

## BRITISH THE POWER OF PROTECTION

Buying a **BRITISH SUIT** Means  
**PROTECTION** from High Prices

**PROTECTION** in Material.  
**PROTECTION** in Style.  
**PROTECTION** in Fit.

Every Man and Boy Needs  
**PROTECTION**  
Have It!

The British Clothing Co., Ltd.,  
Sinnott's Building  
Duckworth Street, St. John's.

## Rubber Footwear.

The Serviceable Makes.

THE next pair of Shoe Rubbers that  
you require—try the brands that  
we stock.

Here you'll find the good wearing  
qualities, high and low heel, Storm  
and Plain Rubbers in the best makes  
of Canadian and American manufac-  
ture, that it is possible to get on the  
market to-day.

We stock them to fit Men, Women,  
Children and Infants and price them  
reasonably. Before you buy your  
next stock get our prices, wholesale  
and retail.

**ANDERSON'S**, Water Street, St. John's.

## NOTICE OF REMOVAL AND PARTNERSHIP!

Hon. R. A. Squires, K.C., LL.B.

ANNOUNCES the removal of his LAW OFFICES to the New  
BANK OF NOVA SCOTIA Building at the corner of Beck's  
Cove and Water Street, and the formation of a PARTNERSHIP  
for general practice as Barristers, Solicitors and Notaries, with  
MR. J. A. WINTER, eldest son of the late Sir James S. Winter,  
K.C., under the firm name of Squires & Winter.

Address: Bank of Nova Scotia Building,  
January 3rd, 1916. St. John's.

## FISH For Sale!

We have a quantity of large Eating  
Fish, suitable for retailers. Price very  
reasonable. This is a splendid chance  
for Shopkeepers to secure supplies at  
Two Dollars per qtl. less than usual  
price.

**Fishermen's Union Trading Co.,**  
Provision Department.

Advertise in the Mail and Advocate.

## Mr. Coaker Describes His Trip to Canada and United States

*Gives His Impressions on Shipping Centres Visited  
and Tells How Shipbuilding Industry is Foster-  
ed—Visits Lunenburg, Halifax, Shelbourne,  
and See Several New Schooners Being Built  
for Newfoundland Trade.*

We left Sunday, Jan. 23rd by ex-  
press. Had a very slow run across  
to Port aux Basques. About 6in. of  
snow at the Topsails. Very little on  
West Coast. Grand Lake is free from  
ice. Deer Lake is partly frozen over.  
West coast reports very mild winter.

Jan 25th—Reached Port aux Bas-  
ques about 6 a.m. Customs official  
examined our pass ports before our  
leaving the train. Boarded the Kyle  
at once and left for Sydney. The Kyle  
is a fine ship. She is splendidly fit-  
ted up and arranged. Capt. Steven-  
son apparently is very energetic and  
pushing, yet extremely safe and care-  
ful. He looks younger than most  
steamship captains, but he is one of  
those who knows his duty and en-  
deavours to perform it strictly. At  
Sydney we found the weather still  
milder, all snow and ice had dis-  
appeared owing to the previous Sat-  
urday's rain. We crossed the Straits  
in eight hours, experiencing almost  
summer-like weather. At Sydney we  
met Arthur Shano, J. Eveleigh, P. Du-  
tot and Fred Harvey, who perform  
postal duties at Sydney for the Colony.  
They were glad to see us. The Post  
Office shack operated by the Colony  
at Sydney is an eye sore. It is utterly  
inadequate for the work and a very  
poor advertisement of the Colony's  
financial progress. We took the 7.15  
express for Halifax and bid adieu to  
I.F. Perlin, N. Snow and F. Smyth of  
the Woollen Mills, who were passen-  
gers across country with us.

### At Halifax

Jan. 26th—We arrived at Halifax  
at 9 a.m. Found an old friend, Thos.  
Cartwright, at the Queen, who was  
quite a help to us in arranging things  
at Halifax. Visited premises of Robin  
Jones & Whitman, where quite a  
stock of codfish was held, also visited  
Job Bros. premises where we found  
quite a quantity of fish stored, and  
also met several Southside chaps who  
are working on Job's Halifax premis-  
es. We found the fish bulked badly  
at most of the Halifax stores, no at-  
tempt had been made to stow fish  
away properly as is the rule at St.  
John's. Job's stock of fish was a  
credit to the wharfinger, every pile  
being as it should and the store tidy  
and clean. The Nova Scotia fish we  
saw is far inferior to Newfoundland  
cure. The Bank fish is quite soft,  
very salty and unfit for European  
markets. Job's stocks were some-  
thing like Newfoundland cure. No  
damp fish was held by Job's at Hal-  
ifax.

### The Naval Yard.

Visited the Government yards  
where colossal shipping piers are  
being constructed at a cost of \$39-  
000,000. The enterprise is indeed col-  
ossal, but it is doubtful whether the  
completed piers, etc. will be worth  
\$39,000,000, probably \$25,000,000 if  
well spent would provide similar fac-  
ilities. The work is worthy of atten-  
tion, for it will eclipse anything of  
the kind in Canadian waters. Hal-  
ifax city is disappointing to a St. John's  
chap—Halifax water front and  
street is indeed a sad sight, dilapidat-  
ed buildings, decaying wharves and  
vacant spaces are observable every-  
where. It is not difficult to conclude  
that the Halifax waterfront was once  
far more progressive and busy than  
it has been the past few years. The  
hotels are up-to-date and creditable  
to the city. St. John's water front is  
worth ten Halifax and Water Street,  
St. John's is worth 500 of Halifax  
Water Street. I certainly would not  
exchange St. John's for ten Halifax.

### Fish Stores.

We made careful enquires in con-  
nection with the Fishery trade interests.  
We found many advising that Shel-  
bourne had become the chief ship-  
building centre of Nova Scotia and  
we decided to proceed there instead of  
Lunenburg. In the afternoon we were  
shown through the splendid premises  
of N. & M. Smith. Their fish storage  
accommodation and facilities is per-  
haps the best in the Province. Their  
fish store is exactly the size and  
height of the plans provided for our  
Catalina fish store. H. R. Silver's  
premises is a fairly good one for  
handling fish, being well provided  
with labor-saving facilities. We met  
here our old friend Capt. Phelan,  
who has purchased fish in Newfound-  
land for Mr. Silver for many years.  
Silver's suite of offices is equal to the  
best commercial offices in Halifax.

We were surprised to find a theatrical  
company were producing a play en-  
titled "The all of the North" which is  
founded on a Hudson Bay station  
story that would prove very interest-  
ing indeed to a St. John's audience.  
The play was perfectly produced and  
much appreciated. We leave for  
Shelbourne at 7.25 to-morrow morn-  
ing and will spend Friday inspecting  
the ship-building yards.

### At Shelbourne.

We left Halifax at 7.25 a.m. for Shel-  
bourne, which is about 170 miles south-  
west from Halifax. The country is  
very rocky and three-fourths of it un-  
suitable for agricultural purposes.  
Much of the area through which the  
railway passes has been burnt, yet in  
the distance great areas of timber is  
discernable. The people along the  
shore from Halifax to Yarmouth live  
from fishing, lumbering, shipbuilding  
and manufacturing. Bridgeport and  
Liverpool possess considerable manu-  
facturing concerns. Shipbuilding is  
brisk this winter. Last all the  
ship building yards were idle. The  
fishermen fish all winter. They fish  
lobster pots as far as 20 miles off  
to sea, in 25 fathoms of water. In  
December, January, February and  
March lobsters are extremely valu-  
able, as they are mostly shipped to  
the American markets alive. The sup-  
ply being limited during those months  
very high prices are paid. The lob-  
ster fishermen of Nova Scotia are  
receiving now as much as \$40 per  
crate for live lobsters. A crate con-  
tains about 130 lobsters from 9 in.  
up. Such a price means big returns  
for the fishermen, who average about  
a crate per day. They go to the fish-  
ing grounds daily, using large decked  
motor boats. Herring are not plenti-  
ful on the Nova Scotian shore, except  
for a short period in the Fall months.  
Caplin is not obtainable on the south-  
western shore. Squid appears, but  
not very plentiful. Mackerel is plen-  
tiful. Salmon very scarce. Schooner-  
building is carried on at La Harve,  
Lunenburg, Mahone Bay and Shel-  
bourne. Shelbourne now seems to  
lead in this respect.

### See Vessels Built For Local Trade

We visited 3 shipyards at Shelbourne  
today and inspected 3 vessels being  
built for Newfoundland. One for Har-  
ris, one for Buffett, another for Paten  
& Forsey, of the West coast. Harris's  
vessel is about 180 tons and will be  
used in the Brazilian trade. This is a  
splendid vessel, well built of the best  
available timber. She is fastened as  
strong as it is possible to do. Her  
planking is hardwood. Winslow Mc-  
Kay is her builder. The same yard  
is about to build another for Penney,  
of Ramea, of about 150 tons, for the  
Opport trade. The McGill yard is just  
about ready to launch a fishing vessel  
of about 110 tons for Buffett, which is  
the best-looking schooner I ever be-  
held. We thoroughly examined her  
and don't believe it possible to build  
a vessel stronger or more suitable.  
The owners will without doubt be de-  
lighted with her. All those vessels  
will cost \$70,000 per ton fitted, which  
is a moderate cost for such workman-  
ship. The vessels are planked with  
oak and birch. Birch below, oak top-  
sides. Spars are Oregon pine from  
British Columbia, keels, stem, stern  
post and other important parts are all  
oak. The fastening is superior to  
even our Newfoundland survey condi-  
tion for the bounty. If all the vessels  
built in Nova Scotia are so faithfully  
built as those we inspected at Shel-  
bourne, there need be no complaining.

### Up-To-Date Shipyards

The yards are splendidly equipped.  
The most up-to-date is that of McGill's  
yet the McKay yard is equally as good  
as any for turning out the best pos-  
sible vessels. We were courteously  
shown all over the yards, and every  
matter fully examined and explained.  
The yards occupy a very large area.  
The larger the area the better for fac-  
ilitating the work. The mills contain  
a large assortment of machines, also a  
sawing outfit similar to an ordinary  
fish store. It will cost quite a  
sum to fully equip a shipbuilding yard  
but there is no reason why Newfound-  
land should not own at least three or  
four such yards at different sections  
of the country. The work can be done  
here, equally as well by our Newfoundland  
builders, provided the similar facili-  
ties are within their reach. There  
will be no hesitation on the part of  
the Union Export Co. in erecting one

at Catalina. Such a yard would turn  
out at least ten vessels annually after  
the yard is in operation a year. An-  
other such yard should be established  
at Burn or somewhere in Fortune  
Bay. Another should be established  
at Bay of Islands. We were extremely  
pleased with our visit to Shelbourne.

### Town Is Well Laid Out

The town is splendidly laid out. The  
streets are wide and straight and run  
out at right angles to each other. There  
are 30 miles of streets at Shelbourne.  
The main streets are like huge aven-  
ues, as both sides of the streets are  
lined with massive oak trees. In sum-  
mer the appearance must be beauti-  
ful. The residents are well off, yet  
none are over wealthy. None are very  
poor. There are no families in want.  
All are industrious. It is here the  
famous dories are made by the firm  
of John Etherington. We inspected  
his factory and his stock of dories.  
The firm also build row boats and  
yachts. The harbour is considered the  
best in Nova Scotia. It is indeed safe,  
and commodious. The builders com-  
plain about the supply of oak becom-  
ing scarce. Their forests contain very  
little juniper. Very little is used in  
the construction of their vessels. They  
use it chiefly for treehalls, for which  
purpose it cannot be surpassed. A  
shipbuilding yard will employ about 20  
men as builders. Sailmakers, black-  
smiths, spar-makers, riggers will  
number another 20. To supply the  
timber requires at least 100 men, as  
the quantity of timber required for a  
100-ton vessel would surprise most men.

### Government Should Guarantee 10 Per Cent Dividend.

There should be no hesitation  
on the part of the Government in  
agreeing to guarantee a 10 per cent.  
dividend on capital invested in such  
yards for a term of about ten years,  
and the bonus for vessels built should  
be increased at least 50 per cent. on  
the present allowances under Lloyd's  
survey. Nothing short of this will in-  
duce men to go into the shipbuilding  
business, as it should be conducted.  
Our people can turn out vessels just  
as smart and neat-looking as the best  
Canadian or American and finish the  
work equally as well, if the facilities  
available to Canadian and American  
yards are open to our people, but it  
is utterly impossible to build vessels  
in Newfoundland as neat and finished  
as well as Canadian or American  
under the conditions and facilities ex-  
isting in Newfoundland in the past.  
We spent nearly two days at Shel-  
bourne. The weather was very mild.  
There is no sign of ice or snow, and  
the roads are as muddy as it is usual  
to find our streets in April. They have  
had about one week's sleighing this  
winter. The mild weather and want of  
snow has interfered with lumbering.

(To be continued.)

### MUNITIONS PLANT BADLY DAMAGED

Working Twenty-Four Hours a  
Day at Turcot, Near  
Montreal

Montreal, Feb. 18.—The build-  
ing which houses the forging de-  
partment of the Canadian Car and  
Foundry Company at Tyrcot, on  
the outskirts of Montreal, was bad-  
ly damaged by fire at an early hour  
this morning.

The cause of the blaze is un-  
known, but in view of the recent  
activity of German agents in Can-  
ada and considering that the com-  
pany was engaged in manufactur-  
ing munitions and was working 24  
hours a day to fill rush orders, it  
is generally believed that an in-  
cendiary origin would be discover-  
ed.

Officials of the company were  
not inclined to discuss the matter  
this morning, but one said that,  
while it may have been due to acci-  
dent, an investigation would be  
instituted at once. The monetary  
loss is said to be small, and it was  
thought the work on munitions  
would not be seriously interfered  
with.

## 100 GOOD LOGGERS

Are still required by

**A. N. D. CO.**

For the Logging Camps at

**Millertown & Badger.**

Wages Average \$24 and Board.

GOOD MEN STAYING TO  
**End of Chop**

Will be paid \$26 per month.

TAKE TRAIN TO MILLERTOWN OR BADGER.

## THE BEST IS CHEAPER IN THE END

Order a Case To-day.

"EVERY DAY" BRAND  
EVAPORATED  
MILK



**Job's Stores Limited.**

DISTRIBUTORS

## Underskirts.

Ladies Underskirts selling at  
less than cost

Ladies' Fancy.	Regular Price	70c.	Now	52c.
"	"	80c.	"	55c.
"	"	90c.	"	64c.
"	"	95c.	"	68c.
"	"	\$1.10.	"	76c.
"	"	\$1.20.	"	88c.
"	"	\$1.30.	"	96c.
"	"	\$1.50.	"	\$1.18.

## Moril Skirts

Brown, Pink, Grey, Green, Black. From \$2.20 to  
\$2.70. Now one price... \$1.60.

## Satin Skirts

Saxe, Gold, Grey, Royal, Tangerine, Purple, Cerise  
and Black. Regular price \$3.20. Now... \$2.20

**Nicholle, Inkpen & Chafe**

Limited.

315 -:- WATER STREET -:- 315

Agents for Ungars Laundry & Dye Works.

Hon. R. A. Squires, K.C., LL.B. Mr. J. A. Winter

**Squires & Winter,**

Barristers, Solicitors  
and Notaries.

**New Bank of Nova Scotia Building,**

Corner Beck's Cove and Water Street.