

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

THE MAIL AND ADVOCATE

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

Vol. II. No. 104.

ST. JOHN'S, NEWFOUNDLAND, MONDAY, MAY 10, 1915.

Price—1 cent.

PORTS HAVE

CEASED FIRING Paris, May 10.—A despatch from Tenedos says...

Board of Trade To Make Enquiry

London, May 10.—It is officially announced the British Board of Trade...

Rioting in Victoria, B.C.

Victoria, B.C., May 10.—A crowd of nearly five hundred persons, led by a number of soldiers in uniform...

Leiser Company's Premises and Two Smaller Stores Run by Moses Lenz and Carl Lowenberg

Paris, via St. Pierre, May 9.—Artillery contest on the whole front. One of our battalions, after a successful coup de main, captured a German fortified work west of Lens...

Major Stewart has ordered a civil investigation and a military inquiry

London, May 10.—Field Marshal French, Commander-in-Chief of the British forces, sends the following report of the operations on the Western front...

Sir John French Sends Report

London, May 10.—The following official communication has been issued: "While operating off the Belgian coast, the torpedo boat destroyer Maori struck a mine two miles north-west of Wellington lightship..."

All Quiet in the Orient

Tokyo, May 10.—The Japanese Government to-night announced that naval and military movements in connection with the Chinese situation have been cancelled.

Germans Rescue Maori's Crew

Berlin, May 10.—An official announcement by the German War Office respecting the sinking of the British destroyer Maori, states that the entire crew of the Maori and the boats' crews of the Crusader were saved by our own vessels and taken into Zeebrugge.

Investigation Needed

London, May 10.—The Morning Post in an editorial protests against the idea fostered by the Times and other newspapers that it is impossible for the Admiralty to provide protecting convoy for all steamers.

Baltic Town Bombarded

Petrograd, May 10 (official).—German cruisers and torpedo boats appeared in the vicinity of Libau yesterday and bombarded the port.

DISTURBING RUMOURS RESPECTING ITALY

Rome, May 8.—It is reported that Italy has decided to proclaim the annexation of Turkish Islands in the Aegean Sea. This would amount to a declaration of war against Turkey, causing Austria and Germany to intervene.

Called to Colors

Copenhagen, May 9.—Advices from Berlin says that Italy, on Saturday, called to the colors all of the infantry classes from and including those of 1876. Many trains, laden with troops, are proceeding to the north-east frontier.

Austrians and Germans Fleeing

Paris, May 9.—A despatch from Switzerland says that Austrians and Germans are fleeing from all parts of Italy. All trains, bound in the direction of the frontier, are packed with Teutonic passengers, including merchants and officials.

Refuse to Leave Rome

Paris, May 9.—The Pope has been strongly urged to quit Rome and take up temporary refuge in Spain, as soon as Italy declares war. This appeal was made by neutral Catholics.

The Wilson Liner "Truro" Goes Down

London, May 9.—A despatch from Hull states that the Wilson Line steamer Truro was sunk yesterday afternoon by the German submarine U-9 off Day Islands. No lives were lost.

British Steamer Another Victim

London, May 9.—The British steamer Dorry, of Goole, has been torpedoed by a German submarine off Coast Island, near the Northumberland coast. The crew were rescued.

Private Jensen Reported Wounded

Ottawa, May 9.—Private Philip Jensen, of Harbour Breton, Nfld., is among the wounded in to-day's casualty list.

Liverpool Mobs Wreck German Shops

Liverpool, May 9.—The torpedoing of the Lusitania has roused ill feeling against the Germans here to fever heat. Many shops owned by the Germans were wrecked to-day, the windows broken, and the contents of stores scattered about the streets.

Lusitania Loss Equals Titanic

London, May 9.—The worst fears that the Lusitania's death roll would be huge have been realized. It only falls to equal the Titanic disaster by one.

Destroyer "Maori" Struck by a Mine—Crew Saved

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Peace Established in the Far East

Tokyo, May 9.—The Japanese Foreign Office announces that it has received official notification that China has accepted the demands contained in the Japanese ultimatum.

Fortunes of War, Says Capt. Turner, of "Lusitania"

Queenstown, May 9.—Capt. Turner, commander of the Lusitania, has refused so far to make any formal statement. His first remark on landing on Friday was, "It is the fortune of war."

Holland's Queen Will Abdicate

London, April 28.—The Queen of Holland has announced her intention to abdicate the throne if her kingdom is dragged into the war by either side," stated J. L. Elderkin, of Halifax, N.S., in discussing the position in the Netherlands.

Says U-35 Sank Liner

London, May 9.—Advices from Munich say that U-35, the most powerful type of submarine in the German Navy sunk the Lusitania.

Loss of Ship Celebrated in German Towns

Geneva, May 9.—A despatch from Munich says that there is great rejoicing in Southern Germany. Towns are beflagged and the children given half holidays in honor of the event.

Russians Land On Turkish Soil

London, May 8.—An Athens despatch states that a Russian army has been landed on the Black Sea coast of Turkey, to attack Constantinople.

Forts Silenced Far as Nargara

Athens, May 8.—All Turkish forts on the Asiatic side of the Dardanelles, as far as Nargara, at the Narrows, have been silenced, says a Saloniki despatch, and the Allies are making another general attack by land and sea.

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Body of C. Frohman Been Recovered

Queenstown, May 8th.—The body of Charles Frohman, Theatrical Manager, New York, has been recovered. The first train load of survivors left this afternoon for Dublin. Trawlers are constantly bringing in bodies. There are 148 bodies now in the morgue here.

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AMERICAN RIGHTS WILL BE PROTECTED

Washington, May 9.—The long silence, which has engulfed the White House since the news was received of the sinking of the Lusitania was broken last night when this statement was published—after conference with the President at the White House this evening. Secretary Tumulty said: "Of course the President feels the

disaster, and gravity of the situation to the utmost and in considering earnestly, but very calmly the right course of action to be pursued. He knows that the people of the country wish and expect him to act with deliberation as well as with firmness and to wait for the facts. The rights of American citizens will be protected."

United States May Be Forced Into the War, Says Dutch Paper

Amsterdam, May 8.—That the United States may be forced into war by the sinking of the Lusitania was the opinion expressed to-day by the Nieuw Van Der Dag, one of the most influential newspapers in Holland. It said:

"It does not seem probable that the United States, in spite of her desire to maintain peace, will under present circumstances consider itself acting with honour and dignity by persisting in maintaining neutral attitude any longer."

Germany to Prove "Lusitania" a Cruiser

New York, 8.—Germany will attempt to prove that the Lusitania was a cruiser, and that her destruction by German torpedoes was strictly legal.

This line of defence against charges of wholesale murder made by British and American papers was set forth to-day by the Acting German Consul in New York.

Claims That Cruiser Was Armed

Berlin, May 9.—The following official communication was issued last night. The Cunard liner Lusitania was yesterday torpedoed by a German submarine and sank. The Lusitania was naturally armed with guns as were recently most of the British mercantile steamers. Moreover, as is well known here she had large quantities of war materials in her cargo. Her owners therefore knew to what

danger the passengers were exposed. They alone bear all responsibility for what has happened. Germany on her part left nothing undone to repeatedly and strongly warn them. The Imperial Ambassador at Washington even went so far as to make public warnings, so as to draw attention to this danger. The British Press sneered at this warning and relied on protection of the fleet to safeguard Atlantic traffic.

Cunard Line Expresses Sympathy

Liverpool, May 9.—Alfred Booth, managing director of the Cunard Line Steamship Co., made the following statement to-day:—

"I am certain the whole civilized world is at once in grief for the sorrow and suffering caused, and in loathing for this treacherous attack on innocent lives, so many of whom were women and children. Every possible step is being taken to relieve the immediate wants of the survivors at Queenstown after their terrible experience."

Von Tripitz Hero of The Hour in the Fatherland

London, May 9.—The Exchange Telegraph Co. has received a despatch from Berlin by way of Amsterdam reading as follows:—

"Hundreds of telegrams of congratulation are being sent to Admiral Von Tripitz, as to the sinking of the Lusitania, which is considered by Germans to be in answer to the destruction off Falkland Islands of the German squadron under command of Admiral Von Spee."

AMERICAN NEWSPAPERS DEMAND PROMPT ACTION BY WASHINGTON

New York, May 10.—With prompt and thunderous unanimity the newspapers of the United States join in denouncing as an unspeakable atrocity the destruction of the Lusitania and the slaughter of nearly 1,400 passengers by a German submarine.

"The crime of infamy" one editor calls the attack, while others freely use such terms as "murder," "piracy," and "barbarism." Through the editorials run a tone of firm demand for prompt and adequate action by the Government at Washington.

Denounce Sinking of the Lusitania as An Unspeakable Act of Atrocity and Piracy

London, May 10.—The statement that three torpedoes were fired at the Lusitania was made to a Fishguard correspondent of the "Daily News," on the authority of the Rev. Mr. Guvier, who said a submarine rose to the surface and came to within 300 yards of the scene. The crew stood stolidly on deck, he said, and surveyed their handiwork. I could distinguish the German flag, but it was impossible to see the number of the submarine, which disappeared after a few minutes.

armed antagonists in fair fight on the battlefield, but upon the unoffending and helpless, sailing what has always been, and should ever remain to the peaceful and peace-loving, God's free and open sea."

Air Raiders Over Southend

London, May 10.—Incoming passengers on a train from Southend, a seaside resort in Essex, report an air raid there, in which serious damage was done to property, and which caused some loss of life.

It is learned that Father Basil William Maturin, of Holywell, Oxford, perished on the Lusitania.

ITALIAN ARMY CONCENTRATED

Genova, May 10.—An Italian army 600,000 strong, fully equipped and ready for the field has been concentrated at Verona.

Verona is a fortified Italian city situated at the base of the Alps, twenty-five miles from the frontier of Austria-Hungary.

Many Infants Among Victims Of German Wrath

London, May 10.—The Illustrated Sunday Herald, of Cork, says, there was on the Lusitania fifty babies less than twelve months old, and more than one hundred others whose ages did not reach two years. They all have been drowned. Babies were the talk of the ship, and everybody tried to look after them when the time came.

There are numerous cases recorded where both passengers and crew stripped themselves of their own lifebelts to put around the little ones, but it was useless, and about 150 of the infants, it is calculated, died from shock and exposure. They were afterwards seen floating in the water with lifebelts tied around their little bodies, but they were past saving. Their mothers recovered consciousness in the rescuing boats, only to find that the little ones they were hugging to their bosoms were dead.

One mother lost all her three young children, one six years, one four and a third a babe in arms. She herself lives. She held up three of them in the water, all the time shrieking for help, when rescued by a boat party the two oldest children were dead.

German Ambassador And Newspaper Men

New York, May 10.—After remaining the seclusion of his hotel here the entire day, Count Von Bernstorff, German Ambassador, left for Washington last night, but not however, before he had run the gauntlet of newspaper men, who had been awaiting him at the Pennsylvania Station. They got into his car in their determination to obtain interviews. "Let them think," he was quoted as saying, when asked what he thought of the torpedoing of the Lusitania. "I am my Government's representative, I cannot say a word," he shouted.

The newspapermen persisted, however, one of them making reference to the newspaper comment upon the Embassy's action in publishing its war zone advertisement. "I don't care what the papers say," was the reply. Count Von Bernstorff boarded his train with newspapermen still pursuing. Pressed again for a statement the Ambassador said, "I have not sufficient information from which to make a statement."

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Cunard Advises Total Losses

New York, May 10.—The Cunard Steamship Co. to-night announced the receipt of the following cablegram from Liverpool: "Up to midnight Queenstown advises the total number of survivors is 746, including 462 passengers and 302 of the crew. One hundred and forty-four bodies recovered of which 87 have been identified and 57 unidentified. Identified bodies comprise 65 passengers and 22 of the crew. The number of persons injured are 30 passengers and 17 of the crew."

Cabbage, Apples, &c.

Due Thursday Ex s.s. Stephano:
100 Crates CABBAGE.
50 Bags SMALL ONIONS.
40 Barrels LARGE RED APPLES.
20 Bunches BANANAS.

George Neal
Phone 264

A BUDGET OF GOOD THINGS

To-day, April 21st.

"PREMIUM" BACON, the Bacon of quality.
Try a pound or two sliced our way.
BANANAS, CELERY, TOMATOES.
NEW YORK CHICKEN,
NEW YORK SAUSAGES,
NEW YORK CANNED BEEFS,
LONG ISLAND DUCKS.

Fry's Cocoa

CUCUMBERS, PARSNIPS, CARROTS.
IRISH BUTTER, one pound blocks.
IRISH BUTTER, 28 & 56lb. boxes.
"SUSSEX" BUTTER, 2lb. slabs.
"SUSSEX" BUTTER, 56lb. boxes.
Also, 200 1/2 bags ISLAND WHITE POTATOES.
40 crates GREEN CABBAGES.
20 cases NAVAL ORANGES.

'Phone 379 W. E. BEARNS

"Island Brand" Boneless Codfish

Absolutely pure, cleansed by the waters of Wind-sor Lake.
Study economy and buy our brand packed in 2, 5, 10, and 30 lb. wooden boxes.
Try our Shredded and Tinned Codfish made ready in a moment.

Packed only by

John Clouston,
Phone 406. St. John's, N.F.

COAKER ENGINES

are THE BEST Motor Engines for Fishermen

W. F. Coaker, Esq., M.H.A.,
President Fishermen's Union
Trading Company Limited.

Dear Sir,—

Last Spring I purchased a 6 h.p. COAKER Engine which has given me every satisfaction.

I certainly consider it the best Motor Engine for fishermen to-day on the local market.

With my trap boat I am able to make seven knots an hour. Last Summer I had my trap set four miles away and I made two trips daily with three dorries in tow, and never had the slightest mishap.

I would advise any fisherman who requires an Engine that can be operated easily and give good results to buy a 6 h.p. COAKER Engine.

Yours truly,

WALTER HILLIER.

Point-aux-Gaul, Lamaline,
April 1915.

Letters of Interest

From Mail and Advocate Readers

"When You Want to Beat a Dog, it is Easy to Find a Stick"

THE F.P.U. HAS COME TO STAY

(Editor Mail and Advocate)

Sir,—I notice by reading the proceedings of our Local House of Lords—better known in this country as the Dumping Chamber—which is more ornamental than useful, and which in my humble opinion, if abolished would be a great benefit to the Colony and its wealth producers that some of the honorable gentlemen who compose that Chamber while discussing the Labrador Fishery Bill could not agree to have on the Board of Arbitration to fix the price of fish on the Labrador a member appointed by the President of the Fishermen's Protective Union, an organization that represents a very large majority of the fishermen of Newfoundland and which should if treated with justice be represented on any Board of Arbitration dealing with the prices of the staple industry of this country, namely, the cod-fishery.

I notice that the Hon. Mr. Harvey admits that the Fishermen's Protective Union is a very influential body, and represents a very large number of fishermen, but he is so opposed to that body of men whom he refers to, and whom he knows shoulders the responsibility of keeping this Colony moving that he do not want them represented on a Board to help fix the price of their own produce.

The hon. gentleman to justify his opinion makes a very flimsy and unreasonable excuse when he says "there is no guarantee the Fishermen's Union will continue, or will not have a split, or as to how long it will last." It is surprising to know that such a statement should come from the lips of the hon. gentleman. It goes to show, Mr. Editor, that when a person wants to beat a dog it is very easy to find a stick. If Mr. Harvey allowed common sense to dictate his quotations he would have certainly said that the fishermen who catch the fish, cure it, and sell it, ought to be, should be, and will be represented on a Board to regulate the price.

"No guarantee that the Union will continue." What more do the hon. gentleman want to convince him that the Union is come to stay than the rapid strides it has made since its organization in 1908 when it started with 10 members and to-day it has a army of 20,000. That alone, Sir, is sufficient proof that the people are realizing many advantages and the wonderful good it has done for them—both politically and commercially. Young men nowadays in this country are becoming awakened. They see more with one eye than their fathers saw with two. They will not tolerate the tyrannical treatment of their ancestors. They have got in a place where their fathers' jackets are too small for them. All conditions are fast disappearing in this country and new conditions are forcing themselves to the front and replacing old conditions.

We are progressing, Mr. Editor, and the young men of our Colony to-day intend to keep the wheel of progress in motion and hand down their deeds to posterity so that their children will see that they were not asleep in their day and generation.

The overwhelming majority of Newfoundlanders to-day, Sir, will admit that the Fishermen's Protective Union is no snow ball in a oven and I advise the Hon. Mr. Harvey to join with the multitude, and not be too hard on a good movement; but be conscientious and do his duty to producers of the commonwealth of the country in which he lives by advocating a representation of the fishermen on the Board of Arbitration to fix the price of Labrador codfish instead of finding fault, and suspecting partial or total destruction of this great movement which has done a large amount of good for every member within its ranks, and also for many outside its membership.

Undoubtedly, Mr. Editor, this organization will be in the bloom of life long after the gentlemen

that now compose our Local House of Lords are sleeping beneath the clay.

I notice by further pursuit of the proceedings of the House on High that the Hon. J. H. Robinson plays a similar tune as the one played by the other gentleman, but he goes a little further and shows his disapproval of the representation of the fishermen in the House of Assembly by objecting to that part of the Bill unanimously passed by the People's House wherein it states that the President of the Fishermen's Protective Union be empowered to appoint one member of the Board of Arbitration. I infer from the hon. gentleman's statement that if the President and members of the Fishermen's Protective Union had no seat in the Assembly that his objections to the Bill as far as he was concerned would be very slight.

The hon. gentleman says "It is difficult to conceive a proposal more opposed to the principles of democracy and elementary justice. The suggestion that the country's chief industry should be controlled by the leader of a sub-section of the Opposition in the Assembly is so extraordinary and so illogical that the mystery is it should ever have passed the House of Assembly unless in a factious mood, or with a feeling that execution elsewhere was assured."

What does the hon. gentleman mean by that statement? Does he mean that both Houses are merely ornamental bluffing machines? Does he mean that the members of the Lower House without exception passed the Bill against their own reasonable judgment with the assurance that it would be executed when it would reach the Dumping Chamber above? If that is the case, Sir, the matter is a very serious one and one that should call the attention of every right thinking person in the Colony.

Before concluding I would wish to say that nothing better ever happened in Newfoundland than the organization of the Fishermen's Protective Union. The blessing that that movement has conferred upon the toilers of this country is incomparable. The result of Mr. Coaker's work for his fellow countrymen is something that surprises everybody, even those that are dead set against him. His action in the House of Assembly is something unusual. Isn't the introduction by him of the Sealers' and Loggers' Bills into that House proof positive that he is there as the poor man's friend.

I often times wondered why somebody didn't try to reform conditions before the Leader of the Fishermen's Protective Union came on the scene. It goes to show, Sir, that persons who would do all in their power for the benefit of others are few and far between. Selfishness is such a dominating factor in human beings that the men who have talents and abilities capable of reforming public affairs "generally speaking" uses these talents and abilities for their own personal aggrandizement. They are after the almighty dollar more or less. Hence, unselfish reformers are very rare, they are like trees in a hedge—only here and there out.

Go ahead, Mr. Coaker, in your good and noble work. You will have opponents "for the best work usually meets the strongest opposition," but when the names of your greatest opponents has passed into oblivion yours will be recorded on the annals of Newfoundland history as the "Champion of Justice" and the "Hater of Oppression."

—BONAVISTA.

May 6th, 1915.

Probable Alliance

Turin, May 6th.—A military agreement has been concluded between Roumania and Bulgaria which is preliminary to formal political alliance and maintain it obligatory for these nations to support each other in case of war, according to a Saloniki despatch to "Gazette di Torino."

Architects are Good Enough

(Editor Mail and Advocate)

Dear Sir,—It is to be regretted, because unnecessary, that the money being paid for the architects for Cochrane St. Church is being drifted out of the Colony. The local architects were quite capable (as the many splendid structures here show) of doing the work. Several thousands of dollars, hard earnings of the people might have been kept in the colony.

Many of the congregation are entirely out of sympathy with this procedure and certainly think that our own architects should have been given a serious chance to make the plans. Men who know, tell us, some of the plans furnished by the Canadian architects are inadequate to the climate conditions of the country. It is to be hoped that local contractors will be given a preferential chance for the construction.

Truly yours,

A. E. PARKINS

Coaker is the Only Man

(Editor Mail and Advocate)

Dear Sir,—Will you kindly allow me space in your esteemed paper to say a few words. It is not often that you hear from this place, but it is not because our people are not full of Union fire, for we are, and especially when Kean's blunders and Sir Tax Morris are talked about. Coaker is the only man who ever did anything for the poor man or who ever tried to do anything. He has raised the price of fish, brought about better conditions for the sealers, and now he is starting an Exporting Company for the fishermen.

And yet the Graballs declare that he has done nothing. If he only showed up the out and out robbery going on before a blind people, his efforts would be worth while.

I must close by wishing our good and noble fighter success in the great work he is doing.

UNION MAN'S GIRL.

Carmanville, April 17, 1915.

Old Fisherman Applies the Lash

(Editor Mail and Advocate)

Dear Sir,—I notice in an old edition of the Herald a letter from Tilling signed "Justice" in which the writer was about to give some information to real Justice concerning a small amount of public money got from the Marine Department through the intervention of J. C. Crossbie. In giving this information it appears that Justice entirely forgot that sacred word called Truth. He stated that a petition was signed by a majority of the Customists of Tilling and forwarded to W. W. Halliart.

"This is an infamous lie as no such petition was ever signed in this place. Why did not the writer sign his own name. Was he ashamed to? If he was, then he should not have signed the name of the place which was disgraced by his presence."

I would also refer to a letter signed "Northern Man" which recently appeared in the Plaindealer. That paper so popular with a few sore heads, it would appear that that writer studied under "Justice" and acquired a temporary education in that man's low habit of lying. It does seem strange that he should study the close of the afternoon for indications of a storm when any experienced fisherman gathers his information concerning the weather from the dawn.

In conclusion, I would ask Mr. Justice and Mr. Northern Man to write over their own names in future, and if they don't do so, let them sign themselves Punks so that the public may look upon them in the right light.

Yours truly,

OLD FISHERMAN.

STRIKE OF SEAMEN

Glasgow, April 28.—Three trans Atlantic steamers are held up here by a strike of 500 seamen. The men demand an increase of \$1.00 a month in their wages. An early settlement of the difficulty is probable.

Remnants of Tweed

By the Pound at

Removal Sale Prices

COME in to-day and look through our tweeds by the pound—you'll pick up a bargain here in an excellent quality—better than are usually sold by the pound.

We are showing some high-class pure-woollen tweeds that we have priced to make a complete clearance before removing to our New, Modern Store, in the West and are offering them now at a third less than the original price.

Come and see the patterns—we are sure the qualities will give entire satisfaction—you can select a piece here to make a man's coat, a pants, or a pants and vest and it is just possible that the piece you'll select will give you from two to five years constant wear—you know how a well-woven piece of pure-woollen tweed wears, better than we can tell you.

When you call take your time and look through the lot of eight hundred pounds, because the very pattern you are needing may be at the bottom of the pile—we'll wade through them and help you to be suited—a piece large enough for a man's pants may weigh 2 pounds and perhaps much less.

Removal Sale Price a pound \$1.00.

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To the Fishermen

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is the BEST, being practically free of noxious matters such as LIME or MAGNESIA, which is apparent in other salts.

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Two Big War Pictures

JUST OUT! TWO GRAND BATTLE PICTURES IN COLORS. "The Sinking of the Emden," the famous sea fight in which the gallant Australian cruiser, "Sydney," cornered and destroyed the terrible German raider, "Emden," which had captured 21 unprotected British merchant ships, causing a loss of about \$2,000,000.00; the companion picture shows the exploit of unparalleled bravery in the Battle of Mons, when three British gunners drove from the field, with one machine gun, a German battery of 12, for which these heroes were decorated with Victoria Crosses. These GRAND ACHIEVEMENTS OF BRITISH ARMS are DEPICTED, TRUE TO LIFE and in vivid colors, in these two magnificent Battle Pictures. Size 18 x 22 inches. PRICE 20c. EACH. Agents Wanted Everywhere to sell these pictures on commission. Every home in this country will want this splendid pair of pictures.

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Heart Broken Woman's Appeal

The following letter has been handed in for publication. It is a copy of a letter sent by a poor woman to a rich man who is endeavouring to drive this poor woman from her home in this city. The gentleman concerned is well known and a very prominent supporter of the present Government, he having partaken of some of the good things given out by Premier Morris and occupies an office not a thousand miles from the Bank of Montreal.

The Letter

Dear Mr. Does it ever come to your mind that you are going to die and after death what then? I am praying for you, but what are you doing with us? Do you know? I will tell you. So sure as you are living you are forcing us to a slow death. Through you two of my children have been taken from me and now there are four more lives going through bitter agony. But what do you care? What is it to you as long as you are happy. But wait, there is a day coming, if not in this world, you will know it in the next. Be sure your sins will find you out.

Look at how much sufferings your sins have caused us. Words cannot explain the anguish that we have gone through, caused by you. I told a gentleman the other day that I was going to put an end to my life, as I could endure it no longer. I never saw the gentleman before he asked me to tell him what my sorrow was. I told him it was too sad to tell him. This is the doctor's words: "My nerves are all gone going through so much; nothing can be done for me, only to suffer as long as I live."

That is what you have done for me. No one could give you more praise than we did; we thought that you were living for God. Oh what a bitter rod you have given us, that is your good life. Now, if you call yourself a man, a money man, be honest with us for once in your life or come and put us out of sufferings caused by you.

I have 24 sheets of paper written describing our sufferings. Are you going to have me end my life and then for the public to know the contents of the letter? I have gone to you and beseeched you to have pity on us, but to no avail. Will you drive me to commit this dreadful act? Stop and think before it is too late.

This is from a broken heart caused by you.

Yours truly,
—R—M—

Notes From Port Rexton

(Editor Mail and Advocate.)

Dear Sir,—Yesterday was a rather lively day at Port Rexton with some of the people. Seals were seen on the ice in the harbor. Mr. George Pearcey was the first arrival with a cat. The news soon got around that Skipper George had struck the N.W. corner and by night fall about fifty white-coats were landed and one or two young harp seals were killed with bats on the pans. Skipper Jim King and Warrick Pearcey got a whitecoat weighing about 30 lbs. Mr. Warrick has been out of the country for a while but we were glad to see he didn't forget how to jump the "frozen pans." Port Rexton South did good work and many folks there got some carcases. I wonder if Kean was down here in the Florizel would he get jammed?

—WHITECOAT.

Port Rexton, May 5, '15.

Encourages Mr. Coaker

(Editor Mail and Advocate.)

Dear Sir,—Will you kindly allow me space in your paper to say a few words. I do not often see a word from Summerford. I am not a Union man but a Union girl, and I am interested in the Mail and Advocate. As soon as the mail comes I go to the Post Office to get the Advocate, and before I get home to sit down to read it, someone asks about Ab. Kean and how Kaiser Ned is. If there had not been a Fishermen's Upflitter, a Mr. Coaker, what a state this Country would be in, to be sure. Go ahead, Mr. Coaker. Right must prevail.

Wishing the Union every success.
A CHIP FROM THE OLD BLOCK.
Summerford, B.B., Apr. 26, 1915.

LATEST

WAR MESSAGES

Queenstown, May 10.—Captain Turner appeared yesterday morning in civilian clothing donated by a local banker who had extended the hospitality of his home to the commander. Later in the day he dressed in the staid uniform which had been dried, and walked with bowed head down the streets, recognized by a few among the crowds.

Queenstown is almost as much dazed by the tragedy as those aboard the Lusitania. The question on every lip is why did Captain Turner pursue the usual well-known Cunard line course so close to the Irish coast at medium speed, and why was not the big liner convoyed.

Several naval officers here state the Lusitania received wireless orders to take a course in the middle of the Channel, but the ship's wireless operator declines to say whether or not he received such orders.

Rome, May 10.—The Tribune says reasons assigned by Germany for torpedoing the Lusitania further justify the American Government's protest.

Petitioners Who Ask For Kean's Arrest

INDIAN BURYING PLACE

- SIDNEY STOODLEY
- HORACE WHITE
- JOHN L. ADAMS
- HENRY L. MAY
- JOHN T. STOODLEY
- KENNETH PROWE
- ESAU ADAMS
- SAMUEL WHITE
- JAMES A. RYAN
- ELIAS WHITE
- HENRY J. TUCKER
- ARTHUR W. TUCKER
- JOSEPH TUCKER
- WM. H. PROLE
- WILLIAM FUDGE
- JOHN SQUIRES
- PETER FUDGE
- THOMAS FOSS
- EDWARD RYAN
- JOHN GILLET
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- ARTHUR W. WHITE
- FRED PROLE
- JACOB STOODLEY
- JOSEPH STOODLEY
- GEORGE BOWERS
- PHILIP BOWERS
- STEPHEN OAK
- J. W. TILLEY
- WALTER COOMBES
- ALBERT SNOW
- ELI COLLINS
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- LEANDER COOMBES
- CHARLES COOMBES
- JOHN COOMBES
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"THE MEASURE OF A MAN"—A great Lubin drama.

"BRONCHO BILLY'S FATAL JOKE"—A strong Western drama with G. M. Anderson.

"THE LOST CHILD"—A film with lots of fun.

DELMONICO—the man with the double voice sings "WAIT TILL MY SHIP COMES IN"—A March Ballad.

Inconclusive Wars

In Fifty Years Only One Fought to a Finish

In the past fifty years there has been really only one "fight to a finish" among the nations. That fight was the war between France and Prussia. Only then was the victor able to dictate his own terms of peace. It was not a case of two bargainers meeting, and after long discussion arriving at a compromise satisfactory to both, or equally unsatisfactory. The loser had nothing to do in 1870 but to agree to what the victor demanded.

The present war will end in the same way. The victor will lay down conditions. If they are not accepted the armistice which precedes any formal discussion of terms will be brought to an end and the fight will continue. It is safe to say that among the Allies there is not more than one man in a hundred who looks forward to a compromise. The principles that are being contended for do not admit of compromise. For the Germans it is destruction or world-empire. For the Allies it is absolute victory or annihilation.

Inconclusive Wars

The last great war, that in the Balkans, and we include both the war of the Allies against Turkey and one subsequent war of Serbia and Greece against dominant and arrogant Bulgaria, was not decided by the victor. In both cases the great powers intervened, once to save Turkey as a European State, and once again to see that Greece and Serbia did not alto-

gether wipe out Bulgaria.

Britain had more to do with dictating terms of peace than the successful belligerents. Those who believe that compromises are wise will find themselves unable to cite the compromises that ended the Balkan struggles as evidence. These compromises merely sowed the seeds for future wars; and this warning would be enough in itself, apart from the other features of the struggle now raging, to convince statesmen of neutral nations that a fight to a finish is the only possible, the only sensible, and the only humane issue of the present war.

The Russo-Japanese War

Though the Russo-Japanese War is classified as a Japanese triumph, and though Russian victories in it are hard to call to mind, the war really ended in a draw. She was by no means beaten, and without attempting to disparage the remarkable achievements of the Japanese army and navy, it might be said that Russia quit before she had really begun to fight. Russia was like a mastiff that had been punished by a terrier and is ready to quit. But if the wounded mastiff had continued to the limits of his strength, the situation of the terrier might have been vastly different.

When the plenipotentiaries met in the United States Japan demanded not only the cession of Port Arthur, which had been already captured, a free hand in Manchuria, the recognition of her sovereignty in Korea and an indemnity of \$600,000,000. Russia was willing to cede all but the indemnity. Now \$600,000,000 was a lot of money to Japan, as it is to the ordinary reader, but, nevertheless, Russia refused flatly to

pay it, and Japan did not insist. Had she done so the war would have continued, and perhaps with different results.

Russia vs. Turkey

In her war against Turkey Russia won much. She won Bessarabia, and recognition as the natural guardian of the Slavs in the Turkish Empire. But she did not impose the terms of peace. They were finally decided by Germany and Britain, and Bismarck and Beaconsfield had in mind rather the necessity of protecting their countries against the Russia of the future than of rewarding her for her successful war against the Turks.

In this case again Russia was not strong enough to insist upon retaining what her arms had won. She proposed, but the other powers disposed. She did not dictate. She merely made it impossible for Turkey to dictate, and while this war is a most important one from a Russian point of view, it does not reveal her in the light of a conqueror with her foot upon the neck of a vanquished nation.

Unconditional Surrender

The war between Britain and South Africa, like the American Civil War, differs from other great conflicts in the past half-century. Lincoln always regarded the soldiers of the South as disobedient citizens. Britain, too, had claims of sovereignty upon the Transvaal. In both cases there was no talk of terms. Unconditional surrender was demanded. In both cases it was yielded. In South Africa the Boers did not know what terms they would be forced to accept for a couple of years after the last shot had been fired. Nor did Lee, when at Appomatox, he yielded to Grant's stern decree of unconditional surrender.

In the one case the terms granted by the conqueror were more generous than the vanquished had a right to expect. In the case of the Civil War, the South suffered from a "carpet bag" regime hardly less terrible than war. In the war between the United States and Spain the fight was not continued to a finish. Spain yielded

ZEPPELIN RAID PLANS

Invasion By a Great Airship Fleet Promised

PREPARATIONS IN BELGIUM

By PERCIVAL PHILLIPS. "Express" Special Correspondent.
On the Belgian Frontier

The Zeppelin raids on Britain have been widely advertised by the Germans in Belgium as proving the helplessness of Britain against the tortuous attacks which, the enemy asserts, are now being prepared on a large scale.

Bulletins have been posted in the towns in the military zone in Flanders declaring that bombs have been dropped on a series of fortified places on the east coast, and that great damage has been done.

I have received further details from a reliable source in Belgium of sudden great activity throughout the entire German naval and military air services. Large quantities of incendiary bombs for use by Zeppelin crews have been concentrated at three airship bases, and additional hangars built with great secrecy.

Much ingenuity has been shown in disguising Zeppelin depots so as to prevent them being observed by the Allies' aircraft. One new shed near Brussels has been given an angular roof four times the necessary size, with false chimneys, so that it resembles a factory in appearance.

Others, near Ghent, are hidden in masses of tree branches. A shed south of Antwerp has been banked with earth covered with grasses, and looks from above like an ordinary hill.

The enemy have seized several factories in Belgium, and are using in them the so-called "hardened oil" process to manufacture gas in large quantities for the Zeppelin fleet. Undoubtedly a number of airships are now garaged in Belgium which

have not yet made extensive flights over the North Sea. The enemy's purpose, it is stated, is suddenly to launch a great fleet of airships from the North Sea bases and the Belgium coast in a spectacular raid against England, in order to encourage the German people and troops, who have been complaining recently of the inability of Zeppelins to do more than make sporadic attacks on French frontier villages.

I am told that recent aeroplane tours towards England have been made by pilots attached to the Zeppelin fleets for the purpose of familiarising themselves with the topography. Many men attached to the fleets have become thoroughly acquainted with the geography of Britain, particularly of the coast counties, by long residence and observation.

Two of the latest Zeppelins, which have been completed under the personal supervision of the inventor, are the most powerful aircraft in the world. They carry three guns, and have crews of from forty to fifty men, all armed with rifles.

During the recent raids the airships engaged kept in constant touch by wireless with the Belgian coast stations and Emden, and exchanged messages with submarines in the North Sea. Each airship carried a hundred bombs of a new pattern.

A farmer took out a policy of fire insurance on his barn. After a loss and due proofs, the company came to settle or adjust the loss, but took advantage of its option under the contract to build a new barn. Subsequently the same insurance company sought to have him insure his life in favour of his wife. "Oh no," he says, "you don't catch me a second time. If I die you would come around here and offer to get a new husband for her."

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ST. JOHN'S, N.F.L.D., MAY 10th., 1915.

OUR POINT OF VIEW

The New Reid Deal

THIS afternoon and to-night the House of Assembly will likely debate the amended resolutions tabled last week and published by us on Friday. This resolution differs very little from those originally submitted by the Premier. The only difference being the exclusion of the areas in Twillingate District. The resolutions now before the House provide for the exemption of the Company's property from municipal taxation for ever. The stocks, debentures and dividends of the Company are forever exempt from taxation. The raw material they import to manufacture fertilizer, and all their construction material and machinery is forever exempt from taxation. No protection is provided for the prior rights of others in the Humber drainage areas; no company or owner of timber areas can float logs or use the rivers, unless so permitted to do by the new octopus.

Nothing is paid for those vast concessions. The only return is that \$5,000,000 is to be expended in five years and a start must be made in two years, that start might be legal if \$1000 was expended doing something with a dam. The whole of the Humber covering an area of 4000 square miles or twice the areas held by the A.N.D. Co. is handed over with a priori rights to interfere with all other interests and investments which if disputed or wrongfully outraged is to have recourse for justice to an arbitration composed of two against one, which really means the octopus can give what it wishes for any damages or wrongs inflicted on the owners of 2,900,000 acres of the Humber areas, which have been purchased by various American companies at a cost of about \$2,000,000. They having paid that sum in gold to the speculators in Newfoundland who originally secured those lands from the Government. None of the present holders of areas in the Humber section were granted them by the Government. They were all purchased from land grabbers who are chiefly supporters of the Government.

Therefore, the Premier's reference to land grabbers in the Humber section, as kicking against the Deaf, is a deliberate falsehood intended to create an unfavorable feeling against the owners of those rights. This being so the Legislature dare not enact legislation interfering with those rights or the Colony will be held to be a community of pirates and all foreign capitalists will place Newfoundland on a par with Mexico and other South American Republics who recognize their right to treat invested capital as so much boodle for the illegal aggrandisement of party heeled. The owners of those properties which have been purchased at an expenditure of some \$2,000,000, will demand compensation from the country if their rights are violated and if the Government of this Colony don't recognize such

claims the claims will be backed by the American Government and, "sad will it be for poor old Terra Nova."

The Octopus is given a water power worth \$50,000,000, if worth one cent. The Montreal Power and Heat Company, which is operated by water power, has cleared as profits during the past year 100 per cent. of its receipts. The receipts being \$6,000,000, and the expenses after providing for all fixed charges, amounted to \$3,000,000. This Company holds surplus earnings amounting to \$5,000,000 which it has accumulated after paying enormous dividends, during the past eight or ten years. The Hamilton water power is worth \$100,000,000 and it is given away for ever in return for an expenditure of \$10,000,000 in ten years.

No provision is made for labor -Italians, Dagoes or Blacks will have equal rights to all labor, with our own people. No price is fixed for adult labor. No provision is made to ensure the establishment of the industry on Newfoundland Labrador. The Octopus can use our water powers secured free and run their wires in to Canadian Labrador and deprive the Colony of all benefits accruing from the establishment of an industry.

Never will the Opposition consent to those outrageous proposals. Proper safeguards must be inserted by amendments and the exemption from taxation claims must be limited, or the proposals will be fought by the Opposition with all its strength.

It will take a full week to put those resolutions through, for if passed in their present form would forever brand our legislators as a gang of freebooters and half maniacs, and advertise the Colony as the last place in the world to invest foreign capital.

How the Executive Government could have been brazen and impudent enough to trust such an agreement to the country and rob the people of all that is valuable of their heritage, and give it away to the Reids, can only be explained by the fact that Morris is Reids' willing victim and there to obey his masters' behest for when he took Reids' gold to secure the return of his party to power he left the door open for such an infamous deal as now confronts our Legislature.

Is Reid to get all those valuable concessions free and operate a business that will bring the Octopus dividends of 50 per cent. Is the question now before the House of Assembly? Is the Octopus to be given authority to squeeze out all prior rights of other bona fide investors, and to give in return what compensation it thinks fit, is another question to be settled this week by the House of Assembly?

Will Morris be able to muzzle his supporters in the House sufficiently strong to compel them to vote for this infamous proposal to give away water powers worth \$50,000,000, and to bind the Legislature of Newfoundland for ever and rob the people's heritage in such a manner and hand it over to the Reids' as a free gift?

The Colony should allow the Octopus exemption from taxation for say twenty years, but to expect that 18 men will be found false enough to their trust as to exempt any company or corporation from taxation for ever and to bind all future government to such an infamous agreement is to demonstrate to the world that Newfoundland legislators have more regard for corporation interests than they have for their country or the trust their fellow countrymen has reposed in them as the trustees of their heritage.

No sane men not bribed with gold or intoxicated with conceit would dream of binding the hands of all future legislators in this country in respect to the power of taxation. Every man who casts a vote for the proposals now before the House of Assembly as they stand will for ever be branded as a traitor by all lovers of Terra Nova. No man with clean hands could vote in favor of such proposals, unless his reason was affected.

Come friends supporting the Government, take off your coats and keep them off until you succeed in securing safe-guarding amendments in the Reid resolutions now before the House, that will remove all possibilities of being branded traitors and worse than traitors by coming generations. To our mind those proposals are a true indication of the belief of the Reids and the Premier that Confederation is near at hand, for the asking of such concessions would almost compel one to consider that with Reid and Morris it is "now or never." What will it be is a question

that depends on the pluck and courage of four or five of the Morris supporters in the House. They can compel the Government to amend the resolutions in order to safeguard all future interests, as well as the rights of investors. Let the people closely watch this matter during the next few days and ascertain who love Terra Nova and who love this monstrous Octopus.

Another Outrage

THE citizens of St. John's were amazed last fall when it was rumored that Mr. Davies of the Methodist College staff had been engaged by the Government at a big salary to put in time-killing-time at the rate of \$2100 per year. When the House opened Mr. Coaker asked for information and ascertained that Mr. Davies who came here four years ago from across the water as a teacher, had been appointed to a manufactured job—to be known as Government Analyst—at a salary of \$2100 per year and perquisites.

Mr. Davies was appointed after the war broke out—August 15th—which makes the outrage all the greater, for at that time the people were unable to sell a codfish or a lobster and the black clouds hanging over the Colony could not have been worse, yet it was at such a time, that Premier Morris selected to make a new job for an imported man at a salary that placed the salaries of such men as Mr. W. LeMessurier, Geo. Turner, A. Mews, and the Deputy Minister of Finance below Mr. Davies by from three to five hundred dollars.

There was no excuse to offer for the outrage. It is but in keeping with the Premier's appetite for squandering public monies, making appointments and creating new positions. \$25,000 was unlawfully spent last year for increased wages, new jobs and pensions which brought forth the censure of the Opposition Party in the House a few days ago.

It was not enough that Mr. Davies be given a job in August at \$2100 per year, but the Premier's order that his wages be paid from July 1st which enabled him to draw six weeks wages, prior to his official appointment.

Is it any wonder the people are grinding their teeth from rage and indignation every time they hear the name of Morris mentioned. Have they not good cause for so doing, seeing that such outrages are daily committed with impunity.

The following correspondence tabled in the House will exactly explain this outrage:

177 LeMarchant Road, St. John's, Friday, June 24, 1914.

The Right Hon. Sir E. P. Morris, Dear Sir,—I beg to offer my services for the various Government Departments, including work in connection with the Pure Foods Bill at a salary of \$1800 a year.

With regard to the combining of the above position with that of Principal of the Technical School, I may say that I am prepared to undertake the work of the two posts either separately or combined at the following terms:

- (a) separately Analysing, as above, \$1800
Technical School organising for the coming year as well as lecturing in Mechanics and Hydrostatics, Chemistry, Geology and Agricultural Science, 400
(b) As one combined post. 2100

Yours respectfully, (Sgd.) D. JAMES DAVIES, B.Sc., F.C.S., (Lond.)

Sir,—I have the honour to acquaint you that His Excellency the Governor in Council has been pleased to appoint you to be Government Analyst and to undertake such work in connection with Technical Education as may be assigned to you and as may be possible in view of your work as Government Analyst. The details in respect of your duties will be arranged shortly, and your Commission will be prepared in due course.

The salary for the said work will be at the rate of \$2100 per annum, dating from the 1st July last. Part of this, namely, \$500 will be paid by the Department of Agriculture and Mines, and the remainder will be paid at the Treasury Office.

I have the honour to be, Sir, Your obedient servant, (Sgd.) J. R. BENNETT, Colonial Secretary. D. James Davies, Esq., B.Sc., F.C.S., City.

The Dumping Chamber

SOME of the members of the Dumping Chamber are waxing hot over the F.P.U. Bills sent up from the House of Assembly which passed that chamber unanimously, thus proving once again that the Bills in question represent exactly the wishes of the electorate.

The Hon. M. P. Gibbs seems to be the champion of the masses of the Dumping Chamber, and he has persistently supported those Bills, and demonstrated that he at any rate is ready to ensure the people a square deal in matters coming before that chamber.

The bitterest opponent of those Bills is R. K. Bishop, the son of a fisherman, who drifted to St. John's many years ago and entered the business of the late Mr. Monroe. This man Bishop has grown rich on the spoils of big charges for supplies to fishermen and government grabs, and is to-day the most bitter opponent in the Colony of the peoples' demand for a square deal, and of their proposals to justify the reckless maxim and conduct of public men in the administration of public affairs and the expenditure of public monies.

He is probably the most pronounced anti-Unionist in the colony and is one of the clique organized during the past eight months, whose object is to assassinate the F.P.U. and oppose Coaker's struggle to crush grafters and hoodlums, and to free the people from the straitened state for many generations has crushed the just operations of the masses of this Colony.

Last week this scoundrel cold blooded animal bitterly assailed as Leader of the Opposition in the Dumping Chamber the Loggers Bill which passed the House of Assembly unanimously for the second time, and which had this year been submitted to the deliberation of a select committee of the House of Assembly.

This man Bishop lives only for one object and that is money. He takes the people. He would use a whip on the back of any man who dared fight in the interest of the masses. He has for six years been a member of the Morris Government and has used his position as an executive member to secure for his firm orders and contracts amounting to scores of thousands of dollars, at prices to suit himself, all of which the Public Treasury had to pay. His most notable grab being an outrageous haul on account of the little trawler "Earl of Devon" for services in 1913. The same steamer was employed in the mail service and received \$10,000 for work that could well be performed at half that cost. This year although Morris is driven to despair in raising revenue and has determined to make every vessel pay a cent for every receipt of \$10.00.

Bishop is resolved on having his pound of flesh paid by side with Johnnie Crosbie, and is getting another haul of \$10,000 for the same steamer. We dare Morris to deny that but for Bishop having the "Earl of Devon" for which ship some boodle had to be provided, there would not this year have been any second mail steamers plying to the Treaty shore. The job was made last year to give Crosbie work for the Sagona, and it is continued this year in order to give Bishop a job for the Earl of Devon.

This man Bishop has always been known as a cold blooded dollar collector and high liner in the art of uttering every possible cent in the way of exorbitant charges for supplying the fishermen and others.

It is the same Bishop that was once a partner of Mr. Walter Monroe's, and the whole country knows the story of Walter Monroe's treatment at the hands of R. K. Bishop. This is the man that Morris is putting forward in the Dumping Chamber to kill the bills sent up from the Peoples' House that originated from Union Members of the House.

Associated with this man Bishop in this Dumping Chamber is John Harvey, James Angel, and one or two others. The sure and certain outcome of this antagonistic bent will be the total abolition of that useless and misdealing council, which seems to derive pleasure solely by insulting the representatives of the people in the House of Assembly, who have been sent there by the fishermen in order to secure for them a square deal in parliamentary matters.

The Dumping Chamber reached its highest stage of unpopularity and autocracy when it was used by Morris last winter to enable him to defy the electorate and outrage the rights of Representative Government.

When Morris outraged the peoples' feelings by placing two defeated candidates in the Dumping Chamber, and thus making them Ministers of the Crown in defiance of the will of the people, he struck the first heavy blow in furtherance of the total destruction of that council, for such action was never surpassed by any highwayman in any country, who was intent on destroying the principles of Responsible Government and turning the so-called rights of the people into a snare and a delusion and make them puppets

The "House" Discuss Local Affairs Bill

Fine Speeches by Messrs. Coaker, Grimes and Jennings

FRIDAY, April 16.

MR. COAKER—Mr. Chairman, I may say that I am very much interested in this matter. The plan as suggested by Mr. Morine is in my opinion a very good one, and I am sure would eliminate many of the difficulties which confront the Government to-day. If we could only get this system working satisfactorily, and then give as much interest to fishery matters they would soon improve.

What we want, Sir, is to grasp the possibilities of this system, and to take hold of this subject with all our might and secure the benefits which we believe are possible from such a system.

Now, I do not think that any man will advocate the present system of Road Boards. This question was thoroughly discussed last year. I don't agree with the Hon. Colonial Secretary that the members of this House are indifferent about this question. Very few got these enquiries from the Board of Works Department, and there are members who could not give the information asked for. For myself, I let the matter stand over intended to have them looked into for the coming Convention, and only when this came off, there was so much work of the highest importance to be done that they were overlooked and crowded out.

But there is a great interest being taken in these matters in the outports. In the northern districts I believe that seven-eighths of the people are strongly in favor of a change. Now, I would be quite satisfied that this matter should go to a sub-committee of the House sitting out of session for consideration and the elaboration of some plan on the lines suggested were this afternoon, if something were done in the meantime to enable those places who wished to spend their money under an elective road board to have the right to do so.

Last year resolutions were passed through the House and we were led to believe that we were to have elective road boards wherever the people desired to have them; but I am sorry to say that it has been very difficult to get those boards elected because of the regulations laid down by the Government during the past year. Many places have been most anxious to have elective boards, but have found it impossible, and the reasons, many of them, are political. Political supporters of the party on the other side of the House who have been running the affairs of the districts that the Union now represent, felt that their friends ought to have some say with regard to what was going on; and the friends themselves were very interested, no doubt, and used their influence, as much as possible to try and keep the old system in force so as to enable them to have a say with regard to how money should be expended. Now, we know of a lot of instances of that, but we thought the matter too trivial to bother the Government about. We do not want to be continually chasing the Government in connection with matters of this sort, and we permitted them to pass in the hope that at this session something would be done to adjust the whole matter and

end the trouble. Now, if the Government will take our recommendations in relation to our own districts, I see no harm in letting things go on for another year, and let the sub-committee see if they cannot elaborate some machinery that will be acceptable to the whole people. But certainly some thing might be done so that those places who wish to spend their money under elective road boards might have that right.

Now, there is a great deal to be said in favour of elective road boards. Money has been foolishly expended in the past through the road boards as appointed by the Government from time to time. We had an instance last year of the case at a little place near LAMARINE. LAMARINE Council of the F.P.U. thought that something was wrong with regard to some grant; returns were asked for, the matter was investigated, and it was found that there was something wrong—that the Chairman of the Board acted wrongfully. He was brought before the Court and was punished. He was fined \$20 and was given three months in which to pay it. Subsequently the Board was re-founded. Now, that is not fair, and it is not any encouragement to go on and try to make things right. I don't want to see a man put in prison for six months for a wrong that does not deserve that punishment, but at the same time I think that when persons do wrong they should be punished, and some encouragement should be given to those who are trying to correct things that are wrong. Of course, what happened was that the thing was made a political matter. The Government sustained the man.

Now, these things should not be, and it is time to put an end to them. If the hon. member for Burnin thinks that elective road boards are not satisfactory, if he thinks that the old system suits his district best, why let him have the old system; let every member, under the present circumstances, have the system which he thinks will best suit his own district; but in our districts, north, we certainly do want road boards elected by the people. The hon. member for Burnin, Mr. Currie, stated that he thought that elective road boards in his district did not give any great satisfaction. Well, in Bonavista Bay I don't think there are half a dozen boards that are not elected by the people. This system was inaugurated three or four years ago by our predecessors Mr. Blandford and Mr. Morison, who were always strong advocates of elective road boards. The people were given full power, and the result is that things are running as smoothly down there as in any part of the country, and there is no trouble. The Boards were elected in a very simple way. A meeting was called, presided over by the Chairman of the old Board or some other man of respect, and four or five men were elected; their names were sent on for and gazetted, and the whole matter was at an end. Every sum of money that is being expended is known to the public and there does not seem any chance whatever of covering up any wrongdoing.

I don't agree with Mr. Currie when

of the whim of a Dictator. For if ever a Dictator held sway in any British Colony, Morris does today in Newfoundland. He secured power against the wishes of a majority of the electorate and he has manipulated governor, legislature, laws and the people's taxes to hold on to power regardless of the rights of principles of Responsible Government, and of the open purchase of support through the use of money filtered from the blood of all the people in the shape of taxes. And in carrying out these villainous proceedings to destroy the right of the people to govern, he is aided by this cold blooded animal called the Hon. R. K. Bishop.

Go ahead Mr. Premier, go ahead Mr. Bishop and touch-me-not John Harvey. You are enabling Coaker to strengthen his forces against Newfoundland Germanism and you are hastening the day when Coaker will be justified in appealing to the people to undertake the burial of the House of Lords in Newfoundland and follow the maxim laid down in Great Britain by one of Britain's greatest statesmen—Mr. Asquith. Go ahead, Sirs, wallow in your glory while it remains, for as sure as the sun shines that Dumping Chamber will not exist ten years from now.

Bishop and Crosbie are two patriots of the finest water. They are in a class with His Excellency the Governor who would ask us to send 5000 volunteers to fight the Germans in Europe, while he was capable himself of making a great sacrifice for Empire and Country by taking from the people \$2000 illegally—an action which would mean life disgrace to him if the deed was committed in Canada or England. Bishop and Crosbie are hauling in thousands of dollars every month, skinned from the people by Morris in the shape of big grabs on tea, sugar, flour, pork, beef, kero oil and gasoline for their motor engines, stamp taxes on almost every piece of paper used in trade, and another 1c. on each letter which is soon to be demanded by the Budget, which will take \$50,000 more from the people to be scattered amongst the hoodlums.

The country have learnt all they want to know about the Germans in the Executive Council and when the Germans in Europe are defeated with it will be the first duty of this Colony to handle the Germans who are running the Colony and one residing at Government House—who are Terra Nova's greatest enemies and must be dealt with before many more months pass.

he says that elective road boards do not produce the best talent. The elective boards that we have in the north, I am very glad to say, have secured the very best men available in the different places, and the very best men have been glad to come forward and do the work.

Now, in relation to the suggestion of Mr. Morine with regard to the powers that might be given these boards, I notice in some of our larger settlements that there is a growing desire for outport hospitals. This, of course, is a matter which is surrounded with a great many difficulties. The people of Twillingate at the present time desire to have a hospital, and they don't know how to go to work to get it. They don't want a hospital put there by government money, and they don't want one put there by charity. They have been discussing this matter for a number of years, but they don't seem at the present time to know just how to move or what to do. If we had a board with power to regulate such things as outport hospitals, it would be a great advantage to some of those larger towns. Some persons do not wish to send their friend, or their wives or their children here for treatment. A person needing treatment at Twillingate, for instance, has to be shipped on the steamer to Lewisport, and from there on to St. John's, and then put in an ambulance and taken to the hospital. And even then, in pressing cases, patients are not certain of being able to obtain admittance into the hospital, and they have to be attended to by local doctors. There is a great need of outport hospitals in places like Twillingate. The people realize it but the trouble is to work out a scheme of ways and means to meet an expenditure of perhaps four or five thousand dollars a year. But the question should be faced. It has got to be faced in the future. The people are not going to put up with the conditions as they have existed in the past. They want to have control of matters of this sort. Then again take regulations dealing with the question of dogs and matters of that sort. We had a petition the other day from Twillingate signed by nearly 600 persons, asking for alterations in the dog law. Well, that is too frivolous a matter to bring before the Legislature, it merely means a loss of valuable time; but there ought to be some local board which would have power to deal with such a thing as that.

Now, if you are going to appoint a sub-committee of the lower House to draft a bill that may be presented here at another session, let that committee representative of all parties in the House. Don't make it a partisan matter; don't mix up politics with it; we are just as desirous of having this matter adjusted as the Liberals; the Liberals are just as desirous as you are; and you are probably just as desirous as we are; so let us get down to business and see whether all the talent in the house co-operating cannot produce something that will give satisfaction.

Now the matter of the Hospital Commission has been brought up. I am not going to say very much about that, but I will say this. That commission has been sitting for twelve months, and it ought to be able to give information about hospital affairs. Up to the present time I have not seen any report. It seems to be taking a very long time to get together a report on such a small thing as the domestic affairs of the Hospital. If the Government had taken the suggestion which I made here last year when the matter came up, the trouble would have ended in 24 hours. All that is necessary is to say to the Superintendent: You are boss of this concern, and all the others are subordinates and must obey you; and you and the whole matter. The trouble is caused by the fact that there is constant friction. What you want is one man in charge, so far as the report of the Commissioners is concerned, I do not suppose that the publication of it will do any harm to the institution.

When people find out the little selfish things that are going on down there, lots of them will think that it is hardly the place to send people for serious treatment. As I said before, the remedy is to put one man in charge and let the others understand that they have to obey him, and then you will have no further trouble at the hospital.

Now, coming back to the matter of local affairs, consider if the Premier could see his way to our request that something be done now to meet the wishes of any community who may desire to have an elective road board, then we are satisfied that this whole matter should go to a sub-committee, and some Bill be drafted and brought in here next session, if such is not possible at this session.

MR. GRIMES—Mr. Chairman, I wish to accord my support to the principle of the bill that has been introduced this afternoon. I might state, Sir, that in listening to the remarks which have been thrown out by all the hon. members who have spoken on this matter I have acquired

(Continued on page 6)

SCHOONERS WANTED!

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Story of the Wreck of the Cunarder "Lusitania"

As Told in Saturday's Cables—New York Herald's Cutting Denunciations

London, May 8.—German newspapers state Britain is trying to starve out Germany and that international law has ceased to exist and only one's own interests are to be recognized.

The World says circumstances and the consequences of destruction of the Lusitania by a German submarine call for all self-restraint and self-possession that American people can command. How many American lives have been snuffed out in the loss of the Lusitania we do not yet know, but it is not the fault of the German Government that anybody escaped from the ship. It is not the fault of the German Government that every American on board the Lusitania is not lying at the bottom of the sea. What military advantage was gained by such a procedure comparable to the moral revulsion against Germany it is certain to produce? Modern history affords no other such example of a great nation running amuck and calling it military necessity. What Germany expects to gain by her policy is something we cannot guess. What advantage will it be to her to be left without a friend or well-wisher in the world? The war cannot last for ever. Peace will eventually come if only through exhaustion. What will be the attitude of other nations towards Germany when the conflict is finished? How many decades must pass before Germany can live down the criminal record that she is writing for herself in the annals of history?

The Herald says: Henceforth is international anarchy to be the controlling factor in marine warfare? Henceforth is piracy on the high seas to be recognized and go unprotected and unpunished?

MONTREALERS SAVED

Montreal, May 8.—From cable advices and from personal messages to relatives, it is learned that at least ten Montreal passengers on the Lusitania have been saved. They are Lady Allan, C. F. Orr Lewis, Miss Dorothy Draithwaite, Master Bob Holt, A. T. Matthews, R. L. Taylor, C. F. Sturdy, Philip Young, Joseph Levison and Master Bob Holt, A. T. Matthews, R. L. Taylor, C. F. Sturdy, Philip Young, Joseph Levison, and Miss Ada Manby. There is no word yet regarding the safety of the two Misses Allan, but it is hoped they have been landed at some place along the Irish coast.

THE RESCUE

London, May 8.—Fifteen hundred persons lost their lives, the British

Admiralty estimates, when the Cunarder Lusitania was torpedoed yesterday afternoon. The known survivors number only 658, while there were 2160 souls aboard the liner when she was attacked. Of these who were saved, 595 were landed at Queenstown and eleven at Kinsale, while fifty-two others are reported to be aboard a steamer. All but one of the rescue fleet of torpedo boats, tugs and trawlers, which were sent out from Queenstown, have reported, and there is a slender hope that fishing boats may have rescued a few more.

In addition to the living there were brought ashore the bodies of 45 who died of injury or were drowned, and landed at Queenstown, five more are at Kinsale, and it has been reported that an armed trawler, accompanied by two fishing boats have picked up one hundred others.

The work of compiling a list of those saved is progressing slowly, because of the indescribable confusion at Queenstown, but apparently few of cabin passengers are among the survivors.

The United States Consul at that port can account for only 51 Americans saved out of 180 who were on board. His roll does not include the names of Alfred Gwine Vanderbilt, Chas. Frohman, Elder C. Hubbard, Augustus Miles Forman, Author or Chas. Klein, a Playwright. Heavy loss of life among the first cabin passengers is believed to have been due to calmness and self-possession they displayed in the face of danger. Most of them were at luncheon when the steamer received her death blow, and declined to join the rush for boats and life belts. It was believed the Cunarder would remain afloat until assistance could arrive. A considerable proportion of those at Queenstown are members of the crew including Captain Turner, with the first and second officers, and the other officers are believed to have perished.

Apparently every precaution had been taken against surprise attack by submarine. Lookouts were on alert constantly. Difficulty was experienced in launching the boats because of heavy list. The Lusitania sunk almost immediately after she was torpedoed.

Many passengers owed their rescue to life belts which kept them afloat until they were picked up by boats. Among this number was Lady Mackworth, daughter of David A. Thomas, the Welsh coal king, and

Julian de Ayala, Cuban Consul General at Liverpool. Investigation has failed to reveal that the steamer was given warning of proposed attack by submarine, which appears to have been lurking off the Irish coast bent upon destroying the largest and fastest ship engaged in trans-Atlantic traffic. The outlook sighted the periscope of the submarine a thousand yards away, and the next instant saw a trail left by a torpedo as it dashed on its course. Then came a terrific crash as the missile pierced the ship's side, followed almost immediately by another which littered the decks with wreckage. The course of the liner was at once turned towards the shore. Four torpedoes apparently were fired at the ship, but only two of them found their mark. The loss of life caused by the torpedoes themselves and the explosions they caused must have been terribly heavy. The tragic freight of bodies taken to Queenstown bear evidence of the havoc wrought. Many of those taken ashore were seriously injured, and more than a score died after they were removed to Cork and Queenstown hospitals. A long line of stretcher bearers marched from the piers as the tugs and trawlers arrived. The people of the Irish city opened their homes to those who had been saved, and everything possible is being done for their comfort. Probably no event of the war has caused such intense excitement in London as the sinking of the Lusitania. Enormous crowds surrounded the offices of the Cunard Line all night, scanning anxiously the bulletins received from Queenstown. The Company announced that an accurate list of survivors would be compiled as speedily as possible and that the immediate needs of those saved were being given first attention. The press at London expresses intense indignation over the tragedy.

150,000 TAKE A PLEDGE

About 150,000 citizens of the United Kingdom have taken a pledge not to drink intoxicating beverages until after the war. These, with the millions of others who at all times drink moderately or not at all, constitute a great army of temperance. The minority who guzzle to excess will now be more despised than ever.

The "Hamburger Fremdenblatt" suggests that the word "torpedo" shall be replaced in the German language by the name "Weddingden," as a lasting honour to the man who "created" the new weapon that is being used against British sea militarism, and says: "Henceforth we shall use the 'Weddingden' to put an end to the shame of the Island Empire." The suggestion has been enthusiastically approved throughout Germany.—Exchange Telegraph Company.

ADVERTISE IN THE MAIL AND ADVOCATE

Catholic Citizens Meet at the Casino

A large meeting of the Catholic citizens at St. John's was held at the T. A. Hall yesterday afternoon, when the question, what form the recognition of the elevation to the Archdiocese of Right Rev. Mons. Roache, would take, was discussed.

The Hon. J. D. Ryan in opening the meeting, explained the object of the gathering, and moved, the Hon. John Harris take the chair, which was carried by acclamation. Mr. John Barron was then nominated Vice-Chairman.

Mr. P. J. Summers, Secretary, and Mr. W. J. Ellis, Treasurer. Mr. Harris after a splendid tribute to the Archbishop-Elect, explained the expenses which are attached to the functions attendant upon the acceptance of the office. He suggested that an illuminated address be presented by the laity, and asked that a committee of one hundred be appointed to assume responsibility in carrying out the wishes of the Catholic Community in paying honor to the Archbishop-Elect.

Resolutions covering the subject matter suggested by Hon. Mr. Harris were moved, the speakers being Rt. Hon. Sir E. P. Morris, J. M. Kent, K.C., M. W. Furlong, K.C., W. J. Ellis Esq., P. J. Summers Esq., W. R. Howley, K.C. The resolutions were carried unanimously, the executive being empowered to nominate the committee, which will meet at a later date. The Chairman announced that subscriptions would be received by Mr. J. McDermott, Adm., Rev. J. Pippy, St. Patrick's and Rev. Dr. Kitchen, St. Joseph's.

During the meeting a subscription taken up, realized \$2,000, and before adjournment a letter was read from Mr. Justice Emerson, regretting that he was not able to attend, but promising that his support would be given to any and all of the measures.

At Grenfell Hall

Last night at the Grenfell Hall, Supt. Jones began a review of the various illustrated lectures that he has delivered since the war started. There was a very large attendance, the dining hall having to be thrown open for the accommodation of visitors. Lantern views of Belgium, Serbia, Germany and other lands affected by the great war, were shown, and Mr. Jones gave description of notes of each. The closing pictures were those of our volunteers and reservists, also splendid photo pictures. His Majesty King George, Lord Kitchener, Admiral Jellicoe and Sir Edward Grey.

During the evening Miss Jones sang a sacred solo, and altogether a pleasant Sunday evening was spent at the Institute.

Mr. H. W. LeMessurier lectures in the Grenfell Hall to-night, taking as his subject "Ancient St. John's."

The well known ability of the Lecturer, coupled with the fact that our "Ancient" city will be depicted by special lantern slides, should secure a full house. Previous to the lecture, an autograph portrait of President Poincare will be unveiled by His Excellency the Governor, and speeches will be delivered by the Premier, Chief Justice, Mayor Gosling and the French Consul. The C.L.B. Band will also be in attendance and render selections during the evening.

Enlisted

Five more names were placed on the Roll Saturday, as follows:—Sydney, Bonaventure, T.B. Hy Herb Baldwin, Pouch Cove. Rd. Jas. Mahon, Portugal Cove Rd. Jas. McGrath, St. John's. Eric Moore, St. John's. This brings the total up to 1751.

Cupid has removed five post-mistresses at La Moine, Cal. All the girls now want the job.

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Calf Meal, in 25lb. Bags, 5c. lb.

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WEATHER REPORT

Toronto (noon)—Moderate South East and South. showery; Tuesday, South West and West, clearing. Cape Race (noon)—Wind East, light, dull; nothing passed. Roper's (noon)—Bar 29.35, Ther. 50.

Magistrate's Court

Before F. J. Morris, K.C., J.P. Two city laborers, drunk and disorderly in their own homes, had to sign bonds and seek lodgings elsewhere at the request of their parents.

Two vagrants were discharged. The cod trap case in which the Battery fishermen Garland and Lewis are concerned has been postponed, the Justice advising a settlement between the parties, on the grounds of there being room enough for two traps.

REMOVAL NOTICE

M. F. MURPHY, Barber, wishes to intimate to his numerous friends and patrons that on and after Monday, May 10th, he will occupy his new Tonsorial Parlors,

439 WATER ST., next door to Slater's Jewelry Store.

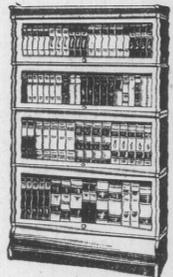
D. J. MERCEK, Manager. my7,10

RHODES' SCHOLARSHIP 1915

All applications for this scholarship must be lodged with the undersigned not later than Saturday, the 15th of May.

The applications must be accompanied with ten copies of testimonials.

A. WILSON, Secretary, C.H.E. may6,41



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The 'House' Discuss Local Affairs Bill.—(Continued from 4th Page.)

a great deal of information that I think is very valuable and well worth consideration. I listened with interest to what the Hon. the Colonial Secretary had to say with regard to deploring the low tone of our people as regards their responsibilities. Now, I think one of the causes of that is the fact that we have upon our shoulders their responsibilities; they know that, and they have no interest whatever in taking a more healthy view of their affairs than they are doing at the present time.

Reference has been made to the hospital as an illustration to show how our citizens look upon the Government and its work. We have men who come here from the outports, and men living in the town itself, who look upon the hospital merely as a place for recuperating their health and when they leave the institution they expect—even men of means—that the Government will pay their carriage fare home, or, in the cases of outport men, to the train and their train fare to the place where they reside. This is simply because we have allowed this condition of things to prevail, and until we make the people shoulder their own responsibilities we cannot expect any improvement in that direction.

Last year the Government agreed to permit the various districts to elect their own Road Boards. The district of Port de Grave has availed of that privilege very largely. In fact out of 12 boards that are in operation there at present, ten have been elected. The interest that has been taken by the people in that matter has been very marked. In most of the settlements a majority of the qualified electors took part in the election; in fact in some of the places fully seventy-five per cent of the voters went to the meetings in order to take part in the choice of members for their boards, and as high as 25 candidates were nominated at some of these meetings. This shows the great interest that the people are taking in this matter at the present time. These elective boards have been found to be a marked improvement on the old system, because the members understand that they have to do faithful work, that they have to properly expend the moneys that come under their control and that they are responsible to the people that have elected them. The consequence has been that for nearly every cent of money that has been sent out to that district returns have been sent in. There are only one or two cases in which returns for allocations have not been sent in, and that was due to the fact that because of the nature of the work it could not be done in the short time that the people had at their disposal. Now, Sir, I merely want to point this out in order to show that if the people are given an opportunity to take an interest in their affairs the greater part of them will avail of it.

Mr. Morine in discussing this question this afternoon referred to our present method of taxation. He stated that we cannot go along as we are doing now. We are constantly piling up the debt of the country and increasing taxation. By putting local boards, such as those to which reference has been made, in charge of district affairs, you will allow the people of the various localities to raise the money themselves for any improvements which they may desire. That is, if they want improvements which will cost more than the amount which will be sent them from the general revenue of the country, they will have to raise the extra amount themselves, if they want to carry on the work. That will relieve the revenue and it will also cut down somewhat the present system of collecting taxation. As has been pointed out, the present system deals most unfairly in the distribution of the taxes. What I mean by that, Sir, is this: That our present system of collecting the taxes of the country bears more heavily upon the poor man than upon the rich man. If a man is getting an income of \$10,000 a year and is only spending \$7,000, he is not paying as much into the revenue in proportion as the man who receives \$600 a year and is spending the whole of it. In other words, if the sum which goes into the revenue represents 30 per cent of the amount expended, the man who is earning \$600 a year pays 30 per cent of his entire income, while the man who is earning \$10,000 a year and is only spending \$7,000, only pays 30 per cent of \$7,000; and on that basis the weather man is not contributing the same proportion towards the upkeep of the state as the poor man.

White, Sir, I don't pretend to have the knowledge which is necessary in order to give a complete idea of what could be done towards great improvement in the conduct of the affairs of the various districts by these boards, yet from the experience and knowledge which I have gained from what has been done by these elective road

boards during the past year, I believe that if you give the people the responsibility of managing their own local affairs that they will take a healthier view of things than they are doing at the present time. It is well known to members of this House that in the general elections in this country, local affairs have more to do with deciding an election in the various districts than the general issues of the country have, and I think this could be remedied if a policy such as that under discussion were adopted and the people were given charge of their own affairs.

MR. JENNINGS—Mr. Chairman, I am interested in the discussion now before the House, and I propose to say a word or two. When we were discussing the matter here last year I pointed out some of the grievances connected with the old system, at any rate in the district of Twillingate. I believe a conscientious effort was made on the part of the Government to try and remedy those conditions, seeing that early last summer I received a circular from the Department of Public Works, with some forms enclosed which I was asked to fill in. This meant dividing up the district into sections, and a number of other things which I cannot remember just now. However, I replied to the Department saying that it was impossible for me, with the knowledge which I had of the district, to do this without a copy of the census and chart. It may be about two months or so afterwards that I received from the Department a copy of the census and I procured a chart, and during the winter I set to work to try as far as lay in my power to meet the wishes of the Department. They sent me 19 forms. I used up the 19—really I wanted 50. I don't know whether my work satisfied the Department or not. I sent it through the mail, but I received no intimation at all as to whether they got it or not. However, I think I conscientiously tried to meet their wishes in that respect.

The difficulty in the district of Twillingate is that there are so many little settlements, and lots of those are divided by water making it impossible to group them, because they would find it impossible to send a representative either to take part in an election in some centre or to act under any board that might be elected; but there are a number of large settlements that it would be quite possible, I think, to bring under the measures that were set out in those forms.

Now, I think the two principal grievances brought before the House last year respecting road management were: First, that road boards should be made elective, and in that way responsible to the people who elected them; the second, and perhaps the chief grievance was that those boards should have the expenditure of all public moneys which were sent to the locality moneys which were sent to the locality over which they had jurisdiction. The evils which had arisen and which came under my notice, came particularly from those special grants which were sent to private individuals, who managed them just as they pleased, and generally to the dissatisfaction of the locality to which they were sent. This is, in fact, that any measure which would meet those conditions and remedy that evil should receive our support. I don't suppose we are going to get perfection at the start; there will probably be mistakes, but I have read somewhere that those who never make mistakes never make anything. Now, I hope, as Mr. Coaker said a little while ago, that some effort will be made to deal with this matter pending the consideration of the more elaborate Act to meet those other conditions which the hon. member for Bonavista, Mr. Morine, has referred to. In Twillingate, which is one of the largest sections of the country—Twillingate Island, north and south—the people have always managed their road affairs under one Board. I don't remember exactly the population of Twillingate Island, but it would be between three and four thousand, I think. They have 14 members on their board, and the money that comes under their control is managed alright. Now, I have grown up in the district. I have had practical experience both in making roads and in acting on road boards, and I believe I know as much about the conditions in that respect in Twillingate district as a commission could find out in ten years—I don't see why I should not because I have lived there for fifty years—and those little matters that I have just mentioned are the great grievances at the present time. I think that something should be done towards dealing with those now and satisfying the people in that respect, and the more elaborate measures referred to might be dealt with later on.

White, Sir, I don't pretend to have the knowledge which is necessary in order to give a complete idea of what could be done towards great improvement in the conduct of the affairs of the various districts by these boards, yet from the experience and knowledge which I have gained from what has been done by these elective road

Funeral of Mother Liguori

All that was mortal of the late beloved Mother Liguori, who had given her life to the service of The Oursipiten, spending 60 years of it in the Mercy Convent, Military Road, was laid to rest this morning in the Nuns' plot at Belvidere.

At the Nickel

With the ever commendable object of pleasing the public, the Nickel management to-day present a strong bill that is certain to please all who see it. "Our Mutual Girl"—they discover Margaret—Where?—is not only a gem in advertising, but has all the promise of being an excellent movie. Then there is "Playing with Fire," "A Trip on the Upper Nile," "The Love of Pierre Larosse"—all strong and good films. You must see it and also hear Howard Stanley in excellent musical numbers.

"Ours in the West End"

The cosy little theatre is the West End continues to attract. The clever little Squires Sisters in new songs and dances are great favorites and change of pictures three times weekly.

Yesterday's Funerals

The funerals of the late W. J. Ryall, E. J. Malone and Mrs. Phillip Malone, took place yesterday and were very largely attended. Rev. Fr. Nangle read the prayers for the dead at the Cathedral, and interment was at Belvidere.

Khaki Prisoners' Fund

Table with 2 columns: Name, Amount. Total \$137.00.

Rossley's Theatres

To-night Mr. Ballard Brown and Miss Midge Locke present a splendid variety bill of songs, dances and vaudeville sketches. Miss Locke will also give a character study of Helen McGregor from Rob Roy. Special sword dancing exhibition and a duet from the Lily of Killarney, will also be rendered.

At the Crescent

"The Rise of Officer Casey," "The Measure of a Man," "Broncho Billy's Fatal Joke," and "The Lost Child," make a strong bill at the Crescent to-day. Delmonico, the man with the double voice, is a marvel, and his imitation of the cornet is very clever indeed.

Prisoners in Morocco must pay

the officers for their trouble in arresting them and escorting them to jail.

Don't forget T.A. Band Dance, WEDNESDAY NIGHT.

Tickets: Double \$1.25; Gent's 50c.; Ladies' 50c.—may10,31

PERSONAL

Monsignor Reardon of Placentia is still far from recovered of his recent serious attack, being still confined to his room.

Mr. and Mrs. R. A. Brehm have gone to New York on a visit.

Rev. W. P. Doutney of Renew, is unwell and couldn't get to the city to attend the funeral of the late W. J. Ryall, which took place yesterday.

Mr. Isaac Wakeley, of T. Wakeley & Son, Harbor Buffett, is now in the city on business.

Mr. Luke Chafe, merchant of Rose Blanche, is now in the city.

Daughters of Men

This great "Feature" in five reels will be shown at the 'Casino' during the first three nights of the current week in conjunction with the screamingly humorous comedy "The Billionaire." There is a sad interest attached to the first photo-play owing to the fact that the writer—the late Charles Klein—lost his life on the unfortunate steamship "Lustania." Regarding the "Billionaire" it may be noted in passing that it is the greatest and most refined comedy ever portrayed upon any picture curtain.

Tobasco Arrives

The S.S. Tobasco, Capt. Yeomans, 8 1/2 days from Liverpool, arrived to the Furness-Withy Co. at 11 a.m. The steamer brought 60 bags of mail matter, 800 tons of general cargo and the following passengers:

Engineers Rooney and Whiteley, seaman Capt. G. W. Green and B. Billiard and firemen—E. Sheehan and C. Pender—all of the Lintrose crew who have returned from Archangel. Mr. H. E. Wyatt, a clerk, going to Bay Roberts, also arrived by her.

Health Notes

A child two and a half years of age was removed from Cabot St. yesterday to hospital—case of diphtheria. Halley's house at Petty Harbor which had been quarantined for diphtheria was released on Saturday.

W.P.A.

Pouch Cove—106 pair socks; 1 scarf; Tors Cove—25 pair socks. Clarke's Beach—13 shirts, 2 pair of mitts, 12 pair socks, old linen. Grand Falls—110 pair socks. Western Bay—2 pair socks, 3 pair mitts, 1 belt, 23 pillow slips, old linen. Whitbourne—13 pair socks. Lethbridge—1 pair socks. Bay of Island—12 shirts, 10th shipment. Port de Grave—60 pair socks. Box addressed Lady Davidson, no name inside—17 pair socks, 6 pair surgical socks, 12 night shirts, 8 handkerchiefs, 2 pair mitts. Brigus—100 pair socks, 1 pair mitts, 1 scarf, 1 shirt, 4 undershirts (Belgian).

W.P.A. (continued)

A. R. HAYWARD, Convenor Packing & Shipping Com.

Sudden Death—Tragic Circumstances

Word was received in the city on Saturday of the death of Mrs. Elizabeth Clarke of Brigus, whose husband was lost in the Southern Cross. Mrs. Clarke, who had not been very well of late, was taking a last look at the corpse of her Uncle George Willis of Cupids, and who, stricken with paralysis, had died at her home, when suddenly the poor woman became fatal, and though restoratives were quickly applied, she expired almost immediately.

SHIPPING

Dragt. Caspa, 22 days from Barbados with molasses cargo, arrived last night to James Baird Ltd. S. S. Carlsbad, first boat from Montreal this season, arrived yesterday morning bringing a full cargo, which includes a large shipment of flour, a portion of which is stowed on deck. She is discharging at the Furness-Withy Premises.

Schooner Mary Duff, bound here from Brazil, was reported off Cape Race yesterday and will no doubt make port as soon as the weather clears.

Owing to Sydney Harbor being blocked with ice, the Kyle did not get clear until yesterday morning, and the Bruce did not arrive there until 2 p.m. yesterday.

The Dredge begins operations to-day at Baine Johnstone & Co's docks, removed the silt.

The Danish steamer Stegelborg, Capt. Lind, which brought salt cargo to Baine Johnstone & Co, sailed yesterday morning for Barbados to load deals for England.

The British Society moving picture show opens to-night in the British Hall, with a good programme. Miss M. Devine, daughter of Mr. F. K. Devine, who is an accomplished musician, presides at the piano, and Mr. Fred Bussey acts as operator.

The Glencoe reached Placentia 4.20 p.m. yesterday with the following passengers:—Miss Mouton, Miss White, Mrs. G. Parsons, S. Parsons, E. Inkpen, C. Peddie, G. A. Bartlett, E. M. White, J. Nash.

Fishermen!



Get Smallwood's Hand-made Tongue Boots, Wellington's High and Low Three Quarter Boots. These Boots have been tested and proved to be waterproof. By who? By the Fishermen who have worn them. P.S.—All our Hand-made Boots have the name Fred Smallwood on the Heel plate. Beware of Imitations!

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LOCAL ITEMS

At the evening service in Congregational Church yesterday Miss Gladys Daley sang very pleasingly "But the Lord is mindful of His own," from Mendelssohn St. Paul. Mr. S. B. Steele presiding at the organ.

The volunteers' church parade yesterday was under the command of Capt. Montgomerie, and made a splendid showing. After church the men were given liberty for the day.

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F. P. U. and U. T. C. Motor Engines For Sale

We have in stock a few F.P.U. (4 h.p.) and U.T.C. (6 h.p.) Motor Engines

Those Engines are 2 Cycle, made by Frascr. We sold scores of those Engines last year which gave splendid satisfaction. Those now in stock are fitted with Brass Kero Oil Adapters, and Carburetors with all fittings for running. They are the same make as the Engine installed in the F.P.U. Motor Boat and work splendidly with kerosene oil fuel.

We have no large stock of those Engines and will not again handle 2 Cycle Engines, having decided to sell only 4 Cycle Engines after our present stock of Frascr's is sold. These Engines are new; not second hand Engines. Union members can secure them at last year's prices and terms. Send along your order promptly.

The Fishermen's Union Trading Co. Ltd.

47 King's Road

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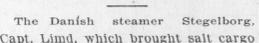
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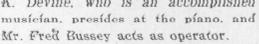
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F. Smallwood, The Home of Good Shoes.



BOTH THE MEATS

you eat and the bills you receive from our Market will be satisfactory. In our MEAT MARKET cleanliness, sanitation and the best qualities prevail. We accord all our patrons fair treatment, fair weights and fair prices.

M. CONNOLLY, Phone 420, Duckworth St.

CARD

If your Piano or Organ is worth any it is worth EXPERT TUNING any other kind will ruin it ALL MY WORK GUARANTEED W. J. RYALL 47 King's Road

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HOUSE-CLEANING

time is again the fashion and with it the nuisance of moving heavy pieces. Our patient wives should never be burdened with the labor of dusting and moving our books while

Globe-Wernicke

dust-proof book-case sections are so cheaply obtainable. The cost of a section is less than that of many of your books. Why not ask prices?

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