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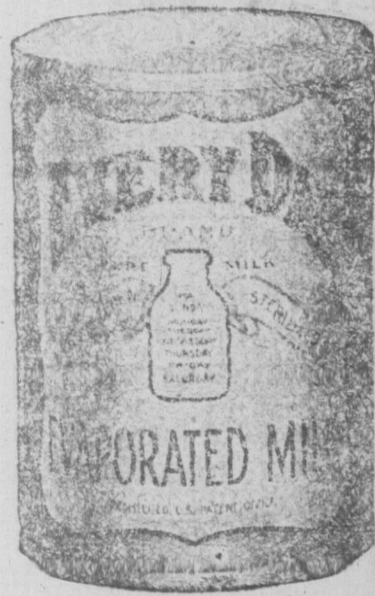
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## What the British Fleet Has Accomplished

FROM time to time one hears surprise expressed that the British Fleet has not accomplished more during the present war, and surprise again expressed that the German Fleet has inflicted so much damage to the British Fleet, and has been so active in demonstrations against the English coast.

The activities of the two fleets may, for convenience, be divided into several classes, and, while it may be difficult to determine just which class certain of these operations should be assigned, they can in the main be so divided, and thereby it becomes easier to judge of the relative success of the two fleets. We will assume that the operation of the two fleets can be classified under the following headings, which are arranged, not necessarily in order of importance, but in convenient order for discussion:

Protection of Commerce. Attacks upon Commerce. Blockade, both as affecting commerce and as affecting enemy fleet. Exercise of other belligerent rights in regard to neutral shipping. Open engagements with the enemy. Raids and surprises. Submarine and torpedo attack, having necessarily in many cases the nature of surprises.

As to the first four classes affecting commerce, the British record is practically perfect. The fleet has given almost complete protection to British merchant marine, the exceptions being few and far between compared with the volume of her over-seas trade. The German commercial fleet has been driven from the seas, and Great Britain alone is able to exercise those belligerent rights of search of neutral vessels, with seizure of contraband, condemnation, and the belligerent right of preventing neutrals from engaging in proscribed trade. The German fleet on the other hand, has been able to accomplish but little in this field. Her successes have only been occasional and have soon been checked.

As to blockade, Britain has enjoyed practically all the advantages of commercial blockade without declaring a blockade, and without being burdened with the exacting obligations of that measure. She has, moreover, effectively held the German fleet within its own harbors, thereby helping to accomplish the results set forth above. The few German commerce destroyers have, with one or two exceptions, been sunk or driven from the seas. The German merchant fleet which, under other circumstances, might have been fitted out as commerce destroyers, is helplessly interned in German or neutral ports.

In open engagements the great weight advantage has been with the British Fleet. Of the four main actions that can properly be placed in this class, the British have lost but one, that off Coronel. This was more than offset by the German losses on the Falkland Islands.

The battle cruiser action in the North Sea on January 24, resulting in the loss of the Blucher with over seven hundred men, indicates a victory most gratifying to Britain, but sufficient particulars are not yet at hand to fully determine the true significance of this action.

The balance, in the earliest action having the character of an open engagement, that in the night off Helgoland, was strongly in favor of the British.

In raids and surprises, the Germans have had the advantage, but it is doubtful if the risk run has been justified by the results accomplished. Or that might have been the case of England, for instance, presenting several powerful German ships to the possibility of being over-powered by rapid concentration of British ships, accomplished no military results of value. In this one case the Germans were successful in avoiding action, but in what was apparently a second similar attempt, the battle cruiser action of January 24, they lost at least one powerful ship.

In submarine and torpedo attack again, the Germans have had the greater measure of success. This very naturally follows from the fact that the Germans had little or indeed almost nothing to lose, with a chance of inflicting serious damage on British naval or merchant ships. On the other hand, the British are deterred from attempting anything of this sort by the fact that there is practically nothing for them to gain against German commerce, while the chances of success against the German Fleet, withdrawn within the protection of its own forts and fortifications, are practically nil. However, the two heavy ships which the British have lost, the Formidable and Bulwark, the Formidable must be credited to the German submarine. The cause of the loss of the

Bulwark is doubtful and may or may not have had a German origin. The British have some losses from mines, but they have been unimportant. In personnel the total British loss has been very heavy. In fact, their losses are so insubstantial in importance compared with the losses of officers and men.

Disregarding the significance of the losses taken separately, the British fleet has, perhaps, suffered more individual casualties than the German fleet. Britain's losses, however, measured by the proportion which they bear to the strength of the whole fleet, are far less than the losses of the German fleet, measured in the same way. But the question will still arise why Britain with her greatly superior fleet should suffer even these losses. The explanation is traceable to the entirely different conditions under which the two fleets are operating, and to a great extent to the different ends to be served by the two fleets. The British fleet is of necessity in a more exposed situation. Its one great function has been accomplished, but it still has to maintain the results of that accomplishment. It has cut-off Germany's over-sea supply, and all lines of her over-sea trade, while keeping these lines open to Britain. One by one it has overtaken and destroyed, or compelled the internment of practically all of the German vessels which at the beginning of the war operated as commerce destroyers. While the main strength of the fleet is very close to British shores, and closely guards all German exits in the North Sea and on the Atlantic Ocean, the activities of other arms of the fleet are world-wide. Where there has been doubt as to the effective neutrality of any nation, British ships are at hand to prevent any violation or weakening of such neutrality from being a real menace to the nation. The German merchant fleet in New York harbor is as effectively bottled up there by the off-lying British ships as it could be in a British port. Moreover, every day brings fresh evidence of the strength which the British Fleet is lending to British diplomacy in its negotiations with neutral powers.

How great has been the accomplishment of the fleet can best be realized by imagining conditions if the fleet had failed. They would have had not only the Emden and the Karlsruhe but all of the swift vessels of the German merchant fleet praying as commerce destroyers on British ships, and cutting off neutral sources of supply; and then, if the failure had gone further and the British main battle fleet suffered reverses, German expeditions against Britain itself would have been speedily undertaken. To protect the British Isles, the units of the fleet must occupy many exposed positions, preventing a broad target, and an extended line in exposed positions, which the Germans can without great difficulty attack by surprise here and there, inflicting minor losses.—The Navy for February.

### GETS SETBACK

Duluth, Minn., March 23.—Plans for the establishment of a colony of Belgian farmers in Northern Minnesota received a setback when officers of the Duluth Commercial Club, which had completed arrangements for the leasing of several hundred thousand acres of farm lands, received a letter from Brand Whitlock, American Minister to Belgium, saying he "feared the plan is not feasible at this time, as the German military authorities positively refuse permission to Belgian subjects to leave the country." The club has written to Mr. Whitlock for information.

### Some Story This A Halifax Yarn

St. John's, Nfld., March 19.—Nipped in a giant ice floe 25 miles south of here, the Red Cross coastal steamer Portia, carrying mails, passengers and a cargo from western ports, is tonight battling with a gale from the east which threatens to send her crashing on the rocks to destruction. The last word received from the steamer, which came just before darkness, stated that the rocks were only a half mile distant.

The Portia, bound for this port, became nipped in an ice floe near Bull's Island last Monday. Since that time she has been helpless.

The whole of the northern sealing fleet is also reported to be jammed in the vicinity of the Funk Islands, within 40 miles of the seal herd.

## Recent Zeppelin Raid on Paris a Failure Caused More Curiosity Than Fear

Paris, March 21.—Zeppelin airships raided Paris early this morning and dropped a dozen bombs, but the damage done was unimportant. Seven or eight persons were injured, but only one seriously. Four of the air-craft started for the capital, following the valley of the Oise, but only two reached their goal. Missiles also were dropped at Compiègne, Ribecourt and Dreuilincourt, but without serious result.

Paris remained calm while the aerial invasion was in progress, and residents of the city exhibited more curiosity than fear as to the results. Trumpets gave the signal that all lights must be extinguished as soon as warning was received of the Zeppelins' approach. Searchlights were turned upon the clouds, anti-aircraft guns opened fire, and aeroplanes rose to attack the Germans, but their operations were hampered by a heavy mist.

An official communication regarding the raid declares it served only to show how well the defensive arrangements would work out when put to the test. The statement follows: "Between 1.15 and 3 o'clock this morning four Zeppelins started toward Paris from the direction of Compiègne, following the valley of the Oise. Two were compelled to return before reaching Paris, one at Ecouen (ten miles north of Paris), the other at Nantes (on the Seine, thirty-six miles from Paris).

The other two were attacked by aeroplanes guns, and only passed over districts of the northwestern part of Paris and neighboring suburbs. They withdrew after having dropped a dozen bombs, some of which did not explode. The damage done was unimportant. Seven or eight persons were injured, but only one seriously.

"The different stations for anti-aircraft defence opened fire upon the Zeppelins, which were constantly kept illuminated by searchlights. One appeared to have been hit. The aeroplane squadron took part in the action, but mist hampered pursuit. "Summing up, the Zeppelin raid on Paris was a complete failure. It only served to demonstrate how well the defensive arrangements work. The population was calm. On their way back the Zeppelins dropped a dozen incendiary or explosive bombs on Compiègne, doing only unimportant damage. Three bombs were dropped on Ribecourt and Dreuilincourt, to the north of Compiègne, without result."

The lights of the city flickered and then disappeared as city firemen hastened through the streets, blowing on trumpets the notes which it had been announced would signal the approach of hostile aircraft.

Buzzing motors of the aeroplane guards, which were the first to be notified, and searchlight flashing from the vicinity of the Eiffel Tower to the heights of Montmartre, caused the keenest interest and excitement among the population of the awakened city, but there was no panic.

Thousands strained their eyes in an effort to catch a glimpse of the invaders, which many claimed to have been moving swiftly in the vicinity of Madeleine, or to watch the work of French firemen. Balconies and the roofs of houses in Passy and other quarters were used as vantage points by the curious, while many of the more timid sought refuge in cellars or other places of safety, where they remained until sure all danger was past.

### Died of Measles

The following message has been received by His Excellency the Governor:

(Telegram)  
To Governor, Newfoundland:—  
Regret to report death of 794 Private Joseph Julian Gorman of measles, City Fever Hospital, last night. Officer Commanding Nfld. Contingent, Castle, Edinburgh.

(Note:—This Volunteer joined from Cape Breton and left on active service by Ss. Dominion on Feb. 6th.)

"There is great satisfaction among the numerous employees of the Imperial Tobacco Company in Glasgow, as elsewhere, at the announcement that, in recognition of their continued loyal service, the directors are giving them a bonus of 2 per cent. on salaries and wages, and on account of the increased cost of living, emergency allowances of 1s to 3s weekly to all employees not earning more than £200 per annum."

We clip the foregoing extract from the Glasgow "Weekly Herald," of Feb. 27th and presume that the bonus on salaries and emergency allowances quoted therein are in force by the local branch of the Imperial Tobacco Company in this City.

## Smart Neckwear For Men

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

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

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

### "Macgregor's, St. John's"

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

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

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

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

## FOR SALE

- 4 Steam Hoisting Winches.
- 3 Engines with Shafting and Pulleys, 25 and 30 H.P.
- 1 Steam Boiler and Fittings, 14 Feet, 100 Tubes.
- 1 Large Grindstone and sundry Iron Pipes, etc., etc.

All the above in good order. Engines specially suited for Saw Mills. Can be seen at our South-Side premises and will be sold cheap. Apply to

## Job Brothers & Co. Ltd.

### Russians Capture Of Przemysl Splendid Feat Had Inferior Guns to Austrians—Doggod Perseverance Won the Day

London, March 23.—The capture of Przemysl is without doubt one of the most splendid feats of the Russian army which has been accomplished during the present war. Six months is also a comparatively short period for it to have taken place in if one takes into consideration the size and strength of the fortifications. Przemysl lies on the line of the railway and on the River San and is surrounded by nine large forts, ten smaller forts and sixteen fortifications. It was also the centre where were kept all the supplies for the Austro-German armies operating in Galicia.

During the Balkan Wars when Austria seemed likely to be dragged into the war the forts were remodelled and provided with the most modern guns and the most up-to-date munitions of war. Thirteen and-a-half inch guns were mounted in armoured towers operated by electricity and automatically disappearing after the gun discharged its shot. The smaller forts were furnished with motor batteries, armoured machine guns and a great number of quick-firers and were also built of the strongest concrete with special devices to conceal them from the enemy. In addition to the sixteen permanent field fortifications mentioned above, numerous temporary fortifications were added after the war began. These were constructed with trench and wire entanglements and subterranean mines worked from the forts by means of electricity.

Had Inferior Artillery. German engineers who helped in the construction contemptuously said if Russia were to attempt to take the position she would smash her army against the walls in vain.

Against all this Russia had the disadvantage of inferior artillery, the Russian siege guns being of much smaller calibre than those of the forties. The Russians did not dream of having the smallest chance of over-coming the armored forts as the

### British Have New Type of Mine Marks New Era in Naval Warfare—Worked From Bottom of the Sea

Edinburgh, March 10.—(Correspondence.)—The British navy has developed a new type of mine, which, according to The Scotsman, marks a new era in this branch of warfare. The German and French floating mines have not presented such a very difficult problem, because it has been comparatively easy to sweep them up, owing to their suspension tackle. The new British mine has no floats and no tackle. It can be ejected from a torpedo tube or inconspicuously thrown overboard. If desired, it can be set to rest on the sea floor until the minute chosen by those placing it when it will come up, not to the surface, but to the proper depth at which to meet the rushing bows of a ship.

As soon as the mine, floating free reaches a certain depth, there is set up a series of movements, which put into operation a tiny propeller and and this promptly kicks the mine up to the proper level and then stops until again called upon. It is not a mine easily caught in sweeping operations, as it progresses under water in a series of slow "leaps," which never reveal it as it cannot leap beyond its fixed limit of buoyancy.

Germans did at Liege. They had to rely upon the dogged perseverance of the troops and their skill and initiative of their officers. What the excellence of their artillery and the undaunted courage of their troops could accomplish was done quickly. After a few weeks of siege the outer forts and their fortifications fell into the hands of the Russians, all the skillfully arranged devices giving away before the undaunted valor and the self-sacrifice of the besiegers. The Russians were able to push forward with their trenches so near as to bring the churches and the roofs of the houses in the main fortress actually into view, but further advance was not practicable.