

## BAIT!

Or rather the want of it, is one of the principal drawbacks to the fisheries of Newfoundland, and as it is tolerably certain that we shall have good markets and high prices in 1915, now is the time to prepare to capture Bait fishes.

### Cheap Light Caplin Seines

that will be easily handled, and as one good haul will pay for the outfit, every Schooner should have one.

We are making SQUID TRAPS, which will be most effective.

We are making SMELT NETS, in all sizes.

We are making GILL NETS, various sizes.

We make COD TRAPS and COD SEINES, Hemp and Cotton.

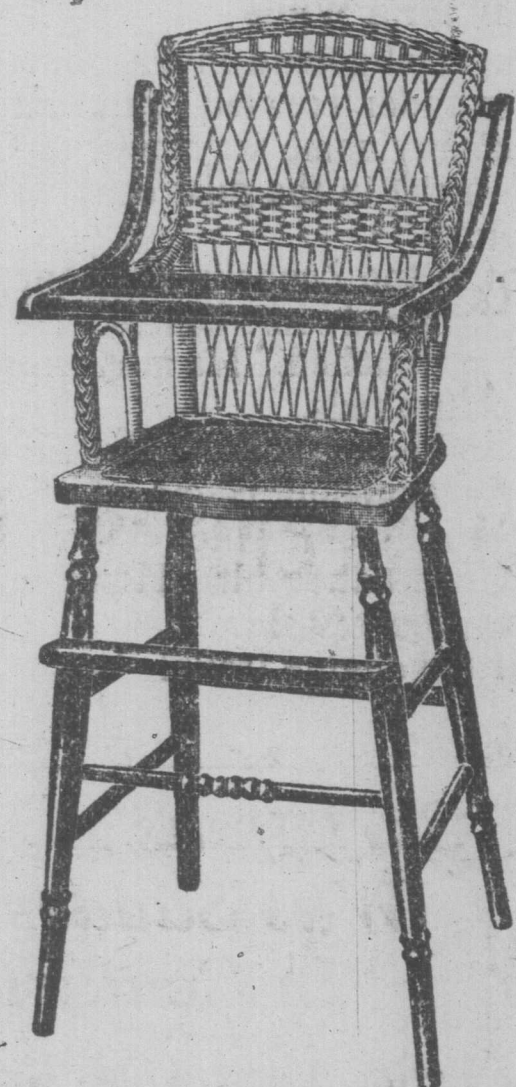
We make superior HERRING NETS, Standard and Crescent brands.

We make Hemp and Cotton LINES and TWINES of Superior quality.

We make CORDAGE and CABLES, of all sizes.

In fact we make everything required for the fisheries, and we ask all our people to support Home Industries by using everything that is home made where ever possible, and so keep the money in circulation in Newfoundland.

**COLONIAL CORDAGE COMPANY**  
Limited.



Nothing is too good for the Baby This Xmas.

Every New Baby and a whole lot of the older ones will have to have a High Chair or a Rocking Chair this Xmas. We have a nice line of Chairs to show you.

**Pope's Furniture Showrooms**  
George & Waldegrave Sts., St. John's.

## BOLINDER'S

**DIRECT REVERSIBLE CRUDE OIL ENGINES.**

First in 1893 Foremost in 1914  
Built in sizes from 5 B.H.P. up to 320 B.H.P.

Nearly 100 vessels fitted with Bolinder's Engines for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellers at low revolutions and consequent efficiency. As an example mention might be made of the "MIRI" (160 B.H.P.) which tows regularly at Sea a 1500 Ton Tank Barge.

The Bolinder will run light indefinitely without any load whatever, and without any recourse to the Blow-lamps.

The Bolinder will run at any load down to a speed which only enables the engine to just turn over, this manoeuvring is carried out by a special device which entirely does away with the necessity for the Blow-lamps.

Bolinder Engines reverse in under 3 seconds—according to the power of the engine—and what is more reverse without a failure and without a strain on the crankshaft.

**Alex. McDougall,**  
McBride's Cove, St. John's, N.F.  
Telegrams: "McDougall, St. John's."  
Telephone 180 P.O. Box 845

Advertise in The Mail and Advocate

## CAPTURED THE LAST OF EMDEN'S CREW

Three Officers and Forty Men Left on Cocos Island Commandeered An Old Schooner and Then a Collier and Raided Commerce

LOVERS of sea romance could ask for no more interesting chapter than the last in the story of the cruiser Emden, the fast German ship which was for so many weeks a terror to British Commerce in the Pacific and Indian Oceans. The last chapter ended a few days ago when the British auxiliary cruiser Empress of Japan captured the collier Exford, having on board three officers and forty men of the German navy.

The three officers and forty men, true rovers of the sea, were of the crew of the Emden. They were ashore on Cocos Island in the Indian Ocean, when the Australian cruiser Sydney chased and sank the Emden. They had been landed all fully armed and having four maxin guns, to siege the cable station on the Island.

### Smashed the Station.

This was done; the instruments were smashed, the operators were turned out and guns were set all over the buildings. The electrical stores were burned up. At this point the Emden sounded her siren frantically to recall the men; for the Australian cruiser Sydney was coming up.

The Emden did not wait for the forty men ashore, but put about and tried to escape—and right there begins the chapter that is even more fascinating to the lover of adventure and stirring deeds than anything the plucky little German cruiser had done.

### Courage and Initiative.

The story of the forty men and two officers will live in song and story wherever the Rhineland songs are sung or wherever brave men honor true courage and initiative in other brave men. The Emden sailed away to be driven ashore and destroyed.

As the lone little party of forty stand staring out at sea and listening to the diminishing sound of the battle they look at the employees of the cable station, the few British inhabitants, all of whom they have treated with respect. Myriads of sea-fowl, frigate birds, boobies and terns from the neighboring uninhabited islands wheel and scream challenges in the air. The afternoon wanes and there is no return of the Emden or the men of the Sydney.

### Plan to Get Away.

By now the little party begins to fear that the victory had fallen to the Australian ship with its longer range guns. They will be coming back—but the forty men cannot fight the crew of a big cruiser. They must get away. But where? How?

True seamen feel safest with the tossing deck under them—no matter what sort of a deck. At the shore her keel hung heavy with tropical seaweed and her weather bleached rigging almost as white as dead men's bones, was the crazy old schooner Ayessa, perhaps a relic of the pearl fisheries, perhaps worn out in the coconut trade. With extreme politeness doubtless, the young officers inquire and learn that she belongs to Mr. Ross, the "uncrowned king."

### "Uncrowned King" of Cocos.

They have heard of Mr. Ross, as what sailor men of these seas have not? He is a descendant of the Scotch man, J. Ross, who two or three years after Alexander Hare, the English adventurer, came in 1823, settled on the Southward Island.

Ross had commanded a brig during the English occupation of Java. He settled here with his family, (who continued the occupation on "Direction Island, and his little colony was soon strengthened by Hare's runaway slaves.

The Dutch Government had in an informal way, claimed possession of the island since 1829; but they refused to allow Ross to hoist the Dutch flag, and accordingly the group was taken under British protection in 1856. In 1878 it was attached to the Government of Ceylon, and in 1882 placed under the authority of the Governor of the Straits Settlements.

### Ross the Owner.

The ownership and superintendency continued in the Ross family, of whom George Clunies Ross died in 1910, and was succeeded by his son Sydney.

So the old rattletrap schooner sleeping at the jetty on the edge of the coral lagoon belonged to him, and he was the "uncrowned king" and British, and so they seized a quantity of clothes and stores very necessary to them, got aboard the old sea tub, and as the tropical sun sank into the sea beyond the far stretches of coral reef and Indian Sea night shut suddenly down in its glory of starlit stretches of brilliant sky they sailed away into

## HARDSHIPS OF THE WORK OF CHAPLAIN

Church Services Held in Any Place That Happens to be Handy Discomforts of Visiting the Men in the Trenches

A CHAPLAIN writes home as follows:

"The weather is beastly just now—continuous rain and a gale blowing. On Sunday we had snow as well. I had a service of Holy Communion in a barn early, and the men crowded in and sat all round me on straw, and when the floor space was used up they climbed up on piles of straw and got into all sorts of corners right up to the roof. You can imagine the difficulty of such a service under these conditions.

### In a Barn.

"Later, I had another little service—"Matins" this time—in the same barn, and the place was packed, the men climbing up and filling every corner, and using hurricane lamps, which were hung in all the dark spots round the corners of the piled-up straw and hay, the only daylight coming in through the barn door near where I stood.

"Many men, unable to crowd in, stood in the rain and snow outside. It was a wonderful time, and a most delightful service, the men singing the old hymns as if they really meant every word.

### Five Mile Journey.

"After this, I mounted my horse, putting my robes into my saddlebag, and the Holy Communion vessels into my saddle wallets, with my horse's nosebag full of hymn-books strapped on to my saddle also, and started off five miles to hold a service for some gunners.

"But they had no proper place for a service, the field they were in being a perfect bog, and the cottages in which they were billeted not affording space for a service. However, we held Holy Communion in one of the cottages.

### Miserable Ride.

"I next went on three miles to where some cavalry were supposed to be, but found they had moved early in the morning, so I then turned homewards to my own lines—once more, and a rotten wet ride it was, with snow and rain alternately and a heavy gale blowing.

"Such is the kind of Sunday one gets at times, but often enough Sunday sees nothing but heavy fighting, and one just makes use of any time that may come for a service of some kind.

### Gruesome Sometimes.

"One's work is pretty gruesome at times, and especially if one tries to carry out a burial as decently as possible. I had to bury four poor fellows, all of whom I knew, the other day when a big fight was in progress, and even had to compose the bodies, which had been left in the trenches for some eight or nine hours before we could get them; and then with the help of one orderly, I sewed them into blankets with the aid of only a pocket-knife, and, some string.

"Forgive these details, but it may help you to understand something of what it means to be a chaplain at the front. All this was done while the enemy's shells and "Black Marias" were bursting close by, and at the actual service itself one never knew if the burial party would get through untouched.

### Sad Losses.

"No end of one's friends have gone, and when one goes into any of my three messes now the difference is sad indeed; but we don't give way, and we all try to keep cheery.

"I organized a "sing-song" round the camp fire last night, and men and officers enjoyed it thoroughly, although it was often quite difficult to hear the words of the singers because of the noise of bursting "Black Marias" a mile and a half away, and also the noise of our own guns.

"I am still remarkably fit and well, and have nothing whatever to grumble at. Our men are superb and beyond all praise—and all one can do for them."

the magic Oriental sea. Cocos Island saw them no more.

### Continue Emden's Raids.

But Dec. 16th came this telegram from Manila, Philippine Islands:

"Forty men of the crew of the German cruiser Emden, who were left on Cocos Island when the Australian cruiser Sydney discovered the Emden and chased and forced her to run ashore, some time ago, have captured a collier and have mounted two Maxin guns on her and are now raiding commerce in the Pacific, according to a report received here.

The report came through officers of

## Wonderful Results From the A. I. C., The World's Cure

The remedy discovered at far Labrador has given relief to many a sufferer; hundreds testifying of this great remedy. Another gives her testimonial from the City.

Couldn't Eat a Half Meal.

St. John's, Oct. 12, 1914. I have been troubled with indigestion for a number of years, in fact I have been so bad I couldn't eat half a meal of anything.

A friend advised me to try A.I.C. and one half pint bottle cured me. I couldn't believe I could be cured in such a short time and now I can eat anything, and food does not trouble me in the least. I think I am perfectly cured, I haven't felt indigestion since that time.

I recommend this medicine to all sufferers from indigestion. You are at liberty to use my name, and anyone not believing this statement can write or consult me personally.

MRS. GEORGE WELLS, St. John's.

Sold at St. John's by M. J. Malone, M. Kent, Walter Gosse, J. C. Ryan, J. Healey, C. P. Eagan, Soper & Moore, Wholesale Agent. Manufactured by Saunders & Mercier, Shearstown, Nfld.—Oct 20

## NOTICE.

### BUSINESS CHANGE

The partnership heretofore existing between Mr. R. W. Jeans and myself under the name of the "UNIVERSAL AGENCIES" has this day been dissolved by mutual consent.

All amounts due "The Universal Agencies" to this date are payable to me, and all amounts owed by "The Universal Agencies" to this date will be paid by me, provided accounts of same are rendered to me in writing not later than January 15th, 1915.

My business for the future will be conducted in my own name, and I will be responsible from this date only for accounts contracted in my own name.

I will retain many excellent agencies, notably, amongst others, those of the De Reszke Cigarettes, Canadian Casualty and Boiler Insurance Co., Acadia Sugar Refining Co., Ltd.; Patersons' Candy; Peerless Carbon and Ribbon Manufg. Co., and the Thomas D. Murphy Calendar Co.

I respectfully ask the trade for a continuance of the kind patronage accorded me in the past.

P. F. O'UTERRIDGE,  
137 Water Street,  
Telephone 60.

dec26,41



### HOW ABOUT

your filing system? Is it not impractical? If so, we believe you would be interested in the simple and reliable

### "SAFEGUARD"

system of Filing and Indexing.

Every point that could save time, labor and expense has been featured in the "Globe-Wernicke" Office Equipments. Why not ask us more about

**PERCIE JOHNSON,**  
Agent Globe-Wernicke Co.

the British steamer Malacca, which has arrived at Jolo. The men of the Emden had gone ashore on Cocos Island to dismantle the British wireless. When the Sydney put in an appearance they fled, but were unable to join their ship.

### Captured a Collier.

The German party, which is commanded by Lieut. Von Muecke, left Cocos Island with a commandeered schooner and plenty of provisions and also their own armed launch and two boats. Where they captured the collier is not stated. The Malacca reports that she steamed to Jolo without showing lights at night.

And now comes, under date of Paris, the announcement that the British auxiliary cruiser Empress of Japan had captured the collier Exford having on board three officers and forty men of the Emden.

Apparently all the Emden's bravery did not go on the rocks at the behest of the Sydney's guns. To be raiding commerce in the Pacific on a collier which they had captured, "armed with two maxin guns" and the rifles and pistols of the landing party, has a dash of something about it that makes one remember that the days of romance and adventure are not all over yet.

## Slaughter Sale

### Furs! Furs!

Our cheap sale still continues and for the balance of the year all goods will be sold at HALF PRICE.

Fur Ties and Collars from 50c. up

Men's Fur Collars \$2.00 each, worth \$6

Men's Dog Coats \$10.00 each

Sale Room Open Daily, from 2 to 6 o'clock p.m.

**ROYAL FUR Co. Ltd.**

JOB'S COVE.

## The Elite Tonsorial Parlor,

Prescott Street, ne ar Rawlins' Cross,

**F. ROBERTS, Proprietor,**

Mr. F. Roberts, of the Elite Tonsorial Parlors, begs to announce to his many patrons, that he has installed the very latest Massage machines for face and hair; also that he will carry full assortment Choice Cigars, Cigarettes and Tobacco.

On and after to-day the Parlors will be open each weekday from 8 a.m. until 11 p.m.

## Just in Time

A New Shipment of

## "CONGRESS" PLAYING CARDS

Newest Designs

50c. pk.

**MARTIN HARDWARE CO.**

Next Door West.

## Begin The New Year Well

By purchasing your Dry Goods at our Store. We have given satisfaction, during the year that is past, and hope to do so in larger measure if possible in 1915.

Our Mail Order system has proved a great help to our outport friends, by enabling them to buy their goods at the right price, and with least trouble to themselves. All orders receive prompt attention.

**ROBERT TEMPLETON.**

333 Water Street.