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Weather News Hampers Germany

Cut off From the Rest of the World German Meteorologists Are Unable to Make Reliable Weather Forecasts

INABILITY of meteorologists to England. When over the North Sea accurately forecasts the weather she ran into a storm, and her commander made for the nearest friendly past. It is no longer a joke in Germany. It is an extremely serious matter. He knew his direction, but he fact that has altered one of the Kaiser's most important plans of campaign. Being cut off from practically all the rest of the world except Austria and Turkey, the German weather bureau has broken down, and without the weather bureau the Zeppelins are robbed of 50 per cent. of their effectiveness. In other words, the German military authorities being unaware of the weather that is likely to prevail over a given area at a certain time are unable to carry out their Zeppelin manoeuvres with anything like Teutonic thoroughness. The loss of two of these huge airships, the L-3 and the L-4, may be attributed to weather conditions. If their skipper had known in advance the sort of weather they were likely to encounter they might have been saved. The inability to know with reasonable certainty the probabilities is largely responsible for the failure of the Zeppelins to wreak devastation in the British Isles in the past winter.

The Fate of a Zeppelin.

How vital to the success of the Zeppelins is a knowledge of weather conditions is discussed by a writer in the New York Tribune, who, in imagination, tells of the fate of the L-4, which started out in February loaded with guns and bombs to carry out a campaign of "frightfulness" against

them ost striking illustrations of the value of international co-operation. The day the war broke out the London Times, for example, appeared without its weather map for the first time in 33 years. Those who missed it supposed, no doubt, that its absence was due to war pressure upon the paper's columns. The fact is that the map was suppressed in order that the German spies in England might not be able to communicate to Berlin the signals that the weather map offered to the experts.

Germany's Imported Weather

Since that fateful August 4 Germany has been able to get no meteorological statistics from the outside world. It happens, too, that among the things made in Germany is not Germany's weather. It is made in Canada and the United States. In other words, areas of depression that are destined to bring storms and other atmospheric disturbances in Germany first make their appearance in this hemisphere. Ordinarily the news is wired to France, and from the Eiffel Tower is distributed over Europe. Now no such communications appear. Weather news is contraband, and all that the German scientists have to guide them is their own barometers, which will not give them hints more than twelve hours in advance. It can readily be imagined that this is a serious handicap in the prosecution of war upon the most modern and scientific of standards.

Importance of Weather News

The Allies, on the other hand, continue to draw upon all the rest of the world, with the exception of Germany and Austria, for their information regarding the weather. What is known in Canada and the United States, in Russia, and in Japan, is known in London and Paris as fast as the cables will convey the information. No longer is this news sent by wireless, for fear it might be intercepted by Germany. It travels nevertheless, at lightning speed, and we have reason to suppose that it has

been taken advantage of more than once by the Allies. As the writer in the Tribune points out, a storm brewing in Alaska may two or three weeks later "whip the waters of the North Sea into a welter that will defeat a carefully planned German naval raid upon British transports. A few days later the same storm may flood the Germans or the Russians out of their trenches along the Vistula." The immense importance of knowing in advance the probable weather conditions prevailing on a certain day or in a certain week is understood by the Germans, if it has not been emphasized by the Allies.

New Bill For Canadian Teachers

The Ontario Government will pay dollar for dollar with the teachers of the province to provide superannuation for the teaching profession, according to the draft bill submitted to draft bill submitted to the Legislature by Hon. Dr. Pyne early yesterday morning. The measure, which has been under consideration for some time, has been sent to the printers, and 15,000 copies will be printed and circulated. All those interested in the pensioning of teachers, the school boards and the teachers themselves will be given every opportunity to express their views upon the bill or to suggest improvements.

possible information before them the Government will, it is expected, take the bill up again next session for further legislative action.

Provisions of Bill

The draft bill provides that the provincial scheme will absorb all local pension funds, etc. and will be compulsory. This is one clause about which a great deal will be said, since it is recognized that the younger teachers, who are looking forward to spending their whole lives in the teaching profession, will not be too pleased with the prospect of parting with two per cent of their annual salary.

The administrative features of the bill are simple, but workable. The local school authorities will deduct from the teacher's salary the amount of the contribution to the fund, and the board's one per cent contribution and turn the whole amount into the Provincial Treasury. The money will go into consolidated revenue and be credited in a special account, together with the Government's two per cent. Interest at four per cent, payable half-yearly, will be allowed, and the pensions of the teachers will be at first charge upon consolidated revenue.

The rates of pension will depend largely upon the term of service of the teacher. At the end of 10 years' service, according to the draft, the teacher will have an absolute right to a pension, although provision will be made for pensions at the end of 15 years' service where ill-health compels retirement. It is expected that the minimum pension will be fixed at about \$350 and the maximum at \$1,000. The draft bill being distributed has been carefully drawn, the work having been done by Prof. Michael MacKenzie and Allan Dymond, Law Clerk of the Legislature. The actuarial features are particularly well worked out.

WORLD'S PAPERS ON THE WAR

Ottawa Citizen.—To the Jews the world over the freedom of Palestine will be an event of even greater significance. The dream of the Zionists, which was shattered when the Young Turks assumed power in Constantinople, will be again revived. The scattered tribes may again unite on sacred soil and Palestine become

in truth the home of the race and its religion. The national aspirations of the Jews, nursed through the centuries, may be at last about to be realized. In the death of an old nation a new one, the oldest in the world, may arise.

Toronto Star.—Great Britain has been straining to make a supreme effort, getting ready tremendous armies, and whatever Canada is going to do ought to be done with energy. Now is the time. Everything depends on what is done in these spring days. If great armies can be poured into France and Belgium—if armies great enough are at Kitchener's disposal—the enemy can be overwhelmed.

Montreal News.—Kitchener's million is on the move—forward; and so are the Germans—rearward.

Brave Deeds

(Editor Mail and Advocate.)

Dear Sir,—Mike O'Leary's exploit, the killing of eight "rains" and the taking of two trenches, driven to mind an exploit performed at the battle of Tannenberg, by a contemporary of O'Leary's named Daniel Hourigan. Sir Robert Newman, a brave Englishman, while lying wounded on the field of battle was killed by the Russians, an other brave Englishman, a Lieutenant named Crosse was about to be treated in the same way when private Hourigan of the 88th. Connaught Rangers rushed forward and killed three of the Russians, and carried the Lieutenant to a place of safety. Hourigan's brave deed was published through the British Isles and in the press of Europe his praises were sung. Colonel Shirley rewarded Hourigan by making him a Lance Corporal on the spot and promised him a medal and recommendations, which he faithfully carried out.

The Crimea produced heroes indeed but amongst them all, there was not one to equal Hourigan. Then, as now, many were the painful scenes, and many were the long vigils in winter trenches amidst the greatest suffering. But British grit held on until the Russian foe was defeated. Here is a song of the times which tells something of the conditions existing in the trenches at home:

"Ye subalterns of England,
Who live a life of ease
How little do ye think upon
Our sufferings o'er the seas."

"To sleep, lunch, dine and lunch
again."
Unto fried pork we go.
And then three deep, we got to sleep
In the trenches, in a row."

HISTORICUS.



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you want fresh, healthy, young, sanitarily handled animals. We are prepared to supply you with the finest at fair prices.

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About 1000 pounds nice
Chicken Halibut

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50 qtls. Large Salt Codfish

Boneless Codfish in 2 pound blocks, 20 cents each

Clouston's Shredded Codfish 13 cents package

No. 1 Salmon in tins

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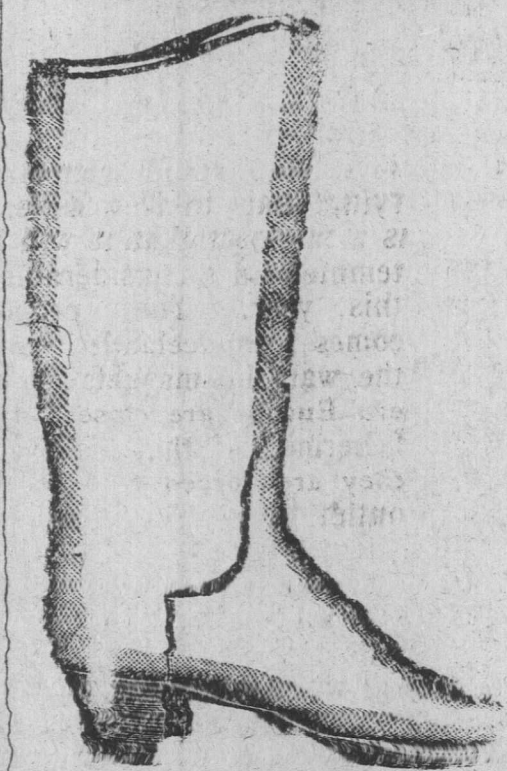
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P.S.—All our Hand-made Boots have the name Fred Smallwood on the Heel plate. Beware of Imitations!

F. Smallwood,
The Home of Good Shoes.

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YOU'LL be proud to slice the light, snowy-white bread made from "PURITY" flour.

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PURITY FLOUR

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For Sale! Motor Boat F.P.U.

Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his cruises North.

Boat is fitted with a 27 h.p. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.

She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Nineteen-tenths of the fuel consumed by the engine is Kero oil.

The reason for selling is, the boat is not large enough for the purpose she is now used for.

The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses. Apply to

W. F. Coaker.

COAKER ENGINE CAN'T BE BEATEN SAYS FISHERMAN.

Mr. W. F. Coaker, M.H.A.

Dear Sir.—Just a few lines concerning the Coaker Engine that I purchased from the U. T. Co. this spring. I have used this engine all the summer without any trouble or difficulty; it really works like a clock.

We had our traps twelve miles from the schooner and that engine used to go there twice a day for a month, making its forty-eight miles a day back and forth, and used to tow another trap boat with her, which made a difference of about seven miles in forty-eight, so she actually ran fifty-five miles per day while at Belle Isle.

At Mugford's Harbor she averaged about thirty-five miles a day from the 14th of August to the 10th of September. I would not change this engine for any other six horse power engine on the market, either for speed or simplicity of operation. I passed motors this summer up to nine horse power. I haven't seen one to go with her this summer.

I advise all who want a good strong and reliable engine not to refuse the Coaker Engine, for she is certainly the best on the market.

ELIAS KEAN.