

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

THE MAIL AND ADVOCATE.

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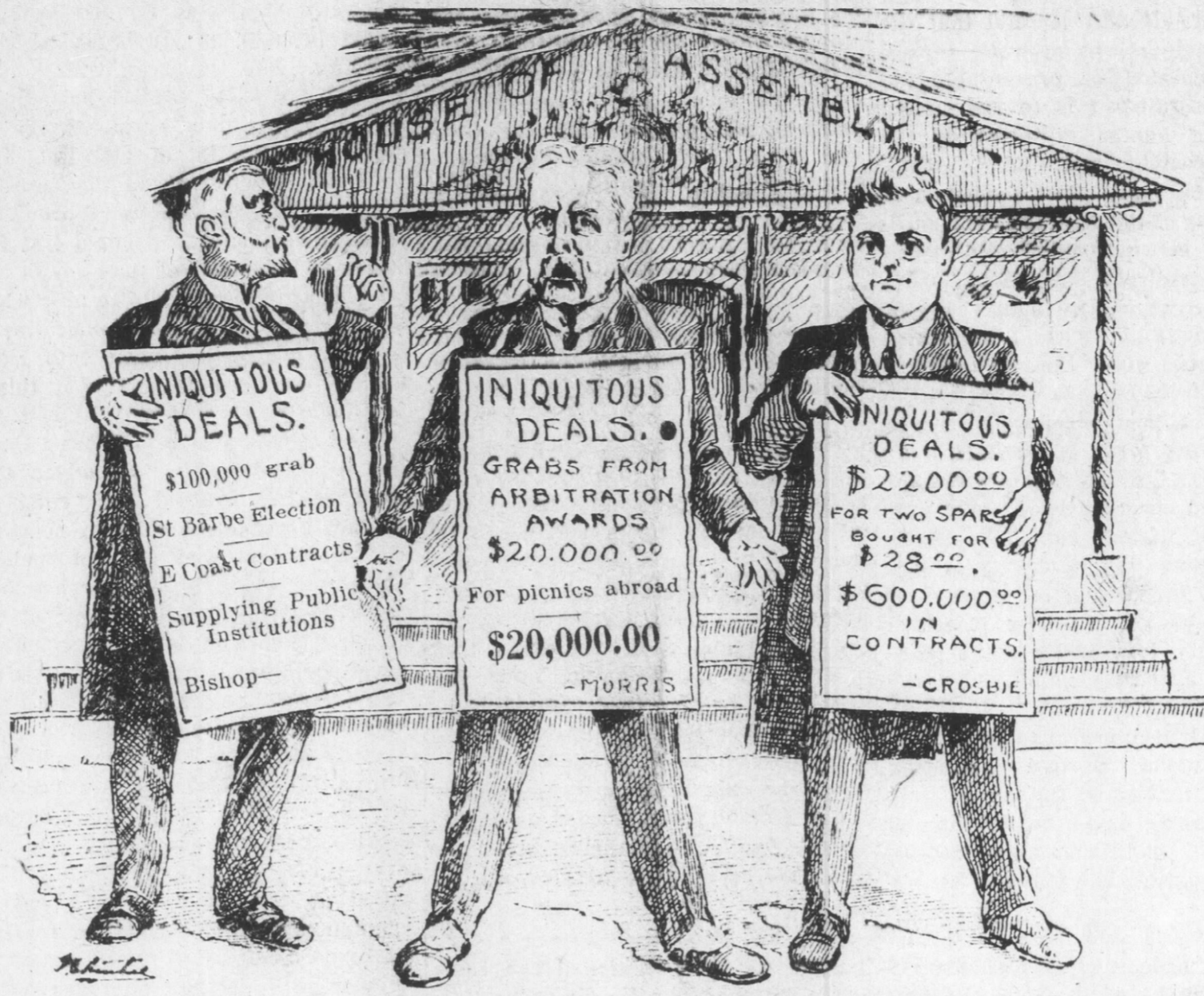
Price:—1 cent.

BERLIN ADMITS REVERSE ON DNIESTER

The Enemy May be Forced to Forego Further Offensive Operations at Present Against Russia in Galicia

London, June 25.—Along the most crucial sector of the Dniester: battle-front in Galicia, between Zura and Halez, heavy fighting is going on, and there is some conflict over the situation, according to official reports. The Russians claim they have punished the Austro-German forces there, and that by rushing up reinforcements they have compelled them to retreat across the river. Berlin admits this reverse, but the Austrian communication says the Teutonic attack there is making progress. North of this area and still further north, over the frontier of Poland, the Austro-German advance is sweeping forward. Whatever the outcome of the struggle along the Dniester, the Russian armies have met with such reverses that the belief of military experts, from the standpoint of the Allies is that the Western theatre, seems the only quarter which holds the possibility of a decisive ac-

tion during the summer. The French and German claims relative to the fighting on the western front are widely at variance. Military observers believe that the French still have their eye on Lille with its factories and railroad lines, and advance the theory recurrent by the persistent attacks week in and week out along virtually the same section of the German front, proves this. Though meeting with the hardest resistance on the Dniester, the initiative in the East still rests with the Austro-Germans. Few military writers can hazard a guess at what their next move will be. It is argued by them that the situation in the West may at any moment become pressing. Germany and Austria may be forced to content with having recovered Galicia and broken the Russian offensive without seeking further to humiliate her this time.



This cartoon shows the gentlemen of the Triple Entente masquerading before the House of Assembly with their six years grabs.

Bishop secured a grab of over \$5000 for the collecting of ballot boxes by the "Earl of Devon." He received \$10,000 last year for the use of the little trawler "Earl of Devon" for a few months service carrying mail to the Treaty Shore. He secured the same grab for this season, although the chest is empty and the Revenue is \$900,000 short of expenditure for the year ending 30th June. For six years he has grown rich from selling supplies to the Government for several of the Departments, he being one of the few on the patronage list.

Morris has secured big fat arbitration fees. He secured \$7000 for listening to Sir Jas. Winter's speech at the Hague in 1909. His picnics abroad have cost some \$20,000—\$3300 being paid for his trip last year.

Crosbie is famous as a spar dealer. He secured \$2200 for two spars he bought on the West Coast from a wreck for \$28. Of course he fitted the spars with rigging and put tops to them. He secured \$600,000 for his coastal contracts. He has grabbed another \$400,000 for extra services, insurance premiums and for supplies to the institutions. Out of this \$1,000,000 he has scooped in a big haul as net profits. He has two whalers now under hire to the Government for which he will clear a profit of \$3000 per month, while the two whalers cost him only \$10,000 as purchase money. He will clear the purchase money out of the profits this year and have \$5000 to the good. This is the Patriotism that pays!

This clique now about owns the House of Assembly, and they defile anyone outside of the clique to interfere with their little game. How bold they stand defying entrance to the People's House. Such is Graballism!

ROUMANIA AT WAR WITHIN A WEEK

Will Attack Flank and Rear the Austro-Germans in Galicia—Bulgaria and Greece are Also Getting Ready

New York, June 26th.—A special to the American from Rome says the Balkans are about to thrust themselves into the great European conflict, according to information of a most trustworthy sort received here to-day in diplomatic circles, within a week, it is declared that Roumania will be at war. Her first act will be an attack upon the rear of the Austro-Germans in Galicia. Roumania will make as an excuse for entering a conflict a demand for the cession of Transylvania, which will unquestionably be refused by Austria-Hungary.

It is declared here that the Roumanian envoy at Vienna has already been instructed to demand the cession of Transylvania, the consequence of the intervention will be then placed upon the Austrians.

According to reports Roumania is already preparing for war. Wheat crop has been harvested and the people are eager to get into action, following closely on Roumania. Bulgaria and Greece are expected to enter the area. Greece intervention is being delayed only by the illness of the King.

Sir H. Howard Envoys to Vatican Notifies Holy See

Great Britain Cannot Follow Pope's Initiative

RESPECTING PRISONERS

Unless the Pope Gives Guarantees Not Influenced By Austria

Rome, June 26th.—According to reports in diplomatic circles Sir Henry Howard, the British Envoy to the Vatican, has notified the Holy See that Great Britain will not follow the Pope's initiatives in future for exchange of war prisoners or for other proposals connected with war unless firmly assured that the Pope's attitude is not influenced by Austria.

Cardinal Gasquet, Abbot of the Benedictines has been received in audience by the Pope. The English Cardinal protested against the interview with the Pope published in the Paris Liberte and urged a retraction. Envoys of the Allies also urged the Pope to retract the interview.

It is considered likely that the Pope will issue an encyclical, deploring the methods of war employed by the Germans.

Reported Turks Have Evacuated Adrianople

London, June 26.—A despatch from Rome states the Turks have evacuated Adrianople and withdrawn to the Chatalja lines. In view of the fact that previous despatches from the near East had told of Turks strengthening Adrianople the foregoing must be accepted with reserve.

Montenegrins Occupy Albanian Port

Rome, June 26.—Montenegrin troops are reported to have occupied the Albanian port of San Giovanni de Medua, on the Adriatic Sea.

Recollections of Cricket

We beg to thank Mr. P. J. Myler for a copy of his "Recollections of Cricket" which has just come to hand.

The little book contains eighty odd pages all devoted to the history of cricket and its players in Newfoundland. As we turn the pages and read the names of the old clubs and the names of the famous cricketers of the years gone by we almost feel the thrill that was ours when we lay on the grass at Pleasantville through a long summer afternoon to watch the game or applaud the bowling of Willie Job or Johnnie Bennett or the batting of Tom Parker (now gone to that blessed place, where we feel sure all good cricketers go). Mr. Myler deserves well of all who like himself love the good old game.

How It Occurred

By the express we learn that Joseph Petipas's schur Triton, which was damaged by a gasoline explosion a few days ago was bound from Codroy to Bay of Islands. She is a vessel of about 70 tons and had sprung a leak. Skipper Petipas went down below to investigate and temporarily forgetting the motor, lit a match. The gasoline tank exploded with a loud report and how Capt. Petipas was not killed is a mystery.

He was considerably burned about the face and hands and he and his crew quickly quenched the fire which broke out. The vessel's deck was thrown up, and she was otherwise damaged. The pumps were kept going and she was nursed back to Port aux Basques and will be repaired.

Buy a few packages of Coca-Cola Gum on your way home. Your wife will like it.

STAR OF THE SEA ASSOC.

The regular monthly meeting of the Star of the Sea Association will be held on MONDAY night at 8 o'clock. Members of the Association are requested to meet at their Hall on Tuesday night at 8.15 sharp, for the purpose of taking part in the joint parade of the Societies in honor of the Consecration of His Grace Archbishop E. O. Roche. By order, W. M. F. GRAHAM, Sec. S.S.A.—jme25,3i

OFFICIAL

BRITISH.

London, June 25.—The French Government report comparative calm along the whole front, captured positions being organized. About 700 prisoners have been taken in the Ficht region since the 14th.

The Russian Government report the attempted German advance in the direction of Seurawno and Lemberg checked. Also desperate fighting on the Dniester, the enemy suffering enormous losses. On the left bank of the Dniester, the Austrians were repulsed, losing about 1,750 prisoners. The Italian report is satisfactory. BONAR LAW.

FRENCH.

Paris, June 25.—In Lorraine the enemy yesterday on two different occasions endeavored to retake positions he had lost near Leintrey but was completely repulsed.

In the Vosges two German infantry attacks were checked by our artillery and infantry fire. They were delivered against our trenches at Reichackerport after a violent artillery bombardment. German aviators yesterday threw five bombs on the Sanitarium at Zuydcoote, but without doing any real damage.

Italians Set Heavy Artillery On Mountain Tops

Udine, Italy, June 25.—Slowly, owing to the difficulties of mountain warfare, but steadily and with grim determination, Italian forces are advancing both from the east along the Felia Valley, and from the south through the Predil Pass towards Tarvis, which is the pivot of the classical roads along which every great invasion of Austria from Italy has occurred.

From Javarca, which is about two thousand feet high, heavy artillery of the Italians has been sweeping the valley below, as far as Plezzo which lies four miles away in a direct line. Big guns also dominate the whole valley of the Upper Isonzo River and threaten Predil Fort.

Submarine Crews Get Recognition For Their Valor

London, July 25.—It is officially announced today that the Victoria Cross has been awarded to Lieut. Commander Naswich, for taking a submarine into the Sea of Marmora and sinking various Turkish transports and a gunboat.

Two officers of the submarine were awarded the Distinguished Service Cross each, and the crew received Distinguished Service Medals.

Long Threatening May Come To Pass Wilson Determined

Washington, June 25.—No protest will be made by the States against interferences with American mails passing through European belligerents' territory for neutrals. Since belligerents are permitted to censor cable messages in transit through their territory, officials here take the position that letters would seem to be subject to the same risks. Postmaster-General Burleson has ordered that the mail to neutrals be sent by ships which do not touch at the ports of the belligerents.

England Waits With Confidence German Onslaught

London, June 25.—In Flanders, we have made provisions for defense, however great the attack. Our numbers are adequate for any task. Our turn will come spoke Walter Runciman, President of the Board of Trade, in an address at West Hartlepool. We are learning now, Runciman added, how to deal with the submarine menace.

It is truer now than when the statement was made in April, that we have enough explosives for our own use. We are also overcoming our shortage of munitions.

Steamer Cabot Turns Turtle

Halifax, June 25.—The Dominion Coal Company's steamer Cabot, commanded by Capt. Lintlop, bound from Charlottetown, P.E.I., for Sydney turned over at 11 o'clock Thursday night off the Prince Edward Island coast and went to the bottom. All hands saved.

Her water ballast tank burst at 10 o'clock and in an hour she was on her port beam ends and sank. The captain and crew took to two boats and after twelve hours they were picked up and landed at Hastings.

British Consul Retires On Pension

New York, June 25.—Sir Courtney Walter Bennett, British Consul-General of New York since 1907 is retiring on a pension having attained the age limit, after nearly forty years of service, fourteen of which were spent in the States.

To Refloat the Tunisian

London, June 25.—Arrangements were made today for salvaging the steamer White House at Cornish, New Hampshire, which was torpedoed off Lowestoft on Wednesday last by a German submarine.

After being hit, the Tunisian was seldom afloat and the crew landed, beached nearby and the crew landed, march "by the clock."

BRITISH CRUISER AT CALLAO

Callao, Peru, June 26.—The British auxiliary cruiser Crama, which arrived here to-day for mail and possible orders, departed to-night.

London Banks Subscribe Largely To New War Loan

London, June 25.—The sum of \$750,000,000, in rough numbers, of the new war loan has been applied for by the London banks alone up to noon today, according to a statement published in the Evening Standard. Very large applications, or in other words requests for millions, is being held back until next week.

U.S. Recognizes Belligerents' Rights Over Neutral Mail

Washington, June 25.—The Foreign Chancelleries interested in the Mexican situation have been given to understand that President Wilson is determined on some action in a line with his recent statement as to Mexican affairs, after he returns from the summer White House at Cornish, New Hampshire, the first week in July.

"Footprints on the sands of time" were seldom afloat and the crew landed, march "by the clock."

WIRELESS

THERE sits a little demon Above the Admiralty, To take the news of seamen Seafaring on the sea; So all the folk aboard-ships Five hundred miles away Can pitch it to their Lordships At any time of day.

King Constantine Greatly Improved

London, June 25.—The Athens correspondent of the Exchange Telegraph Company says King Constantine of Greece who has been seriously ill for some time has improved so greatly in health that he has been informed of the victory of Eleutherios Venizelos, former Premier in recent national elections.

The King expressed a keen desire to leave his sick bed before Parliament convenes. His physicians are said to be hopeful that he may do so.

War Loan Open To Outsiders

London, June 25.—It is officially announced that the Bank of England is prepared to receive applications for new war loan from abroad, stipulated that telegraphic advice from foreign applicant must be received by the Bank and necessary five per cent. deposit, paid before July 10.

Another Larceny

We hear of money and goods has been committed in the West End and the police are investigating.

TO PRESENT ADDRESS TO LORD HALDANE

London, June 26.—A movement is afloat to present an address to Lord Haldane, expressing appreciation of his services to country and party.

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BANANAS, ONIONS & ORANGES

Now Duc Ex S. S. Stephano
 150 Crates SMALL ONIONS
 50 Cases SWEET ORANGES
 20 Bunches RIPE BANANAS
George Neal

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 MACHINIST & BRASS WORKER**

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 With our equipment we are enabled to guarantee every satisfaction and ensure prompt delivery.
 Large Stock of Material always on hand.
 Brazing broken parts of machinery done by special process.
 Note carefully the address:
GEORGE SNOW
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**For Sale!
 Motor Boat
 F. P. U.**

Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his Cruise North.
 Boat is fitted with a 27 H.P. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.
 She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Nine-tenths of the fuel consumed by the engine is Kero oil.
 The reason for selling is, the boat is not large enough for the purpose she is now used for.
 The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses.
 Apply to
W. F. Coaker.

**Safety First, Is the
 Motto For Railroads**

Eye-Opening Letter from Mr. Butler

(Editor Mail and Advocate)

Dear Sir—It may be said that the whole aim in recent progress toward the illumination of preventable accidents on railroad is to reduce the element of human fallibility to the lowest possible minimum. That, says the St. Louis Post Dispatch, is the purpose of the "safety first" movement that is winning substantial triumphs in railroad operation. It is the special object of many ingenious automatic devices of decided utility in the protection of life.

As the strain on men occupying the positions of large responsibility in the operating force is diminished by approved laws, efficient protective apparatus and observance of tested precautions of various sorts, the likelihood of blundering is materially decreased. The growing infrequency of the once common smashups in which from twenty to forty persons were killed has agreeably impressed newspaper readers.

The total disappearance of serious accidents under normal operating conditions, leaving in the record only those occurring under infrequent and unfavorable conditions, would strikingly demonstrate the value of "safety first."

The above is very true as far as America is concerned as regard what it says about laws, tests etc. In America there is a law that provides that all trains shall be equipped with an efficient power brake, that hand brakes shall work in harmony with the power brake, and a hundred and one other laws to reduce the element of human fallibility to the lowest possible minimum. In fact the laws have made it (like Glandstone's ideal Government) as easy as possible to do right and as hard as possible to do wrong. In this country we find just the reverse of that found in Canada and U.S.A. There are no laws to protect either the public who travel or the employees who are employed on the railroad. As a result the Reid system run their railing stock in all sorts of conditions.

They care not whether it suits the public or what risk the latter run as long as they can drag the cars to their destination. This kind of practice is due to lack of laws and if allowed to continue will sometime or other meet with disaster. So I think the Government would be well advised if it would enact laws similar to those of the Interstate Commerce Commission of the U. S. I have noticed that the general public do not seem to appreciate the necessity of the air brake. I suppose this is because they do not understand the part that this very important piece of machinery plays in train running, in fact the air-brake is more important than the engine for the lives of passengers are depending on the air-brake and not on the engine. In fact it is the greatest life-saver of modern times and the sooner our law-makers understand this the better it will be for all concerned.

To try and impress upon the minds of the public the importance of a brake I will tell what happened at Waterford Bridge sometime ago. One evening two train hands were shunt-

ing cars at Waterford Bridge and during the course of the shunt, one car started to go down the hill, before it had attained much speed one of the brakemen succeeded in catching it. After he got on the car of course the first thing he did was to go for the brake with the intention of applying it, but to his dismay the brake wasn't there (like a good many more brakes it may have been any where between St. John's and Port aux Basques). By this time the car had gained considerable speed and to use his own words my eyes began to pop out on my cheeks, anyway he started in to throw off ties with the hope of derailing the car but to all no use. So he began to obey the first law of nature by looking for a soft place to jump, when he saw an engine coming to his rescue. To use a railroad phrase the engine "scratched gravel" for the car and by a fluke or a kind of Providence the engine and car coupled, otherwise there would have been the greatest smashup in the history of Newfoundland railroading, because the express train was standing and the stand was crowded as usual. This is only one of many accidents that have been barely averted, all for the want of a brake.

It is not uncommon to see a car break clear of a train and run back to the bottom of a hill. To corroborate this statement all one need to do is to go to Brooklyn on the Bonavata Branch and there you will see the remains of a car that broke clear of a train six miles West of Brooklyn, but ran down a hill six miles long and turned bottom up at the base of the hill. Supposing there had been another train following this train, which is very often the case, what do you imagine would have happened? Whatever would have happened the poor train hands would have been blamed for it, altho very probably the conductor or the engineer protested against taking the car without a brake, but may have been forced to do so, which is very often the case.

The Reid system must amuse those who are familiar with up-to-date railroading. Take for instance the Motive Power Department. The head of this department is looked after, at more properly speaking an attempt to look after by a one Ladley who the Reids imported from Chicago and Arlington shops. How much does he know about the air brake? Why does he allow the braking system to remain in its present condition if he understands it. If he had no regard for the safety of the public one would think that he would try to earn all the money he could for his company and there is no other way that he can do better than keep an efficient brake system for an efficient braking system, gives a good showing on the credit side of the balance sheet.

Now Mr. Editor there is a lot more I want to say but will refrain from doing so at present as my letter is beginning to lengthen already and I know the Mail and Advocate has a lot of material to publish more interesting than anything that I might write. So I will quit for the present.

I am yours truly,
 W. L. BUTLER.

**Serving In
 The Dardanelles**

H. M. S. Cornwallis,
 May 23rd, 1915.

Dear Wife,—Just a few lines to let you know that I am well. We have spent a very good winter and my health holds good, for which I am very thankful. We are now anchored in the Dardanelles, just below the Narrows. I am getting quite accustomed to the new life and don't mind going into action at all. Indeed I quite enjoy the fun of it. Nevertheless, I shall be rather glad when it is over and I know you will too.

The Turks are very still to-day and there is not much doing. We get plenty to eat out here, but we don't get any fresh fish and I miss it very much. One shell hit our ship yesterday it did no damage. Tell some of the boys to write me before they go to the Labrador. The war is not going to last always, Julie, and I will be home as soon as it is over, please God. So good-bye.

From your loving husband,
 ALEXANDER PEDDLE,
 Formerly of Hodge's Cove, T.B.

The revolt in Portugal seems to indicate that the Republicans are fighting for freedom from the freedom for which they last fought.

A Correction

Boulogne,
 France, May 31, 1915

(Editor Mail and Advocate.)
 Dear Sir,—I see by a cutting from your paper, which has been forwarded to me in France, an error which I am sorry to correct. Namely, that I came out as a nurse under the Red Cross Society.

I am a member of Queen Alexandra's Imperial Military Nursing Service Reserve and as such I belong entirely to the Army and have nothing whatever to do with the Red Cross Society.

Thanking you for space,
 M. J. LODER,
 Of Snook's Hr.,
 Trinity Bay.

Lord Kitchener's Comment.

A new story about Lord Kitchener is told by the "Daily Mirror." He had been spending a considerable amount of his time in inspecting home-made trenches, but had never once vouchsafed a word of comment. Just as he was going someone with great temerity asked him what he thought of them. K. of K.'s reply was terse—and typical—"They wouldn't keep the Salvation Army out," he said, and walked away.

The piano practice of a girl is music to her ma only.

**Nurse Loder
 Writes Home**

Dear Father—I think I shall write to one or other of you every day while I am here, so it will be your turn to-day. It is just glorious here. I am sitting under the branches of a pine tree and the sun is simply pouring down on me. I have just got up after having breakfast in bed at 9 o'clock. Miss Engles, a member of the V. A. D. (Voluntary Aid Detachment) brought up my breakfast this morning. She is very nice.

Yesterday Lady Gifford brought it up. It really does seem strange to receive such a lot of attention, but no doubt it will not do the nurses any harm. I for one am thoroughly enjoying it and wish it could last for two weeks instead of one.

I am beginning to realize now what the poor men from the trenches must feel like when they come into Hospital. I don't wonder that they think they have reached Heaven at last.

The sun has got so hot that I have had to crawl further in under the branches. I received the "calling" and am glad you sent it to me. I am afraid that you did not understand that there is a difference between the Army and Red Cross nurse. The first is sent out by the War Office direct and may be either a Regular Army Nurse, one who was in the Service for some time before the war started (they wear a grey uniform with a full scarlet cape)—a "Queen Alexandra's Imperial Military Nursing Service Reserve," one whose name is on the reserve and who has to be called up once a year for about a fortnight and who receives a retaining fee of about £1 (they wear a grey uniform with grey cape faced with scarlet) or she may belong to the C. H. R. Civil Hospital Reserve (they wear the same uniform as the I. A. I. M. N. S. R. and rank the same. I do not know whether I am an I. A. M. I. N. S. R. or a C. H. R., but I have always been called the former, and as I was not connected with any hospital at the time, I expect they put my name down as such in the War Office in London. It was through the London Hospital, at the request of the War Office, that I came out.

The Red Cross is an absolutely separate society and has nothing whatever to do with the Army. Of course their nurses nurse the soldiers just as we do, but it is very different. As it is getting near lunch time, I must bring this epistle to a close. I hope you will have a very prosperous and happy summer.

From your loving daughter,
 MON.
 The writer of this letter is Martha Loder of Snook's Hr., T.B.

**The Migration
 Of the Cod Fish**

The tremendous amount of cod-liver oil used annually by the world has led the Norwegian government to a careful study of the habits of this fish, from which Norway derives no inconsiderable portion of its revenue. As a result, the director of fisheries, Dr. Johan Hjort, has just concluded some interesting experiments designed to ascertain the extent of the migrations of the cod and the rate of its growth, as well as the probable rate at which the supply is being exhausted.

Last year he caught 2400 of the fish and after marking them, returned them to the sea. Two hundred and seventy-nine of these were caught again the same season, which shows, of course, that the drain upon the supply of cod is even larger than has been popularly supposed.

A fish marked at Henningsvaer on March 17, was caught again on Feb. 12, the year following, at Sorvaag. As both places are on the Lofoten banks, a famous codfishery, it thus appears that the fish return to the banks from year to year.

The increase in the length of a fish marked on May 26 and caught on the 19th of the following February was considerably over 100 per cent. It was shown, too, that during the period named the fish had travelled fully 1,700 kilometers.

As a result of his studies, Dr. Hjort is not inclined to pessimism as to the outlook for the industry. While admitting that the proportion of fish caught every year is extremely large, he feels certain that the rapidity of their growth and the extent of their migrations are factors that will prevent a too serious drain upon the supply, especially when the fisheries are properly regulated by law.

**Redmond Suffers
 From Ptomaine Poison**

London, June 16.—John E. Redmond, the Irish Nationalist leader, is suffering from ptomaine poisoning and will be unable for some time to attend sessions of parliament.

The "bookies" may now stop making books and go in for making making shells.

Just Arrived

Shipment of
GLASS FLOATS

4 inch size—Far superior to all other sizes

ROBERT TEMPLETON

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It is important to know where you can buy the following Goods:

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CHILDS' and MISSES' WHITE WHITE JEAN SAILOR DRESSES, prices from \$1.80 to \$2.90.
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 CHILDS' and MISSES' WHITE LAWN and FANCY BLOUSE ROBES, prices from 70c. to \$2.60.
 CHILDS' OVERALLS, assorted colors and prices.
 CHILDS' TUNICS, assorted colors and prices.

—Also—
 Job Line of SKIRT EMBROIDERY & INSERTION

---Samples---

A Sample Line of Ladies' LACE & SILK BLOUSES, American, no two alike.

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Smoking Tobacco The Best 15 cent Plug For Sale at All Dealers

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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 Pub. House Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., JUNE 26th, 1915

OUR POINT OF VIEW

Fat and Fifty

THE DAILY NEWS of Thursday had a very timely article which was inspired presumably by a contributor who seems anxious to see his name figuring in the "Machine Gun" List.

The editor very wisely remarks that there are other Funds which demand contributions at the moment, which have greater demands upon our resources. The fact is we have too many Public Funds just now; and were we to give to the Patriotic Fund, the results were far more satisfactory.

Discussing the contributors, the editor of The News says that there are many in our midst who have not made any "Sacrifices" in the matter of contributions; and if we examine the published lists we shall find corroborative evidence of this statement.

With a few notable exceptions, the contributors to the various War Funds are the wage-earners; and we may add, that our Volunteers and Reservists come largely from this class.

It is now incumbent on the well-to-do to wake up to the gravity of the situation; and as the "Fats" are chiefly found in this class, we hope that the article in The News will make them more responsive to the needs of the Empire.

He says that many have contributed largely from very slim resources: this is absolutely true. Those are really the people who are making "Sacrifices."

Talk is cheap; and drawing-room Patriotism will not avail to lead us on to victory. Enthusiasm is not a negotiable asset; and the only thing that counts at the moment is CASH, and lots of it.

We read recently in a Canadian Exchange a very interesting account (furnished presumably by somebody connected with the M. D.S.F.) of Grenfell's efforts on the North-East Coast to gather funds for the Cause.

We have rarely read such a graphic account of sacrifice as was made by the fishermen and their families to provide a handsome contribution for our soldiers.

We read that even a wedding-ring was passed into the Fund by a venerable old lady who had nothing else to contribute. When remonstrance was offered against its acceptance, she said that she would not need it much longer, as she must soon pass into the Valley from whose bourne no traveller returns.

This truly is Sacrifice; and it should be a lesson for many who fritter away enough in luxurious living, in a week, to furnish a handsome contribution to the Patriotic Fund.

The attitude of the F.P.U. on the great public question of the day is CLEARLY DEFINED IN THE PLATFORM ADOPTED AT THE BONAVISTA CONVENTION OF THE UNION LAST YEAR. The policy outlined is the MOST PROGRESSIVE EVER ADOPTED IN THIS COUNTRY. It is remarkable for the absence of all "Wild Cat" schemes. It takes into consideration the most pressing needs of the Country and of the People and advocates Safe, Sane and Economical methods for meeting these needs.

Our outports have responded very generously; at least, it seems so to us. Most of the knitting which found its way to Lady Davidson's W.P.A. organization came from humble homes in the outports. Now, when we consider the straitened circumstances of many on the North-East Coast during the past six months, these gifts have a worth beyond compare.

Why not organize a self-denial fund privately? This were a most commendable move; and it would have very lasting results, for "It blesseth him who gives and him who takes."

An Outrage

THE publication of salaries to post-office officials is one of the most interesting things of the season. Important settlements like Twillingate, Bonavista, and Grand Bank are perforce to be satisfied with a tenth-rate service while the so-called "second city" has the most up-to-date service possible.

Just for the sake of showing the scandalous mal-apportionment of public funds, we take the comparison, or rather, contrast, between Grand Bank and Harbor Grace.

Grand Bank is one of the most prosperous towns in the Island; and it is also the most progressive. It does more business in ONE MONTH than Harbor Grace does in Six, we would almost say TWELVE.

It is the great center of the banking industry, and some 300 fishermen make it their headquarters for the season. Its exportations of fish are amongst the argest in the Island; and yet the apable and obliging Postmistress receiving the miserable pittance and obligin etatoin etatoinance of \$80, a-year for her services; and she is often obliged to remain up far into the night to receive and despatch the mails!

Harbor Grace is as dead as the Jodo; it has TWO MAILS daily arriving at regular hours. But it needs an Assistant at \$500, and TWO Mail Carriers to do the business of the town. Expenditure Fourteen Hundred and Eighty Dollars.

This is one of the many political anomalies in existence.

We wonder if this glaring injustice is appreciated by Messrs. Jarris, Buffett, Patten and Forey, and the other progressive merchants of the great Western Emporium!

What We Owe the Navy

WHEN Winston Churchill declared at Dundee that only surplus ships were being used at the Dardanelles he was severely astigated by the naval expert of The London Morning Post.

Probably what Churchill wished to convey was that the ships sent to force the straits did not weaken the Grand Fleet—and in that he was of course right.

The British Grand Fleet, that is the fleet in Home waters, is more powerful now than at the beginning of the war, its superiority over the German Grand Fleet greater than a year or ten months ago.

Mr. Archibald Hurd, a recogniz-

From the direct way in which it (the F.P.U. position) enunciates popular needs, department failures and administrative necessities, it proves conclusively that COAKER, THE MAN CHIEFLY RESPONSIBLE FOR OUTLINING THIS F.P.U. POLICY, has given the question of the day the most careful thought and has BRAINS, COURAGE AND INITIATIVE ENOUGH TO EVOLVE A CURE FOR THE ILLS OF OUR BODY POLITICS.—MOSDELL, in The Fishermen's Advocate, Dec. 20, 1913.

ad naval expert, says that Britain now has more than a 60 per cent. Dreadnought superiority over Germany, while in pre-Dreadnoughts she is overwhelmingly strong—over two to Germany's one.

Seven British pre-Dreadnoughts have gone down since the beginning of the war, but while they represented a weakening of the second line of defence, their loss had not the slightest effect on the superiority of the first; and there are 33 of them left.

Mr. Hurd contends that even if the entire British fleet at the Dardanelles was wiped out the fighting strength of the navy would still be such as to render an attack from the German High Sea Fleet a matter of suicide for the enemy.

The British Empire will be guilty of the basest ingratitude if it does not long remember the men responsible for the efficiency of the navy. How different things might have been had the army been one-tenth as well prepared?

The Son of the Old Man

UNDER this caption, a recent issue of The Current opinion has a very interesting article by a contributor an advertising man—who has a shrewd insight into human nature as it reveals itself in business.

He prefaces his contribution by saying: "There is only one kind of a successful business man and that is the self-made kind." He pursues the subject by adding: "There is one type of man—almost every large business has a representative—who has no chance to become successful. He is known as 'The Son of the Old Man.'"

The causes which produce the failure of the son with the silver spoon are manifold. The said scion of so-called aristocracy, as a rule, "goes to college"; and returns therefrom a nice enough boy, perhaps, but without much fiber. His life in college had been too easy. He had likely been coddled by indulgent teachers, was specially "coached" for the term examinations, and led a Bohemian existence during the vacation period, hobnobbing with gentry whose papas had large rent-rolls, or possibly "long ancestral name."

During his college career the "Old Man's Son" had not the exercise to develop the character and stamina of the successful business man. On his homecoming, he didn't have to worry about his job. He did not have to make good. He didn't have to figure how he was to get the job of the man above him; because business was to him about as serious as an afternoon set of Tennis, or a game of Golf!

Such a young man has no more chance to be the type of business man that his father is, or was, than a milk-fed Pomeranian has to be a pit fighter. His character has been sacrificed to FAMILY PRIDE—to the false idea of "the divine right of the owner."

We were once told of an amusing instance of this misfitness. The head of a large concern asked one of his broker clients that his son be taken into the broker's office. "Certainly," said the broker, "we will take him at the usual salary of \$25 a month, as a start-

er; but I must ask that for the PRESENT HE STAY AT HOME, for we are short of desk room!"

We have met several of these young nabobs. Fine fellows they certainly are—jolly, quick-witted, good mixers of up-to-date beverages; and thoroughly at ease on all social occasions. They can run an automobile, have a smart jargon of the street, and, presumably, know a good deal about the INTRICACIES OF FINANCE; but they certainly do not measure up to the standard of a successful business man. They have known from the start that INFLUENCE rather than personal ability would achieve their advancement.

Why will parents persist in the delusion that they are helping their sons by using influence to bribe the opposing players in football to yield readily to the son's effort, or to send along a professional to perform the DIFFICULT SHOTS IN GOLF.

In concluding, the writer of the article from which we have quoted, says: "There is another phase to this 'SON OF THE OLD MAN' problem which holds perhaps a more serious menace than the sacrifice of individual men. Through family control this poorly equipped son is fairly certain to be in time elevated to the presidency of the business. Now an ornamental secretary and director can do comparatively little harm; but an incompetent PRESIDENT is another matter. A compiling of records would show that an appalling proportion of FAILURES are directly traceable to the INCOMPETENCY of second-generation management."

This truly is a very interesting contribution; and it may be applied to our local conditions. If we look along Water Street to-day, we notice that time-honored names have disappeared, that the old business firms have gone to the dwelling place of the Great Auk; and, if we watch the procession of sports and social functioners, we shall notice that some of the ancient names still exist; but the holders thereof are holding inferior positions—possibly working at so-much-per for one of the hands of the Father's concern!

This picture is not overdrawn; and should the reader be curiously disposed, we suggest that he make a mental visitation of some of the Northern outports, and after dwelling for a few hours on the St. John's situation, move mentally westward. The vista is bewildering. Some days ago we said that lack of personality is one of the besetting crimes of the age; it is nowhere so much in evidence as in the records of Water Street.

Inevitable

WHEN in what manner the United States shall cease to deal on friendly terms with Germany is not clear at this writing. That their present relations must inevitably come to an end most of us now see plainly.

The reply of the Berlin Government to President Wilson's note was but an incident in line with others. There was little, if any, surprise in it. There were a great many people who, though profoundly shocked, were not surprised at the Lusitania murders any more than they were at the Falaba, Gulflight and other incidents.

The German rulers proclaimed their moral code at the beginning of the war. They tried to explain away the violation of the neutrality of Belgium and the outrages which followed, with the excuse of necessity. There was some attempt later on to justify barbarism on other grounds, but it was half-hearted and ineffectual. Plain morality is a bar to continued friendship.

With this conviction goes the realization that America as the world's greatest neutral nation, the heaviest responsibility, their obligation to serve humanity, is involved in their efforts—to find the way of honor and courage.

A Cause Celebre

THERE is much more than a passing interest being taken in the fiasco which was enacted in the Magistrates' Court on Wednesday morning, and many of our citizens are now trying to figure out just how Mr. F. J. Morris, K.C., the Premier's brother, in his capacity of a Police Magistrate, finds justification for his extraordinary conduct on that occasion, when he acquitted young Reid, a son of Mr. W. D. Reid.

Be it remembered the young man acting, no doubt on good legal advice pleaded guilty through his counsel Mr. Higgins. He had been charged with two breaches of the Municipal regulations. We may confine ourselves to the more serious of the two offenses, namely, running a motor car at night, within the city limits, without lights.

To our mind driving a motor car without proper lights is no more technical offense, but a most serious infraction of a very necessary law. There should be no need to further labor this point. Daily, almost hourly, in this city, hair-breadth escapes of pedestrians, as a result of careless driving are in evidence. A kind providence has so far prevented fatalities, despite the apathy on the part of those whose duty it is to rigidly enforce the law.

But when a Magistrate, with a plea of guilty before him not only acquits a culprit, but fairly fawns on the subject of his magisterial benevolence, it is high time for the unmuzzled press to call a halt and demand that even-handed justice be handed out alike to the wail and the son of the wealthy railroad magnate.

Why, as was stated in these columns on Thursday, a medical man in discharge of his professional duty, should be haled before the Court and fined \$70.00 for a similar offense and Leonard Reid, the wealthy son of Mr. W. D. Reid go scott-free is a poser, the answer to which is for the present at least, locked up in the patriotic breast of Mr. Morris.

The public, however, would very much like to get a satisfactory explanation of a most extraordinary proceeding.

Unquestionably, young Reid knew, he was guilty and quite naturally expected to pay a fine; but what actually takes place? Why Mr. Morris, instead of imposing such a fine as would vindicate the law and at the same time notify all and sundry of the city bloods, that the public are a first consideration, entertained or disgusted those who were present by enumerating the reckless deeds of heroism performed by young Reid last Fall, while acting as a messenger for the Volunteers.

How such services, no matter how commendable they may be, could warrant this extraordinary judgment of Mr. Morris, as well as the fulsome flattery of the Inspector General of Police, which was offered as a reason why no fine should be imposed, baffles all sense of public justice and right.

We were therefore prepared to hear the torrent of adverse criticism which the treatment of this case has called forth from citizens generally.

To exonerate Leonard Reid from the consequences attaching to his violation of a city regulation, having in mind the dangerous character of his conduct, and all because he ran messages quickly for the Volunteers is altogether too puerile a reason to offer in explanation of such a travesty on justice—the people will not stand for such tommy-rot.

We regret exceedingly to place in cold type our strongest condemnation of the judgment, or rather Error of Judgment displayed by Mr. Morris. Conscience is sometimes an immense convenience. Mr. Morris's judicial conscience, in the case under criticism, certainly did not lack elasticity.

No common sense person in this city believes otherwise than that

Leonard Reid knew perfectly well he was openly violating the law, when he ran his car through the city at night without proper lights; and by so doing showed a wanton disregard for the rights of pedestrians.

It may be, that his negligence would cause injury to some stray-ed wail of the underworld or shock and main some helpless widow who was about under cover of darkness begging a bit for her helpless brood at some house; but what care we saith the ultra-rich: the lure of the lucre which our pockets contain will guarantee us protection from the myrmidons of the law, while the little ten cent thief will be judged in the morning for stealing a dime.

Now shall the press "the people's rights maintain, unawed by influence and unbribed by gain."

There is no muzzle on The Mail and Advocate. In the interests of public morality and justice we want to impress on the principal actors in this judicial farce, that one law for all is the right demanded by British citizenship—all must be treated alike—the blue blood, who motors recklessly over our thoroughfares by day or night must be made to feel that his purse proud arrogance will not avail when his conduct places him within the pail of law.

Punishment, where such is due, shall be meted out in the same measure and kind to the silk stocking motorist and from swaddom, as it is to the hapless slave of youthful culprits that we notice investing the city at the present time. These boys are the product of poverty and its twin sister ignorance. They are in the majority of cases more to be pitied than censured.

We are weary and tired of the perennial wail of political freebooters, when they belch out periodically their plea for a reformation, and can hope for no reform until the people rise in their might and destroy this high octopus in the form of a government which it would appear had hastened its tentacles on every fiber of the body politic.

Every department in the Civil Service is being used to facilitate the unholy designs of Grab-all-ism—the people are being bludge white to maintain this carnival of corruption.

Graballism and Reidism must be speedily uprooted if Newfoundland and Newfoundlanders can hope much longer to retain a vestige of independence and it is only a vestige which still remains. The second regrettable feature of this outrage is the part played in it by Inspector General Sullivan, who is as unbending as a steel pillar to a poor boy, man or woman who breaks the law but who pleaded for leniency towards a millionaire's son.

Was it because of who young Reid is, or what his father is, or what his father possesses that caused Inspector General Sullivan to commit an act that has well nigh cost him his reputation as a strict defender of the law?

Why did he interfere? Why was Sub-Inspector Grimes ousted from prosecuting this case? Did Inspector General Sullivan really seriously consider what his action would mean in the eyes of the public?

We trust we will not again be compelled to expose such a barefaced attempt to mock the law, or have such justifiable cause to condemn a judicial pronouncement of a police magistrate, or occasion again to publicly rebuke an Inspector General of Police for acting such a part as that performed by Inspector General Sullivan on Wednesday.

There is little wonder that the citizens of St. John's are so aroused over this very unfair and exceedingly indiscreet judgment of Acting Judge Morris.

The whole thing is regrettable, and it better not be repeated, or a more severe reproof will have to be administered to all concerned.

All Is Lost

THERE were cities in Belgium of medieval loveliness. Their beauty has been torn out of man's consciousness and spoiled to his love for ever, by moving up a howitzer and priming it with destruction.

First, the rumble of the gun from far away, then the whistle of flying metal, sharpening its anger as it nears, then the thud and roar of explosion as it clutches and dissolves its mark.

Now its seven-mile journey is ended. Over the peaceful earth and under a silent sky, bits of destruction are travelling, projections of the human will, where lately there was a soft outline, rising from the soil as if the stones of the field had been called together by the same breath that spread the forest, now there is a heap of rock dust.

Man, infinite in faculty, has narrowed his devising to the uses of havoc. He has lifted his hand against the immortal part of himself. He has said: "The works I have wrought I will turn back to the dust out of which they came."

All the good labor of minds and hands which we cannot bring back is undone in an instant of time by a few pounds of chemical. That can be burned and broken in the passage of one cloud over the moon which not all the years of a century will restore. Seasons return, but not to us returns the light in the windows of Rheims or in the Library of Louvain.

Current News Items From Over the World

IN mounting his horse at Oyster Bay recently, Col. Roosevelt slipped from the stirrup and fell to the ground with such force as to fracture a rib. He is said to feel greater regret over the reflection the accident casts on his horsemanship than over the injury to the rib.

As a result of the indifference showing made by the submarines attached to the Atlantic fleet during the recent naval manoeuvre, Secretary Daniels announced on May 27 that a thorough investigation of the matter would be conducted by the Navy Department.

Dispatches from Washington state that it has been definitely settled that the plan to send the Atlantic fleet through the Panama Canal next month for participation in the Panama-Pacific Exposition shall be abandoned and that the fleet shall remain in the Atlantic.

A decision handed down on June 11 by the United States District Court of Oregon declared ten sections of California oil lands in Kern County, valued at \$15,368,000, to have been fraudulently patented by the Southern Pacific Railroad Company, and ordered them to be restored to the Government.

The Illinois Manufacturers' Association having shown that accidents are increased in factories by the workmen drinking in working hours, St. Louis foundries are prohibiting the use of beer among their employees while on duty but are encouraging them to drink milk. In some plants refrigerators and free ice are being provided for keeping the men's milk bottles cool.

Reports submitted by the National Board of Underwriters show that fire losses in the United States last year totaled \$221,000,000, a sum exceeded only twice in the history of the country—in 1904 and 1906. The fire insurance business in 1914 resulted in an underwriting loss to the companies slightly in excess of four per cent. A total of over \$323,000,000 in premiums was paid to 191 leading companies during the year.

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



John Maunder
Tailor and Clothier
281 & 283 Duckworth Street

Beautiful Old English Oak and Leather Furniture

Very handsome is the fine Old English Famed and Mission Oak Furniture we are exhibiting in our first floor showrooms. Upholstered in genuine Leather in Green, Brown and Crimson, and showing in its severely handsome design the acme of furniture-craft, these fine examples are "fit for a king."

We give below a list of some of this furniture and draw our customers' attention to the fact that although some of it is in sets, any single piece of furniture will be sold if requested.

- Diningroom Sets. Arm Chairs.
- Library Sets. Morris Chairs.
- Lounges. Rockers.
- Hall Settees. Fireside Stools.
- Hall Mirrors. Screens.

U.S. Picture & Portrait Co.

RED CROSS LINE.

INTENDED SAILINGS.

FROM NEW YORK:—
S.S. Florizel, June 23; S.S. Sstephano, July 3.
Stephano via Halifax, June 19th.

FROM ST. JOHN'S—
S.S. Stephano, June 26; S.S. Florizel, July 3.

Passenger Tickets issued to New York, Halifax and Boston.

FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

	1st CLASS	2nd CLASS
To New York	\$40.00	\$70.00 \$15.00
To Halifax	20.00	35.00 9.00
To Boston (Plant Line)	29.00	51.00 18.00
To Boston (D.A.R.)	30.00	51.00 18.00

Connections at Halifax for Boston: (1) Plant Line Wednesday. (2) Dominion Atlantic Railway through the beautiful land of Evangeline to Yarmouth, thence by Boston and Yarmouth S.S. Co., Ltd. Luxurious accommodation and excellent cuisine by either route. Full particulars from

HARVEY & COMPANY, Ltd.
Agents Red Cross Line.

CURRENT PRICE OF CODFISH

Lorenzo Noseworthy vs William A. Munn Supreme Court

(Continued.)

My general instructions from Mr. Munn were to put the words "Current price" on all receipts. These words were put on the receipts at his direction. The phrase "current price" has been heard by me in the Labrador business ever since I have been able to handle fish. "Current price" we always understood as the highest price. By "highest price" I mean that if any other merchant offered any price over we would get that price. According to the usage of the fishery, so far as I know it, we would not know the price until we went home from the Labrador, or went to town, but we would always get the highest price that was paid, not including a bonus given to some men. If a man had a steamer which he was in a hurry to load he would give 20 cts. bonus to get her loaded quickly. That would be an additional sum over the general price, because of the hurry in which they wanted to load; that would not be counted in with the Labrador currency. According to usage that bonus would be agreed upon between the parties to be a bonus: one party would say to the other I will give you a bonus for your fish. The amount of the bonus would not always be the same, it might be 10 or 20 or 30 cts; whatever agreed on. In the usage of the trade I understand the word "bonus" to mean something above the current price, specially named. Sometimes fish is sold and a current price agreed upon by word of mouth. It would not follow that every time fish was sold written receipts would be given with the words "current price" on them. When I settled for current price, in my experience I understood it to mean the highest price paid by any supplying merchant on the Labrador, excluding a bonus. I understood no other meaning to the words I put on these receipts for Mr. Munn. I was expecting the highest price, that was the cause of my writing to Battle Hr. to know the price Baine, & Co. was paying. I have no personal knowledge of prices paid last year on the Labrador except those to myself. I have not received more from anyone else; I sold to no one else. All my fish was sold to Munn. I received no offer of any more from anyone; I never asked anyone. Baine, Johnstone's & Co.'s headquarters are at Battle Harbour. They send vessels out of Battle Hr. collecting fish. None of them came to Sandy Islands this year, but they have been there. Templeman and T. M. Winter were buying from whoever they could get fish from. The merchants who do business on the Labrador, buy fish anywhere they can get it when they are in need of it. Baine, Johnstone, & Co. are at Battle Hr.; Lewis Dawe, at Fisherman's Hr., buying fish for T. & M. Winter; Cron of Hr. Grace, is at Seal Island; W. A. Munn is at Flat Islands; Dan Ryan is at Webber's Cove. T. & M. Winter and Jas. Ryan are at Batteau. These people collect some of their fish at headquarters, but occasionally they send out to collect it; that is when they are making up a cargo.

Cross-examined by W. R. Howley, K.C. on behalf of the defendant, the witness said as follows:—
I had no arrangement with Mr. Munn when I went down to the Labrador last summer. I was buying a lot of fish for Franklin in the sloop "Carriad." That idea was afterwards abandoned and then I made the arrangement with Munn. The "Carriad" was cancelled; she was behind time and Silver, on behalf of Franklin, cancelled the vessel when he was going away. That cancellation was about the 1st September. Before I made any arrangement with Franklin he wrote and told me that he was likely to be \$3.60; he could not give me a figure, but not to sell unless I could get a good figure for the fish. That was about the last of August, just as he was going away. I got these letters from him in August stating that as his own opinion. He could not give me a figure for fish at that time, not to sell on the Labrador unless I got a good figure. In these letters he mentioned that if the war held on, he might not be worth more than \$2.50 to \$3.00. I have not these letters. I had them on the Labrador, but did not value them. Robert Munn and I first began to talk about the collection of fish for Munn between the 10th and 17th September or thereabouts. We, perhaps, began to talk about it the first week in September. After I got the letters from Silver, then I talked fish with R. S. Munn. At that time we did not talk price of fish. He and I had no conversation as to what the price of fish was likely to be. I asked him what the price was

likely to be and he said at that time he could not tell me. I showed Franklin's letters to him and he showed me Munn's letters; that was about the last of August. Perhaps a week after that he and I took the matter up again. After the next meeting I had a wire from Steer Bros. That wire said that they expected Labrador fish would be worth about \$4 in St. John's; something similar to that. Mr. Munn and I then talked over price and some figuring was done with regard to the differences between \$4 in St. John's and the equivalent price on Labrador. He used no figures to show me that \$4 in St. John's was worth more or less than on the Labrador; he simply showed me a letter he got from his brother about the last of August. I saw no letters or papers or figuring from R. S. Munn after the last of August or may be a day or two into September. The arrangement to collect the fish for him was made after I got the wire from Steer Bros.; a week or so after. At the time that agreement was made he instructed me that his price was current price, but he said he would give as much as any supplying merchant on the Labrador would give, but to use "current price" on receipts. There was no price in figures mentioned at the time between me and R. S. Munn; \$3.50 was not mentioned. \$3.50 was in the letter which he showed me the last of August, but it was never talked about between me and him. When I showed him Steer's message stating that the price of fish was expected to be \$4 in St. John's, the relative value of \$2.50 on the Labrador and \$4 in St. John's was not discussed between us. Current price was agreed on between us about the middle of September. I had a telegram from Baine, Johnstone & Co. before Mr. Munn and I agreed on the price, and Baine, Johnstone & Co. was paying \$4. I never mentioned that telegram to Mr. Munn. I had that telegram in my pocket at the time. He told me he would pay as much as anyone else on the Labrador was paying. After that agreement as to current price was concluded I took charge of the "Procyon" and proceeded to collect fish for Munn. We had bad weather during the first week and I did not get more than 100 qts. or so. I next met Munn somewhere about the 23rd or 24th September. At that meeting nothing was said about current price; I was to follow on my instructions. At that time I had heard different figures talked about from no foundation, but I was going by Munn's agreement. He told me he would pay as much as anyone else. At that time I had not heard of \$3.60. I never heard of \$3.60.

I only had a message from Baine, Johnstone; no one else offered me a figure. When I met R. S. Munn about the 24th September I had been working for Munn for a week or thereabouts and had got about 100 qts. fish. At this time when I met Robert Munn I had heard of \$3.60 from different sources, but not from Robert Munn. I did not mention \$3.60 to him. The captain of the "Carriad" was the first man who mentioned that price to me. After the sailing of the "Carriad" was cancelled he was in St. John's and he heard the report there. He was on the Labrador coast and told me they were expecting to offer \$3.60. I don't know that Mr. Munn got a Marconigram at that time telling him the price of fish was \$3.60. He did not mention it to me. I did not mention \$3.60 to Munn on that occasion. On that occasion I did not say to him that I understood the current price was fixed at \$3.60 or words to that effect. I said if I thought fish would not go to \$4 I would not ship as I could not come out of it myself by less money. Then he said he would give me as much as was paid on the coast expecting it would be \$4. I did not then tell him that Baine, Johnstone was paying \$4. At that second meeting with Munn I do not know that I made a reference to the current price as being fixed at \$3.60. By that I mean I never did it, and he never mentioned it to me, only the letters he showed me before. Supposing Mr. Munn swears I said it, I can only say I did not say it. I will say he is swearing incorrectly. For years past the actual prices paid on the Labrador have varied because of bonuses and things of that sort. Bonuses was always clear of the price. There was a recognized price. Then different people received different prices by the addition to that price of bonuses. The bonuses were not always the same. In 1913 \$4.50 was the price made Templeman and Jensen offered 40 cents bonus which made the current price \$4.70. I had letters from Franklin myself in 1913 telling me to pay \$4.50 and when these others started with 40 cents bonus I had to fall in line without instructions. Then when I came home in the Fall to be paid off I got \$4.70. The current price was always the highest price in my remembrance. Very often there would be different prices, but then they would make the current price the highest price. When we went home in the fall the highest price would be the current price, just as was done in 1913. During the past 10 years various prices were paid on

the Labrador, but in the settling up there was only the one price, except there was an arrangement for a bonus. That would always be the highest price, in my remembrance, except the bonus. Nobody got a lower price than that current price. There was only one price. There would be different prices doing business on the Labrador, but on coming home in the Fall the highest price was the current price. When the time came for settling up there was only one price and that was the highest. Under my agreement with Mr. Munn I had to buy the fish in; look after it being stowed down; see it shipped aboard the "Dernes" again. Something over 1,400 qts. represents fish I bought for Munn from other people than myself and which I gave receipts for, receiving them for Mr. Munn. I paid those people in Spaniard's Bay after the voyage was over. When settling time came I paid them in cash. Mr. Munn gave me the money to pay them. I paid them \$3.60 and I was paid \$3.60 for my own. I settled up with Mr. Munn some time in November; I could not mention the date. Mr. W. A. Munn gave me \$1000, and Mr. R. S. Munn the balance. The final settlement was with Robt. Munn at Hr. Grace. I paid off the people from whom I bought the fish immediately I got the settlement with Mr. Munn, clear of one or two individuals. They are all paid off at \$3.60. I have myself been paid off at \$3.60.

To Mr. Morine.

The conversation in which Mr. R. S. Munn spoke of \$4 took place about the 17th September, just about the time of the week of bad weather; it may be a few days before. It was not the time I made the first arrangement with him. I said to him that if I could not get \$4 I would not sell my fish, and he said he would give as much as any supplying merchant on the Labrador, expecting the price would be \$4. It was general knowledge around that neighbourhood that Baine, Johnstone was paying \$4. That was known by all fishermen around. In 1913 the price of fish quoted on the Labrador was \$4.30. Later two parties gave a bonus of 40 cents and when the fishermen came home to settle up \$4.70 was the price all round. That is the custom of the fishery. The bonus given in steamers where it was a hurry up cargo was not included in the current price. There is a distinction to be drawn between the 40 cents bonus that Templeman and Jensen gave in 1913 and the bonus for a hurry-up cargo. The steamers were under more expense than the foreigiers, and a bonus would be given to get the steamer away. Templeman and Anderson started to give 40 cents more to whoever would come along with fish to hurry up the loading of their vessel. By "foreigners" I mean sailing vessels loading on the shore. The bonus that is not included in current price usually is a sort of special bonus given under the circumstances of loading a steamer that is in a hurry. But if any merchants break the price by giving a higher price than is general that is included in the current price to all parties when you settle at the end of the season. What happened in 1913 has happened in the past every year. The price at which the fish starts on the Labrador is not necessarily the current price at which a settlement is made; it hardly ever is the price at which a settlement is made. The usual thing is for settlements to be made upon the highest general price. By "general" I mean anything except the exceptional bonus I have mentioned.

Adjourned till tomorrow.

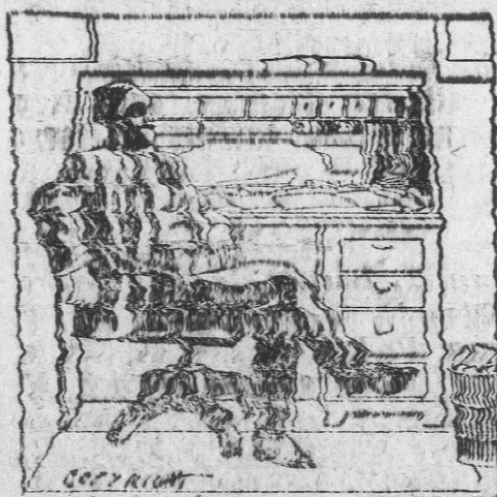
(To be continued.)

Do not rush heading into anything unless you have a thick skull.

Never blame luck for your failures until you've first proved yourself guiltless.

Don't forget to ask your grocer about LaFrance & Satina Tablets.

—ap12,t1



SO NECESSARY.
Yet so difficult, is perfect filing and indexing of records that Office Managers would be compelled to devote much valuable time and thought to this important subject were it not already solved by the "Safeguard" system originated by the **Globe-Wernicke Company.** Are you not interested?
The Globe-Wernicke Co.
Percie Johnson, Agent.

Smart Neckwear For Men

ON your way down town drop in and look over our splendid stock of Men's Ties. We have them in the leading shapes, in the newest fabrics and designs.

Before the GREAT FIRE that destroyed MacGregor's Stock, Mr. MacGregor had contracted for goods to be delivered during March and April, and we have purchased from him all his new goods to arrive.

Today we received a shipment of Silk Scarfs, each one stamped

"Macgregor's, St. John's"

These are certainly distinctive, hand some, refined and entirely correct—the wide-end slip-easy band of a rich quality.

You owe it to yourself to see them and buy a variety. MacGregor's regular 95c Scarf. **OUR SALE PRICE 75c EACH.**

Come in today and see our general stock of Neckwear, we can surely please you in varieties, styles, qualities and prices.

Anderson's, Water Street, St. John's

Table Butter

Very Choicest Shipment now in Stock of
30 POUND TUBS
14 POUND BOXES
28 POUND BOXES
AND ONE POUND BLOCKS
OF "ENNIS KEAN" IRISH

To meet the shortage in Fresh Vegetables we have imported a large supply Cans of

- CARROTS PARSNIPS
- BEET SPINACH
- SAUER KROUT, Etc.

W. E. BEARNS HAY MARKET GROCERY
PHONE 379

"THE FACTORY THAT IS TURNING OUT SUCH SPLENDID WORK"

This is what President Coaker wrote in a recent Editorial in **The Mail and Advocate** of the **BRITISH CLOTHING CO. LTD.**, and if you insist on your dealer supplying you with one of their suits you will agree with him that for distinctiveness of style, perfect fitting, qualities and superiority of goods they cannot be equalled in this Country.

Insist on BRITISH Suits Made by THE BRITISH CLOTHING Co., Ltd. Duckworth Street, St. John's.

Thoughtful People
Are stretching their Dollars by having us renovate the old garments, and make up remnants of cloth.
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Genuine Tailor and Renovator,
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P. O. Box 17. Telephone 24.
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Consulting Accountant and Auditor
Special attention given to the preparation and examination of Financial Statements.
—ap14—
ADVERTISE IN THE MAIL AND ADVOCATE

The Methodist Conference

MORNING SESSION

The journal was read and then Dr. T. A. Moore was introduced to the Conference. He spoke very briefly hoping to come before the Conference again. A motion was then carried, showing appreciation of the work done by the Hon. J. B. Ayre for the Methodist Church in the various departments of its work.

Dr. Bland then spoke on "The Pre-eminence of Christ in Relation to the Bible." There was a time when Christians had no church, no creed and no literature; it had nothing but Christ. One of the great errors of the Church has been in overestimating two things: (1) The Church; (2) The Christian writings. Neither church nor literature should be placed side by side with Christ; and Protestantism has gravely erred in asking unquestioned obedience and acceptance of Christian literature.

Christ means more to us than the Bible. Christianity must be free from everything else but devotion to Jesus. Our religion does not demand the giving up of our intellectual integrity. To say that you must believe this or that is absurd. The trouble with our attitude to the Bible is that we exaggerate the letter. There is much in the Bible that is inconsistent with the spirit of Christianity; for example, its teaching on the extermination of other tribes and on polygamy and slavery. The Old Testament represents the bringing of the race from mortal and spiritual childhood. We appreciate these beginnings but must not treat them as an equality with Jesus.

At 2.30 p.m. the College Board of Governors met. The executive presented a very encouraging report. Dr. Fenwick gave the Report of the College Home which was very favorable. The expenditure had been kept within the income. The general health had been good, only in one case was withdrawal necessary.

EVENING SESSION

Dr. Chown, the General Superintendent of the Methodist Church, was in the Chair. Dr. Chown then addressed the Conference. He referred to an accident that had happened to Dr. Carman. He referred very feelingly to the Hon. J. S. Pitts, Hon. J. B. Ayre and Rev. H. Hatcher, B.D.

The report of the Committee on Social Service and Evangelism was then presented and was adopted. The most important item was the following:—"That the Conference stands for the prohibition of the Liquor Traffic, and pledges itself to co-operate with any other temperance workers in seeking this desirable consummation."

Dr. Moore was then presented to the meeting as the Commander-in-Chief of the Temperance forces of Methodism. He said that no one thought a year ago that Russia would be a leader in these moral questions. Russia is leagues ahead of us in the matter of Prohibition. Why do not Great Britain and her colonies declare for such a law? We are under a flag under which our fathers fought and bled for liberty. But shame to say many of our sons have died, because of the shortage of ammunition owing to the drink evil. Never was the name of Great Britain so great as it is today. We stand for the defence of the weak.

Our British honour demands that we shall destroy everything which destroys the weaker brother. We believe in total abstinence for the individual and total prohibition for the nation. The question will be fought out in social and economic lines. The man who abstains from drink has greater power of endurance. Indifference is the great evil to be overcome.

Wesley Church

Dr. Chown's subject at Wesley Church to-morrow morning will be "A Lesson of Our Times."

Rev. Dr. Morton, M.A., formerly of the George Street Church, will go to Wesley S.S. Conference Meeting to-morrow afternoon and address the United Schools in that Church. Rev. F. R. Matthews, B.A., a recent pastor, wants to see his old friends in the Bible Classes. Everybody is welcome. C. R. Steer, Esq., will preside and special hymns have been prepared.

Yenus and Velvet pencils will give you satisfaction.—ap12,t

Health Notes

During the week nine cases of diphtheria were reported and one death resulted from the disease. At present in hospital are 29 diphtheria, 1 scarlet fever and 1 typhoid patients, while one with scarlet fever is being treated at home. Six residences were disinfected and released from quarantine.

Fishery News

A report from F. Curnew to the Board of Trade yesterday, gave the catch of codfish at Belleoram to date as 5,280 qts, with 230 for last week. Prospects are improving for traps, four of which are fishing, but are poor for trawlers. Lobsters are very scarce and few persons are engaged catching them. Caplin is plentiful, and on this bait, satisfactory results were obtained the first two days of the week, but since then nothing has been obtained at some points is fairly good.

OUR THEATRES

THE NICKEL.
There was a large attendance at the Nickel theatre yesterday and everyone was delighted with the show. Mr. Forbes Law Duguid's singing was again highly commented on. The matinee today is a record one. All of last night's show will be repeated and the Million Dollar Mystery and other attractive pictures will be shown. It is the best matinee for many weeks and all the little ones should go early. Monday evening there will be another high class programme.

THE CRESENT.

This popular resort is replete with the most up-to-date and interesting pictures. This evening's show will consist of "Brandon's Last Ride or the Den of Serpents," a special Vitagraph drama, which must be seen to be appreciated. A beautiful Kaleidrama is "A Mother's Attonement," with a catching comedy (juvenile). "The Grace Imperial Circus." Two other fine pictures are "Our Home-made Army" and "Meeting Mr. Jones." These will make you laugh even if you had just new appraisal of your mother-in-law's demise.

ROSSLEY'S WEST END.

There were a good many disappointed patrons of Rossley's last night who were unable to gain admission, standing room being at a premium. The sisters Martin again got first prize for their instrumental performance. Mr. Mack second for dancing and Mr. Quiley third, for singing. The other ladies were not so fortunate. Mr. and Mrs. Rossley received a perfect ovation, when Mr. Rossley announced the closing down to allow them to take a holiday. Mrs. Rossley has worked very hard and while enjoying her vacation intends writing two good comedies, entitled "That face at the window," and "When Mary Ellen Watches," both pure fun, and very laughable. Mr. and Mrs. Rossley are held in high esteem in the city, and everyone wishes them good luck and a pleasant holiday, which is well earned.

ROSSLEY'S EAST END.

There was a very good house last night at this popular theatre and all enjoyed the first class performance. The two little singers were loudly applauded for their patriotic song which they gave in good style. There is always a good, refined show, the very pick of the best pictures and good music, with clever little singers at "Ours."

U can get Elastic Cement Roofing Paint in 1, 2, 5 and 10 gallon tins from your dealer.—ap14,eod

R. C. Citizens Meet

At the meeting of Catholic citizens held last night Hon. John Harris presided. The reports of the different sub-committees were received as well as that dealing with the parade. The societies will march in the big procession according to seniority and the members will meet in the Cathedral grounds at 7.30 p.m., Tuesday, to take part in the celebrations.

U can get Elastic Cement Roofing Paint in 1, 2, 5 and 10 gallon tins from your dealer.—ap14,eod

The people who are always "chewing the rag" about the war would be better occupied in chewing Coca-Cola Gum.

"Stephano" Sails

The S.S. Stephano, Smith, master, sails for Halifax and New York at 6 p.m., taking a large freight and the following passengers: For Halifax—Messrs. Piper, Brown, T. Barker, H. M. Byrne, G. Glennie, Geo. Walsh, H. F. Barnes, P. R. Holt, H. M. Wylie, Misses, McLelland, G. Lynch, V. Thompson, J. Anderson, A. Anderson, Mrs. Walsh and a number in second class.

For New York—Mr. and Mrs. Geo. Webber, Masters George and Charles Webber and the Misses Webber (2), Messrs. Poyser, W. White, Allan, R. H. Anderson, W. H. Parsons, G. V. Pippy, Jos. R. Stick, G. Seamon, Hon. R. K. Bishop and 5 in second.

The Strathcona entered at Sandy Point yesterday to load herring from various shippers for Halifax.

LOCAL ITEMS

Try Honeyfruit flavor—Coca-Cola Chewing Gum.

Several young men who had been studying at the Halifax School for the Blind returned by the Stephano yesterday.

There is a reception at Government House this afternoon for the clerical and lay members of the Methodist Conference.

The Gum that everyone praises—Coca-Cola.

Some 50 round trippers arrived yesterday by the S.S. Stephano from Canada and the United States.

Last evening there were devotions in the R. C. Cathedral and St. Patrick's consisting of recitation of the Litany of the Sacred Heart and Benediction of the Blessed Sacrament.

Elastic Cement Roofing Paint will save you dollars and trouble.—ap14,eod

For the past week the Municipal collections were \$2,456.84 as against \$730.83 for the corresponding week of last year.

Yesterday a message was received here that the whaler "Cachalot," Capt. Amundsen, had arrived at Hawke's Hr. O.K. She reports the sea eight miles off the shore.

Cleveland Trading Co. are distributors of Coca-Cola Chewing Gum.

The steamers "Norburn" and "Atahara" are still detained here owing to ice and weather conditions. They are both bound for Green Day to load pit props for the Old Country, and will leave at the first opportunity.

The French trawler La Providence which is on the way from the Banks for her repairs to her rudder, is no doubt delayed by fog and should arrive here to-day.

Venus Drawing pencils are perfect.—ap12,t

Last evening in the football fives the St. Bon's beat the B.I.S. by a corner. The game was interesting, the teams changing ends four times. Monday evening the other fives will compete.

Yesterday afternoon two men had a falling out in Steer's Cove and fought fiercely for a while. Both were pretty severely cut about the face, and one of the contestants were arrested by Consts Day and Dooley, the other will be summoned.

Velvet pencils for commercial use.—ap12,t

SHIPPING

S.S. Durango leaves Halifax to-day for this port.

S.S. Prospero left Little Bay Islands at 7.15 a.m.

S.S. Portia left St. Joseph's at 10.40 a.m. and is due here early tomorrow.

S.S. Beothic leaves today for Tilt Cove to load ore for New York.

S.S. Bellaventure, Cross, master, sailed yesterday at 4 p.m. for North Sydney to load coal for A. J. Harvey & Co.

The S. S. Particula arrived at Botwood yesterday with coal for the A. N. D. Co. After discharging she will load pulp and paper for England.

The Beothic hauled over to Bennett's yesterday from the dock premises where she took on a spare propeller. She loads supplies for Tilt Cove and loads copper ore there for New York.

The schr. Springdale arrived here at 4 p.m. yesterday with 104,000 ft. lumber for the Horwood Co. for Dog Bay. The captain says he never before saw so much ice on the coast, and he was jammed in it for two months. He left the foe at Seldom Monday and for some weeks past dense fog prevailed. The vessel brings news of the schr. Samoa, which struck a "growler" and went down in three minutes as she was heavily laden with salt. The poor fellow Young, who was drowned, had not time to get up from below and went down with the vessel, which sank like a stone.

Miss Hall, F.R.G.S. (London), lectures to-morrow night in the Grenfell Hall. Subject: "A Trip through Central Africa."

Church Services

Cathedral of St. John the Baptist.—Holy Communion at 8 a.m.; also on the first Sunday of the month at 7 and 12.15. Oother 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.—8 a.m., Holy Communion; 11 a.m., Morning Prayer; 6.30 p.m., Evening Prayer.

Christ Church, Quidi Vidi.—Holy Communion on the Second Sunday alternate months at 8 a.m. Evening Prayer on the 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 and third Sundays in each month at noon; every other Sunday at 8 p.m. Other Services at 11 a.m. and 6.30 p.m.

Brookfield School Chapel.—Every Sunday at 3 p.m.

METHODIST CONFERENCE SUNDAY Gower Street—11, Rev. A. D. Morton, M.A., D.D.; 6.30, Rev. S. D. Chown, D.D.

George Street—11, Rev. T. A. Moore, D.D.; 6.30, Rev. S. G. Bland, D.D.

Cochrane Street—11, Rev. F. W. W. DesBarres, B.A.; 6.30, Rev. T. A. Moore, D.D.

Wesley—11, Rev. S. D. Chown, D.D.; 6.30, Rev. F. W. W. DesBarres, B.A.

Confession Love Feasts at 9.30 a.m. in each Church.

Gower Street—Leader: Rev. William Swan.

George Street—Leader: Rev. J. T. Newman.

Cochrane Street—Leader: Rev. George Paine.

Wesley—Leader: Rev. W. T. D. Dunn.

Sunday School Anniversary Speakers: Cochrane Street (with Gower St. S.S. United)—Rev. T. A. Moore, D.D.

Wesley (with George St. S.S. United)—Revs. W. B. Bugden and L. E. C. Davies.

Presbyterian—11, Rev. S. G. Bland, D.D.; 6.30, Rev. W. J. Morris.

Congregational—11, Rev. Henry Scott; 6.30, Rev. Wilbert B. Bugden.

ST. THOMAS'S.—The services to-morrow morning and evening will be choral, when the surplices will be worn for the first time. The Rev. A. Clayton will preach at the morning service, and Rev. W. E. R. Cracknell at night.

GEORGE STREET ADULT BIBLE CLASS.—Sunday being Conference Sunday, a United Service is being held at Wesley Church commencing at 2.30 p.m. Service promises to be very interesting. All members are asked to make a special effort to attend this service at Wesley Church.

PERSONAL

Mr. C. R. Brooks, of Read, Son & Watson's office, leaves by the Beothic on a holiday trip.

Rev. E. Galway, of Wheeling, West Virginia, arrived yesterday by the Stephano.

Mrs. A. Montgomerie was a passenger yesterday by the Stephano from Halifax.

Among the passengers yesterday by the Stephano were Mrs. Pitts and Miss M. McKay.

Mr. T. Mott, father of Mr. H. V. Mott of this city, arrived yesterday on a visit from Dartmouth, N.S.

His Excellency the Governor reviews the Boy Scouts at Government grounds this afternoon.

Mr. V. C. Pippy, who has been spending some months with his parents, leaves today for New York.

Right Rev. Monsignor Murphy, who represents the Archbishop of Halifax, at the consecration services, arrived yesterday by the Stephano.

Miss Bride Tobin, daughter of Mrs. Shortall, Water St., returned by the Stephano from Boston, where she had resided some months past.

Rev. Fr. Caccialo, who had been visiting his parents in New York, returned by the Stephano yesterday, and left by last night's train for his parish at Bar Haven. He will return to the city for the consecration services.

The Rev. Dr. Jones writing from Boston says that Mrs. Jones is slowly regaining her strength, and she hopes to reach St. John's about the end of this month. The Rector of St. Thomas's expresses his pleasure at the prospect of being soon home again.

Mrs. Cullen, wife of Mr. Wm. Cullen, R.N.R. and one of the pioneers of the movement had a letter from her husband a couple of days ago. He has been on H. M. Patrol ship "Hearty" since January 9th with two other "sunch horns" Dyke and Keefe. He is in good health and he and his friends are delighted with the service.

Mr. Fitzgerald of the Marine and Fisheries Dept. leaves next week for Sandy Point, Bay St. George and Codroy to survey sections in which it is hoped to have the dredge Priestman operating shortly. The dredge is now operating at C. F. Bennett's Cove from which only a few loads of silt have to be removed, and should Mr. Fitzgerald report Bay St. George and Codroy available, she will proceed West as soon as possible.

Rev. Fr. O'Callaghan returned from New York yesterday.

Wallace's Chocolates R most excellent.—ap12,t

Supreme Court

(Before the Full Bench)
In the matter of the application of Thos. J. Freeman for a mandamus directed to the Minister of Agriculture and Mines.

The Attorney General informs the Court that the parties are trying to arrange the matter and moves that the application be adjourned sine die. Kent, K.C., consents, and it is ordered accordingly.

Police Court

(Before F. J. Morris, K.C., J.P.)

A Flower Hill laborer, drunk, was discharged, and a Brazil Square drunk and disorderly seaman was released on depositing two dollars.

Some civil cases were disposed of.

George St. Church

At 11 a.m. to-morrow Dr. T. A. Moore, Genl. Secy. of the Dept. of Social Service and Evangelism, will occupy the pulpit and will deliver a sermon from "the Working of the Church and the Wakening World."

At night Dr. S. G. Bland of Wesley College, Winnipeg, will deliver a sermon on "The Coming Revival." All are invited.

Get the Coca-Cola Gum habit. Have you tried Coca-Cola Chewing Gum?

Mr. Frank Byrne, son of Mr. James Byrne of Flavin Street arrived from Bay of Islands last night accompanied by his uncle, Mr. John Barry, who is one of the pioneers of the place. Mr. Byrne has been two years absent from the city and come to see his friends. Mr. Barry came to visit his sister, Mrs. Denis Byrne of Prescott St.

While Mr. Joe. Duff was backing his motor car across Water St. yesterday afternoon with his little girl on board, he did not observe an East bound tram coming along until too late. Fortunately, the motorman slowed up quickly, but not in time to prevent a collision, which considerably damaged Mr. Duff's car.

The C.C.C. Battalion, in charge of Capt. Meehan, provided last night with the bugle and drum corps leading, and went countrywards. At Cornwall Avenue, the lads were put through a series of exercises. Sunday the Battalion will parade to last Mass in the Cathedral and Tuesday they will attend the consecration services, taking part also in the parade at night.

Rev. Fr. O'Callaghan returned from New York yesterday.

Wallace's Chocolates R most excellent.—ap12,t

SPECIAL VALUE IN MEN'S FOOTWEAR.

Another Shipment of Our Two Special Value Lines Just Opened

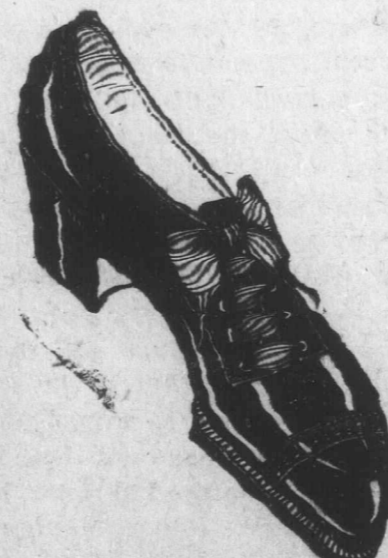
THE "RECORD" SHOE

Dongola Bal. and Blucher
Box Calf Bal. and Blucher
Dongola and B.C. Elastic Side
Price \$2.50 per pair



THE "SPECIAL" SHOE

Dongola Bal. and Blucher
Box Calf Bal. and Blucher
Gun Metal Bal. and Blucher
Price \$3.00 per pair.



Dongola Blucher Oxfords

"RECORD" \$2.50 per pair

Gun Metal Blucher Oxfords

"SPECIAL" \$3.00 per pair

STEER BROTHERS