c. to \$1.00**

Red with Belt the same colour—Two rows of Brass Buttons—Buttons on shoulder.



**75c. to 80c.** Red and Grey Button up front—Buttons the same colour—Military Collar.

**\$1.00** Navy—Button up front, faced with Red and Red Military Collar—Extra Double Cuffs.

**\$1.00 to \$1.70** Navy special knit, Collar, Cuffs and Belt of Red—Button on shoulder—Two rows of Brass Buttons up front—Extra high Collar for Fall.

**\$1.60 to \$2.00** Red—Button up front—Military Collar—Buttons same colour—Double Cuffs—Pockets.

## BARGAINS IN BOYS' SHIRTS

For every day wear your Boy needs a Regatta or Flannelette Shirt. These Bargain Lots will certainly suit you and him too.

Of soft fronts, single soft cuffs—soft collar band. Some of light grounds—some darker—all both cheap and serviceable. For all sizes Boys. **22c. to 40c.**

## JUMP FOR THESE BARGAINS

AT LAST

### A Muffier Comfort

And Correct Style—real cold weather protection—especially for the throat and chest. The Muffler that fits close to the throat and is held by a patent fastener. Made of Pure Wool. All sizes. In Cream and White—colors that can be easily washed—won't shrink—always look new.

**Special 19c.**



### DOILEY'S

Of Real Irish Linen and Hemstitched with Drawn Work in center and corners and an Embroidered floral design. Each **10c.**

### TABLE NAPKINS

By the Pound—in Floral designs—no dressing—come out at each **5c.** Do you need a stock?

### Handkerchiefs in Plenty

Of Fine Lawn—Ladies' size—hemmed. By the dozen 30 cents. Get a dozen, you'll need them. Each **3c.**

### CUSHION TOPS

Of Khaki Linen in all different designs stamped ready for working. Size 18 x 18 inches.

Of Cloth with lovely scenery—land and sea views printed in them. Size x 14 inches. **Your Choice 10c.**

## OUR CLOTHES BREATHE STYLE

Our Special Fall showing is in the Latest Approved American Cut.

The Fabrics are Carefully Selected Standard Woolens in the season's best mixtures—as well as Plain and Fancy Browns, Greys, Greens and Purples.



We not only give you style in Fabric and cutting but add those essentials to clothing satisfaction—**quality and wear.**

The Coats are padded and stitched on shoulders—the one essential to give a Coat the right hang, lined with fine Sateen.

The Vests are in the stylish single-breasted, extra strong linen.

The Pants are cut so that they have the right drop that's always needed—extra strong pocketing.

**\$7.50 to \$22.00**

## BOYS' COLLARS 8c.

Embroidered Sailor Collars—Fine Lawn.

## Ladies' and Misses'

## FALL FELTS

The models appearing in this exhibit are for immediate wear and embrace a charming array of HATS in small effects.

The chief note and change in the NEW HATS is found in the brightness of the colorings—Cerise, Red, Saxe, Navy, Brown, Tan, Purple, Green, Black.

PRICES:

Misses . . . . . \$1.10, \$1.60.

Ladies' . . . \$1.40, \$1.60, \$2.00, \$2.20, \$2.50.

Step into our Showroom and see these—the Newest—Latest HATS.

Also Black Velvet Hats in Ladies' size—just in.

## SPORTS' COATS!

We are now showing a limited number of Pure Wool fine knitted in

### White only

A color that will always look new—a Coat that can be easily washed—a Wool that won't shrink. We are clearing the whole at these greatly reduced prices:

\$1.40 Coat for \$1.15.

\$1.80 " " \$1.40.

\$2.50 " " \$1.95.

Two Neck Styles—one button right up to the neck—other low. State your style when sending.

(Continued from page 6)

from productive occupations, of about 3,000,000 soldiers and sailors between the ages of 18 and 44.

Now, since the "occupied males" between those ages in England and Wales amounted in 1911 to 7,200,000, it is clear, after adding the equivalent figure for Scotland and Ireland, that well over one-third of the most vigorous "occupied males" have gone. On the other hand the gap has been partly filled at any rate by unemployed men, by women and boys, and by harder work and more overtime generally. It is possible indeed that the loss of productive power has not exceeded 10 per cent. Let us suppose that the nation's productive income, excluding therefrom soldiers' wages as not being in this sense productive, and excluding rises in prices, which affect income and expenditure equally, has fallen to £2,000,000,000, or by 7½ per cent.

In the second place, however, that product has changed largely in character. It has changed owing to the enormous demand by ourselves and our Allies for munitions of war, not used before. Let us assume for a moment that the consumption of the nation, including the non-munition consumption of our soldiers and sailors, is as usual and amounts to £1,800,000,000. Our income being £2,000,000,000, there is a surplus of only £200,000,000 left to meet all

the munitions required by ourselves and all our loans to our Allies, which will be taken in the form of goods from us or other nations. It is impossible to say how much out of our Government expenditure of £1,600,000,000 is in respect of these two items. It may well be £1,000,000,000. If so, there will be a shortage of 800,000,000, which must be met either by saying, or out of capital, or by borrowing. Let it be remembered this is not money we shall be short of, but actual goods.

Let us give the calculation in another way, giving figures for actual goods produced only, and omitting altogether the value of productive services such as the services of Government servants, railway officials, hotel keepers, etc.

The Census of Production for 1907 gives the following figures for the goods which we actually produced or obtained by exchange, or lent abroad by way of investment:

1 Goods for personal consumption. . . . .	£1,410,000,000
2 Goods available for capital purposes. . . . .	
(a) Maintenance of existing plant . . . . .	180,000,000
(b) Investment at home . . . . .	190,000,000
3 Goods used to maintain or increase	

stocks of consumable goods. . . . .	65,000,000
4 Goods exported as means of payment for loans to foreigners . . . . .	100,000,000
Total. . . . .	£1,945,000,000

This figure of £1,945,000,000 represented in 1907 not only what we produced for our own use, but what we obtained from abroad, either in exchange for goods exported or in return for money due for interest on investments, freight, etc., together with an additional £100,000,000 of goods which we had over and available for lending abroad. Of the above items it will be seen that Item 2 (a) and in part Item 3 were required for maintaining our plant and working capital. In other words, say £200,000,000 must properly be deducted to arrive at what goods are available for consumption without living on our capital.

This leaves £1,745,000,000. Now if we assume, as before, that our production of goods is less by 7½ per cent., we get a resulting figure of £1,615,000,000. On the assumption that we still consume for personal use £1,410,000,000, and yet must have £1,000,000,000 of munitions for ourselves and goods and munitions for our Allies, we again arrive at a shortage of actual goods of about £800,000,000. This actual shortage can only be covered either by a reduction in the goods "consumed" for our personal use, or by living on our capital, or we must beg, borrow, or steal from our neighbours.

Mention has more than once been made of our living on our capital. To what extent can we meet our actual shortage of goods in that way? If reference is made to the definition of national capital earlier in this article, it will be seen that much of it is obviously unusable. We cannot actually live on our land, railways, machinery, etc.; we can, it is true, cease to keep them up to standard, and spend nothing or much less on the upkeep of our national plant. We can, too, let our stocks of materials and live stock diminish. The figures just quoted

from the census of production show that we might find between £200,000,000 and £240,000,000 in this way, that being the actual amount we spend yearly on upkeep. But, unless our plan is to go to rack and ruin, we cannot long continue such a spendthrift policy. Failing this we can only live on our capital to the extent that we sell it to foreign countries. We have, it is calculated, £4,000,000,000 of investments outside of England, though their value must be less now. But only quite a small fraction can be sold. We can hardly sell much of our own fixed capital in our own country, and the last thing we want to sell is our mercantile marine.

We can, it is true, sell a good part of our gold. But, when we come to the end of that and of our securities, we have no other resource but to borrow, unless we can by efforts in production and saving live more within our means.

### (c) Our Foreign Debts

OWING to the fact that, as has just been shown, our needs and those of our Allies so far exceed the balance of our production over our consumption, we are buying at an enormously increased rate from foreign countries to fill the gap. It is impossible to get exact figures on this score, since the amount of Government purchases is unknown. But some estimate can be made. According to the official figures our imports are now exceeding our exports at the rate of nearly £400,000,000 a year. But this is exclusive of Government imports. Let us suppose these are at the rate of £200,000,000 a year, though, since no figures are published, this must be simply an estimate. Against this total of £600,000,000 have to be set our earnings on account of freight, banking commissions, and interest on investments abroad. The two latter are certainly smaller than they were. Freight rates, on the other hand, are enormously higher, but a very large proportion of our mercantile marine has been taken by the Navy, and it is a question whether the amount of goods we are carrying for other nations is not very much smaller. Our earnings from

all these sources are usually stated at about £350,000,000 a year. We shall be optimistic if we place them now at £400,000,000. That still leaves a debt balance of £200,000,000, to which must be added loans to our Allies at the rate of £400,000,000 a year, making a total balance against us of £600,000,000. This great sum can only be met out of capital, i.e., by selling our securities or our gold. It is not worth while making any estimate of the extent to which we can meet it in that way. In so short a time as one year we certainly cannot meet it all. The only alternative is to borrow, or in the alternative so to increase our home production and at the same time reduce our scale of living so substantially as to reduce our imports.

It is instructive to compare our position in this subject with that of Germany. Germany has been faced with all our difficulties. With so many men fighting and so huge a production of munitions, her national income available for consumption by the civil population must have been enormously reduced. Unlike us, she cannot make up the shortage by importing from abroad. She can only make both ends meet by her own efforts, by the wholesale employment of women, boys, and old men, by the extreme development of her productive energies, by living on capital in the sense of spending not a penny more than is absolutely necessary on the upkeep of roads, railways, houses, machinery, and so forth, by living on her stocks of materials and live stock, and finally by the utmost economy in consumption on the part of her whole people. Even so it is clear that there must be a very great shortage generally, since prices are enormously high. The economic strain and suffering in Germany are much greater than they are yet with us. But she reaps this advantage that unlike us she is not on the way to pile up a great external debt which must later be deemed.

How long we can continue to live at our present pace depends on the extent to which foreign countries and especially the United States and in addition also the

British Dominions are ready and able to sell the goods we want from them on credit. In normal times economic forces would of themselves very quickly prevent a nation from living beyond its means, as we are now living. Economic forces are always pulling a nation towards an equilibrium between its buying and selling. So great a balance of trade against us would mean so great a fall in the exchanges that the cost of importing goods would become prohibitive, and we should be driven to mend our ways. But, when Governments buy regardless of cost, economic forces cease to act. Moreover, we are attempting by abnormal means, by large shipments of gold, by the sale of securities, and by loans such as the recent £100,000,000 loan in New York, to maintain artificially the exchanges. This is a sound and indeed a necessary policy, but it has this great advantage, that the ordinary importer is not discouraged from importing by a falling exchange and the ordinary consumer from consuming by quickly rising prices. Moreover, our imports are now so great that the Anglo-French loan in the United States has by no means solved the question of the exchanges, and the Government will be bound very seriously to consider whether imports on the present huge scale can be permanently combined with the free export of

gold and the attempt to maintain the exchanges at something like their normal figure.

Meanwhile the growing shortage of goods, the increasing inflation from which we can hardly escape, is bound to lead to higher and higher prices. The more goods each of us consumes, the more costly and difficult will life become for our poorer brethren. The figures in the last Board of Trade returns are eloquent of this fact. For the nine months ending September, 1915, we imported £285,000,000 of food, drink, and tobacco, as against £210,000,000 for the same period in 1913, the last normal period with which comparison can be made. For the same two periods we imported 17,000,000 cwt. less grain and flour in 1915 than in 1913, and yet they cost us £20,000,000 more. We imported 2,300,000 cwt. less meat, yet meat cost us £26,000,000 more.

### Short and Sweet.

To market, to market, to buy a new car.  
Home again, home again, jigget-jar-jar  
To market, to market, to have repairs made.  
Home again, home again, jiggety-jade  
To market to market, to sell at a loss  
Home again, home again, driving a hoss.

READ THE MAIL & ADVOCATE

## SCHOONER FOR SALE

Schr. "Mary Kate,"

36 tons, 11 years old.

Schooner may be seen at Port Rexton. Apply to

**JOHN GUPPY,**  
Port Rexton.

**625 Cases**  
**New Crop Tomatoes**  
Due to arrive 1st half September.  
**Get our Prices.**

**Job's Stores, Limited.**

**OUR THEATRES**

**THE NICKEL**

There were crowded audiences at the Nickel Theatre again last evening, and patrons were all delighted with the performance. The programme has been specially selected and the pictures were followed with interest. The big matinee takes place this afternoon when special films will be shown for the benefit of the children. The little ones should attend early so that they can have an afternoon's good amusement. At night last evening's programme will be repeated for the older folk.

**THE CRESCENT**

Grechan Hartman and Jose Ruben are presented in "Alias Jimmie Barton" at the Crescent Picture Palace to-day. This great drama is produced in two reels by the Biograph Company. Claire McDowell and Allan Hale in "Cupid Entangled," a comedy drama; an all Star Lubin cast in "Ophelia," a melo-drama; and Billie Reeves in "Billie's Double," a lively and funny comedy. Professor McCarthy plays a new and classy musical programme. On Monday Leslie Austin in "The Greater Wrong," a great three reel Lubin feature.

**St John's Municipal Council Tenders.**

TENDERS will be received by the undersigned until THURSDAY, 19th inst., at 4 p.m., for the purchase of that building known as the "Coffin House."

The structure is to be removed within fourteen days after the sale, and the place cleaned up to the satisfaction of the City Engineer.

The Council does not bind itself to accept any tender.

By order,  
JNO. L. SLATTERY, Secy.-Treas.  
oct14,17

**St. John's Municipal Council Tenders.**

TENDERS will be received by the undersigned until THURSDAY, 19th inst., at 4 p.m., for certain curb and gutter work to be done on Rennie's Mill Road.

All information relating to the same can be secured on application at the office of the City Engineer.

The Council does not bind itself to accept the lowest or any tender.

By order,  
JNO. L. SLATTERY, Secy.-Treas.  
oct14,17

**Naval Reservist Wm. Butler Dead**

(To the Editor)  
Dear Sir,—I regret to inform you a telegram has been received from the Admiralty stating that William Butler, Seaman Newfoundland Royal Naval Reserve, 1428X, died in Hospital at Ismailia, Suez Canal, on the 11th instant.  
Butler joined the Reserve on 30th November, 1914, and took passage to England in S.S. Mongolian on 17th December, 1914.  
He resided at Cupids, C.B.  
A. MacDERMOTT,  
Act: Commander.

H.M.S. Ship Briton,  
St. John's, N.F.  
13th. October, 1916.

**Capt. Will Parsons Wins Military Cross**

(To the Editor)  
Dear Sir,—I beg to acquaint you that His Excellency the Governor has received a cablegram from the War Office, London, conveying the information that Captain W. H. Parsons has been awarded the Military Cross.  
Yours faithfully,  
J. R. BENNETT,  
Colonial Secretary  
October 13th, 1916.

**DO YOU WISH TO INCREASE YOUR EARNING CAPACITY?**  
If So, Read This:  
Two practical stenographers, with several years' business training, are desirous of obtaining a limited number of pupils for Shorthand and Typewriting.  
Penmanship, Arithmetic and English also taught.  
For terms, etc., apply between 7 and 10 p.m. to 71 Gower Street, oct12,14,21

**OUR VOLUNTEERS**

Yesterday the volunteers were engaged in drill in the armoury and had a route march in the afternoon, while a squad had rifle practice on the South Side. The following enlisted: Thos. Carew, Cape Broyle, Gordon Tilley, Sandy Point, Bay of Islands, Joseph Thorne, Grand Bank, Maxwell Mitchell, St. John's, Wm. Garman, St. John's.

**"GOLD BOND" Cut Tobacco.**  
The very Best.  
10c. per tin.

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

**The Shortage of Fish**

Continued from Page 5

Had a trade of the kind contemplated been in existence when the war broke out, how profitable it would have been to all concerned and what a help to the Motherland in this hour of trial.

At the general stock-taking at the end of the war, when our Imperial assets are being passed under review in the Great Conference of the Empire which is even now being arranged, for is the fish supply from Newfoundland to be taken into account, or will want of preparedness again stand in the way.

His Excellency the Governor has warned us again and again of the necessity of looking ahead, of making ready beforehand. He has always insisted that the war would be a long one, and that in all calculations, in all trade arrangements for the future, and particularly so in this question, of the development of the fisheries, it is wise to assume that at the end of the war we shall have to deal with entirely changed conditions, and that those who have not equipped themselves in advance to cope with them will be left standing.

How right he has been in his judgment about the war we all know, and we can see that if it goes on much longer he will be equally right about the food supply. It may become one of the most serious of all questions, though it is bound to become a serious question in any case whether the war ends soon or not.

The Washington Geographical Journal called attention soon after the war began to the great drain upon meat caused by the immense armies in the field and declared that the only way to bring down the cost of living in the future will be a more scientific exploitation of the resources of the sea.

The Canadian Fisherman has sounded the same warning note. "The day is coming," it says "when meat will be too expensive for any but the wealthy classes."

When that day comes the bulk of mankind will have to go back to fish, just as they did after the Napoleonic wars.

As yet the high cost of living has not caused any very wide-spread distress in Great Britain, not certainly among the working classes, for those who are not actually serving in the ranks are nearly all employed on high wages in munition factories or on other war work.

The real pinch will come a year or so after the war is over, when all this work is at an end, when the exhaustion of the war, and the tightness of money will make it difficult to start new industries and thousands of people will be out of employment, whilst food will be just as dear because of the heavy taxation and the depletion of supplies.

Then, if this country is in a position to send across fish in sufficient quantity to bring the prices in Great Britain down to pre-war rates, or even lower, it will be rendering an inestimable national service.

That is what a very wise and far-sighted British statesman said to me when discussing this question. In the years immediately before us, food is going to be more important perhaps, than anything else, and the fish of Newfoundland may prove as vital for the Empire as the grain of Canada, or the meat of Australia and New Zealand.

But that fish cannot be supplied unless the necessary preparations are made beforehand. It will be too late when the war is over, the proper time for making them is now.

The putting on of the boots is a relatively small matter. It is the organization of the industry here, the collaboration, the details of working it out, that will make or mar it.

That is why it is important that it should be started with the approval of all concerned; that like the frozen meat industry it should be, in the main, a national enterprise. In that way, and in that way only can it succeed. There will be difficulties to encounter just as there were in the frozen meat trade, but they can be overcome, as those in that trade were, if there be the will to overcome them, and if there be kept steadily in view not the difficulties, but the object to be attained.

What is it Lord Bacon says: "But be the workman, what they may be, let us speak of the work. That is the true greatness of kingdoms, and estates, and the means thereof." But the time is slipping by, two years have already gone, and unless the golden opportunity is seized soon it will be lost.

During those two years Iceland, whose products are almost identical with those of Newfoundland, has made herself rich.

**A COLD WAVE**

Last night was the coldest for the season and heavy frost prevailed. Early this morning three degrees of frost were registered and across country it was exceptionally cold.

**A Clear Example of Patriotism That Pays**

**Delegate Woods Again Writes on the Increased Cost of Living—Points Out Where a Crushing Burden Has Been Forced on Every Man and Woman in the Country—Those Who Are Guilty of This Are the Loudest Talkers on a Patriotic Platform—Time For the Common Man to be Up and Doing if Life is to be Made Worth Living**

(To Editor Mail and Advocate)

Dear Sir,—I must again ask the use of your columns to lay before the public some information as to the enormous increase that has taken place in the price of all commodities since the outbreak of war.

The following is a list by means of which a comparison may be made between the prices prevailing in 1914 and those at present demanded for the same articles in this city:

	1914	1916
Flour per barrel	\$6.00	\$10.50
Sugar per lb	4	6
Tea per lb	50	60
Butter, per lb	40	48
Oleo	25	30
Molasses per gal	45	65
Fresh beef steak	20	40
Roast per lb	18	30
Mutton, per lb	20	35
Fresh pork	18	25
Salt pork	13	20
Milk per pint	5	7
Currants per lb	7	13
Raisins	12	15
Jams per lb (crock)	25	35
Salt fish	5	9
Kero oil	20	30
Coal per ton delivered		
Small household sundries	7.00	10.50
Spices, salt, etc., have increased	6.50	10.00
Wearing apparel has increased		25 per cent.
Families requisites have increased		about 30 per cent.
Rents have increased		30 per cent.

There has been in round numbers an increase of 40 per cent. in the prices of the foregoing commodities within the past two years there should moreover be added to this a further percentage of about 5 per cent. to meet the additional expenses that always fall on the poor through their being unable to buy in large quantities.

Of all these immense profits by far the larger proportion has gone to the shipowners and to those with transportation facilities. Their profits as I have shown in a previous letter have increased a least 300 per cent. within the last two years. They have in effect during that period levied a crushing burden on every man, woman and child in this Colony. It should further be borne in mind that their men who are squeezing their blood money from all of us, are those whose voices are loudest when Patriotic movements are on hand. Their conduct does not deserve us for we all know that Patriotism of our local Shyllock is a Patriotism that pays.

I contend that circumstances do not justify this uncalculated expropriation on the part of the moneyed interests, but admitting that it does why then are not those who are making all this money for the shipowners entitled to the same or to even a reasonable increase in the wages paid them.

The shipowners can find money for the choicest luxuries that our modern civilization affords and at the same time they treat with contempt the request of those by whose labours they piled up these enormous profits. I use the word "Request" advisedly, because as has been pointed out in a previous communication, the Union made every possible effort to effect an amicable compromise before resorting to a general strike, which I hold should only be called into effect when all other means of settlement have failed.

I wish to point out to all the wage earners of this city that the question of the increased cost of living is a vital one to all of them. I fully recognize that they have their problems to solve as well as the Union which I have the honour to represent. The clerk, the office hand, and many other whose wage has been at a fixed rate for the last ten years feel the burden of present prices to a much greater extent than would seem to the ordinary man. Let me say to them that they have the sympathy of Unionism in the problems now facing them, and that in their efforts to solve them they will have its wholehearted encouragement and support.

The man who lives in the back street has the same right to exist,

to breathe God's pure air as his wealthier brother for whom the world seems to have been made, and for whose every wish an army of servants and parasites show a profound solicitude.

There are some amongst us who think that this world was made for them and for them alone, who would enslave the toiler and take from us the freedom which Patriots say is the heritage of us all. Let me tell them all that the Toilers of Newfoundland are not unceasingly going to be satisfied with the scraps that fall from the rich man's table, they are not going to be satisfied with empty phrases which sound well but mean nothing, but they will insist on getting what is due them as of right by reason of social law and of the inherent right of every toiler to a living wage.

Yours truly,  
F. J. WOODS,  
President and Delegate  
Firemen's Union.  
St. John's, Oct. 14, '16.

**LIEUTS. STICKS DOING WELL**

Last week letters were received from both Second Lieut. Len Stick and Lieut. Bob Stick. Len who had been in hospital has fully recovered from the wounds received in the head and is now studying for his commission. He looked forward to going to the front with the next draft in which will be his brother Myles of the Ambulance Corps. Lieut. Bob's brother, had 13 pieces of bone taken from his leg as the result of wounds. He will not be able to resume duty for a good while yet and owing to his injuries cannot walk for any distance. Both lads are cheerful and wish to be remembered to their friends here who are many.

**WEEK'S HEALTH REPORT**

At present there is some diphtheria at Port au Port, the patients being in two houses. They are being looked after by Dr. McDonald. There is some typhoid at Change Islands and a case at Torbay with some measles at Cape La Hune but this has not been reported to the health authorities.

**CHURCH SERVICES**

**Church of England Cathedral.**—Holy Communion at 8 a.m., also on the first Sunday of the month at 7 and 11 (Choral). Other services at 11 a.m. and 6.30 p.m.  
**St. Michael's Mission Church (Casey Street).**—Holy Communion at 8 and 11 on the 3rd Sunday of the month; and at 8 on other Sundays. Other services, 11 a.m. and 6.30 p.m.  
**St. Thomas's.**—Holy Communion, 8 a.m.; Morning Prayer, 10 a.m.; Intercession Service and Sermon, 11 a.m.; Preacher Rev. C. A. Moulton; Sunday School, 2.45 p.m.; Evening prayer and Sermon, 6.30 p.m.; Preacher, The Rector; subject: "Where are my children?"  
**Christ Church, Quidi Vidi.**—Holy Communion, second Sunday at 8 a.m. Evening Prayer, third Sunday in each month at 7 p.m. Every other Sunday at 3.30 p.m.  
**Virginia School Chapel.**—Evening Prayer every Sunday at 3.30 p.m.  
**St. Mary the Virgin, St. John's West.**—Holy Communion on the first Sunday in each month at noon; every other Sunday at 8 a.m. Other services at 11 a.m. and 6.30 p.m.

**METHODIST.**

Gower St.—11, Rev. H. Royle; 6.30, Rev. D. B. Hemmeon, George St.—11, Rev. Dr. Bond; 6.30, Rev. N. M. Guy, Cochrane St.—11, Rev. N. M. Guy; 6.30, Rev. Dr. Bond, Wesley—11, Rev. W. H. Thomas; 6.30, Rev. H. Royle.  
**Presbyterian.**—11 and 6.30.  
**Congregational.**—11, Rev. D. B. Hemmeon; 6.30, Rev. W. H. Thomas.  
**S. A. Citadel (New Gower Street).**—7 a.m., Prayer Meeting; 11 a.m., Holiness Meeting; 3 p.m., Praise Meeting; 7 p.m., Revival Service. Major Cave will be with us.

**CONGREGATIONAL.**

The Sunday School Anniversary will be observed at the Congregational Church to-morrow, and in the morning Rev. D. B. Hemmeon will deliver an address directed particularly to the children. In the afternoon at 3 o'clock, when service will be held for the little ones and their parents, the address will be given by Rev. Dr. Bond.  
**ADVENTIST.**—"By Beholding." Gordon H. Smith.

**Hon. M.P. Gibbs States His Stand**

**Has Not Deviated One Iota From the Principles Which he Has Always Advocated—Will Allow no Corporation or Individual to Dictate His Course of Action**

(To Editor Mail and Advocate)

Dear Sir.—Mr. F. J. Woods in a letter which appeared in your paper of yesterday's date, defending the position of the Union of which he is President in the recent strike, makes reference to an interview which he had with Mr. H. D. Reid.

In commenting upon it he asks what do I intend to do in the matter, and will I stand by and watch Reid dictate, not alone to the Firemen but to the people in Newfoundland. In reply I beg to say that I have not deviated one iota from the principles which I have always advocated. In my public position I shall always be prepared to resist undue interference on the part of any employer of labour, no matter who he may be, with the rights of the working classes of this country.

Yours truly,  
M. P. GIBBS.  
St. John's, Oct. 14, '16.

**LOCAL ITEMS**

The Shoran laden with flour from North Sydney arrived at Fortune yesterday.  
The S.S. Haroldshaugh which sailed from here with a codfish cargo arrived at Naples on Thursday via Alicante.

To-morrow the Star of the Sea Association will hold a special meeting when officers will be nominated for the coming year and other important business transacted.

The C.L.B. will hold their monthly Church Parade to-morrow afternoon, attending Divine Service at St. Thomas' Church.

Ruehen Rowe, a Newfoundlander, was killed at Sydney on Tuesday last while working at the coke ovens. A heavy roll of rubber fell on him and killed him almost instantly.

Two more cases of diphtheria were reported yesterday afternoon. One was in a residence on Lemarchant Road and the other in a house on Hamilton street. Both patients are being treated at home.

A delegate of the Firemen's Union left here yesterday by train to consult with the stokers on the Bay Boats with reference to the strike. He will visit the Glencoe men at Placentia and will proceed to interview the men on the other boats.

After the Portia had sailed at 5 p.m. yesterday for the Westward it was found that some 25 persons had missed their passage. Messrs. Bowring Brothers telephoned Cape Spear, which signalled the ship and she returned to port, when the passengers were transferred to her by the tug John Greene.

**WEDDING BELLS**

**McLoughlin-Worsley**  
The wedding of Dr. James P. McLoughlin, son of the late Hon. James McLoughlin, and Miss Monnie Gertrude Worsley, daughter of Mr. and Mrs. Nicholas Worsley, Duckworth Street, took place Thursday afternoon at the Cathedral Oratory. The ceremony was performed by Rt. Rev. Monsignor McDermott, V.G., and the bride was attended by her sister, Miss Mina Worsley, while the groomsmen were Mr. John McCarthy, J.P. The Mail and Advocate extends hearty felicitations to the newly wedded pair.

**FISHERMAN ACCIDENTALLY KILLED.**

Mr. Hutchings, K.C., Deputy Minister of Justice had a telegram yesterday from Rev. T. Pitcher, of Little Bay Islands, saying that one of the crew of the schooner Norwood named Harold England had been accidentally killed a few days ago while coming from Labrador by the mainboom of the ship striking him.

The steamers Louisburg and Pere Marquette went into the dry dock to-day for extensive repairs.

**V. C.**  
and  
**British Colonel**  
Dark, Mixed  
IS GREAT.  
TRY IT!  
At the  
**Royal Cigar Store,**  
Bank Square, Water Street.

**PICKED UP**—About two miles off Crouse Harbor, the 17th September, a large Motor Trap Boat, painted Dark Grey; engine had been removed, shaft and propeller intact. For further particulars re salvage and expenses the owner may apply to LOUIS BURTON, Greenspond. —oct10,31

**PICKED UP**—August 1st, the Head Ropes and Orbs of a Ccd Trap and Leader. For further information apply to CHARLES HISCOCK, Coward's Island, B.B.—oct13,21

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

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