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terests of the fishermen and labourers of Newfoundland. It is not controlled by monied interests, trust or corporations. It is essentially a Peoples Paper.

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and Advocate.

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else gets ahead of you. Now is

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FORGING AHEAD!

That is the position of The Mail Heligoland. People who don't un to tell them is that we are simply Lark Hr., March 21st. and Advocate, as each issue sees derstand will say:-"Why don't doing what our navy was built a larger sale. What about the you go there and attack them?" for, "to rule the waves and to de- ADVERTISE IN THE WANT ADVT!

### Petitions Asking Only Union **Kean's Arrest**

SQUID TICKLE, B.B. GEORGE ROGERS, JR. To His Excellency the Governor STEPHE NMARTIN ANDREW LANE in Council:—

The petition of the undersigned ROBERT MARTIN WILLIAM TROKE residents of Squid Tickle and elec ALLAN BRADLEY tors of the electoral district of WILEDED OLDEO Bonavista Bay, humbly sheweth that on March 31st and April 1st last, seventy-eight sealers of the FLAT ISLAND, B.B. crew of the sealing steamer. "New foundland" died on the icefloe EDWARD MORGAN from exposure, and that in the SIMON MORGAN opinion of your petitioners, Capt. JAMES MORGAN Abram Kean, Master of the "Ste- JOHN EDWARD MORGAN phano," was guilty of criminal MOSES BUTT negligence in relation to the said EDWARD MORGAN men, wherefore your petitioners GEORGE PIKE humbly pray that Your Excel- ANDREW BUTT lency be pleased to direct the Law JAMES RALPH Officers of the Crown to take the ONIAS RALPH necessary steps to test before the STEPHEN BUTT Courts the liability or otherwise REUBEN HALLETT

bound they will ever pray.

GEORGE BROWN SAMUEL HUNT JOHN W. OLDFORD GEORGE TROKE RICHARD OLDFORD JAMES DYKE SAMUEL LANE HENRY HUNTER ALPHEAUS BRADLEY JOSEPH HUNTER ANDREW ABBOTT RUBEN LANE OSEPH DUNN ALEXANDER HUNTER NATHAN HAPGOOD JOHN HUNTER THOMAS OLDFORD WILLIAM OLDFORD IAMES HUNTER THOMAS TROKE WILLIAM OLDFORD WILLIAM MARTIN JOHN OLDFORD GEORGE TROKE FRED LANE WILLIAM HUNTER JOSEPH S. HUNTER KENNETH LANE GEORGE ROGERS THOMAS LANE JOHN MARTIN ANDREW BRADLEY JOSEPH OLDFORD ANDREW OLDFORD FRED OLDFORD JAMES HUNTER ELEAZER LANE

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LIFE ON A

BRITISH CRUISER

As Told to The London

Morning Post By An

Officer on Duty

With Fleet

ally travelled many miles.

WILFRED OLDFORD

of Captain Kean. And as in duty JOSHUA BUTT THOMAS BUTT, JR THOMAS BUTT, SR MOSES BUTT HENRY PIKE MOSES DAVIS ELI BUTT ELI PIKE RUBEN RALPH MOSES RALPH NELSON RALPH JOHN MORGAN KENNETH SAUNDERS EDWARD SAUNDERS JOHN SAUNDERS GEORGE MORGAN SOLOMON BUTT ESAU RALPH SAMUEL MORGAN ALPHAEUS MORGAN ROBERT PIKE STEPHEN RALPH WILLIAM POWER EDWARD POWER JOHN POWER ARTHUR BUTT ROBERT SAUNDERS RICHARD CROCKER L. H. PYNN HENRY KELLIGREW WILLIAM KELLIGREW JOSEPH A. HISCOCK GEORGE HISCOCK MARK BUTT WILLIAM SAMSON ISAAC DICKER WILFRED DICKER STEPHEN DICKER JAMES HALLETT WILLIAM HALLETT THEOP. MOSS HENRY MOSS STEPHEN MOSS ABRAM HAPGOOD PIERCE VIVIAN

SOLOMON HAPGOOD

WALTER HAPGOOD

ALFRED HAPGOOD

our splendid fleet into their mine-

infested areas and under their

fortresses. Every mile of their

Think we are going to attack

them in narrow waters, giving

their submarines just the oppor-

can move from place to place.

and it is well known in naval his-

tunity they are so anxiously look-

ing for? We play our game; not

coast bristles with heavy guns.

ACCOMENT TO THE PROPERTY OF TH

theirs. Their fortresses and shore SUPPOSE you want to know a suns and all the money and skill that have been expended on them.

little of how we are getting on are all wasted as far as the Brit-

and what we are doing. Of ish fleet is concerned. We are not

course, I can't tell you any details, out to fight fortresses; at all

get our chance eventually; then Besides, what do you put guns

we hope to be in the limelight a in a ship for? Simply so that you

The point that is so aggravat- Ships, after all, are only movable

ing person, we are doing nothing. they must; but no matter how

Herr Ballin, the manager of the long they stay they will not wear Hamburg-American line, says that down our vigilance. That they we are lurking in our harbors. Will be bound to come out sooner

That may be so, but how does that They are not increasing their affi-

statement coincide with this one ciency by remaining in harbor,

that we know where to find them. fleet know exactly what they are

Oh, yes, we know exactly. Kiel, about, and if you are asked "What

Wilhelmshaven, Cuxhaven, and is the navy doing?" all you have

Not much! We have our plans, fend our shores,'

and watching. We know we shall resses—to wit, their ships.

## **Candidates Need Apply**

(Editor Mail and Advocate) Dear Sir,-Just a few lines from this little settlement to let you know that we are still progressing and the Union today is stronger than ever, and we have every reason to feel proud of the Union and especially the men who are representing us. Messrs J. G. Stone and Archibald Targett, our two worthy M.H.A.'s whom we had the pleasure of meeting a short time ago. Men with

whom you can talk and reason with

and who will do whatever lies in

their power for the district. We held a splendid meeting here in which our two members took an active part, and the proceedings of that meeting will be long remembered. There are a few families here who were in rather poor circumstances, but with the assistance of the neighbors they are still hanging on. Mr. Stone also sent us a few dollars when he went to St. John's, which we are very grateful for, as it was badly needed at the time to help us

over our troubles. The principal topic of the day is what about the railway and all the work which was promised by Morris. We all know alright. The why is busted and now there is no money In other words the "chest is empty, and even the "Surtax" which is placed upon the poor cannot add any thing to the chest, because there are too many boodlers pulling it out, and in spite of all the boodle nothing can be done to relieve destitution. But when it comes to increasing salaries,

\$2500 extra on the Governor is only one man's salary is only \$12,500. Not much of course considering a poor old worn out fisherman who only gets \$50 per year, and only a very few is fortunate or rather unfortunate enough to get that. Therefore gentlemen who is Surtax Morris and the People's Party after all.

UNION FOREVER New Chelsea, T.B., March 16th, 1915.

### A Hint to Squires

(Editor Mail and Advocate) Dear Sir,-Please allow me space for a few words concerning doings here. There are a few of the Morris most to down the Union but there is too much Union fire here for them

I would like to ask why it is that the public waiting room built here or luggage going to and coming from the Ss. "Ethie" is never open when that steamer arrives. Last summer there was a passenger for Port Rexton and he had to put his trunk on a man's stage because the waiting room was locked. Instead of its being used for the purpose for which it is built, the man who is in charge uses it for a general store house. The Tories must certainly be getting good picks out of the Government or they would not be against the Union so much. We but it is the same thing—waiting events not stationary ones. We and watching. We know we shall don't mind their floating fort-

Wishing you a long life and pros-HOOK AND LINE. ing to us is that, to the unthink- in their defended harbors, well.

# of Union

(Editor Mail and Advocate)

From the first week in August tory that to remain in harbor is you know that we are not also to the middle of November my ship has steamed no fewer than every day. We take every opportion the North tory that to remain in harbor is you know that we are not also down here in Lark Harbour. Ours is a new Council but the young men are becoming very much interested in the work, and already we have 17,000 miles, and that in the North tunity of practice, gunnery, tor- in the work, and already we have Sea? And, of course, we have pedo, &c., and also battle tactics, fifty members on our roll. Before not been alone. The Grand Fleet accustoming every one to his ex- the Summer is over, we hope to have have been with us, and, although act duties. Our ships know ex- fifty more. I am looking forward to

they have not covered so many chief's plans are. Constant prac- a good old Union Harbour, for it is miles, yet they have been at sea tice under varying conditions of the Union we want. Last Fall when just as long as my ship, but owing weather, light, and position have fishermen were getting six dollars for to our high speed and the duties we have to perform—scouting, reconnoitering, &c.—we have naturally travelled many miles.

to our high speed and the duties enabled every captain to know exactly what to do under each condition in which we might find our who sold for four dollars. It is the poor man who has to stand the loss, Don't you think that is some- while the merchant makes all he can Herr Ballin need not worry; if thing? The enemy cannot do that, every time. Wishing you and the they want us, well, they know bottled up as they are. Don't you Advocate a full measure of success, where to find us. Of course, the worry. Our Admiralty and the and assuring you that Lark Hr. is at Germans can say the same to us, commander-in-chief of the home your back,

I am, Yours truly, MONKEY ROCK.

MAIL AND ADVOCATE

MINIMONE AND ASSESSMENT ASSESSMENT AND ASSESSMENT ASS "No man with eyes wide open can fail to appreciate the fine points of St. Lawrence Construction."

The St. Lawrence Two Cycle Marine Motor Engines, Kerosene or Gasoline.

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## You Don't Need to Worry about the storm signal if you

April showers are coming, are you ready for them? If not, come and let us fit you out. We have Rain-coats for Men and Women in all the

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Come and see the distinctive cut in the new Season's Rain-coats, look at the beautiful shades, the quality and durability of the materials. Compare ours with others, and you'll surely come to us when you want a coat to defy all weathers, from a little April shower to a big nor'-easter.

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

Nearly 100 vessels fitted with Bolinder's Engines Dear Sir,—Just a few lines to let for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellors 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

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

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

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