

RED CROSS LINE.

INTENDED SAILINGS.

From New York: STEPHANO, Jan. 16.
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FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

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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.

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Write For Our Low Prices

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All Lines of General Provisions.

HEARN & COMPANY

St. John's, Newfoundland.

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.

ADVERTISE IN THE MAIL AND ADVOCATE FOR RESULTS!

IMPORTANCE OF MODERN CRUISERS

Two Different Classes Used in the British Navy—The Armoured Type and the Protected Type

FORMER ARE SPEEDY AND WELL ARMED

And Carry Guns of Same Calibre as the Battleships, Tho' in Lesser Number—Protected Cruisers Usually Small

THERE are at the present time in our navy two different types of cruisers, the armored and the protected varieties. The former species can be again divided into separate types as follows:

(1) The modern armored battle cruiser of the Invincible and later types. These vessels have a greater speed and carry the same calibre guns as, but a lesser number than, battleships. They are, however, far superior in armament to all battleships previous to the dreadnoughts.

(2) The older types of armored cruisers, of the Shannon, Cochrane, Carnarvon, Kent, Drake and Cressy classes, which carry lighter guns, but have greater speed than battleships.

All vessels of the types enumerated under (1) and (2) carry an armor belt on the water line and an armored deck throughout the whole length of the hull, which covers the engines, boilers, magazines, shellrooms, and other vital positions.

Protected cruisers latterly have been of comparatively small tonnage, of great speed, but as their name implies, have carried as a rule, thin side armor and the usual protective deck only. Their guns are also lighter than those of the armored cruiser.

The only real large vessels of this description are the Powerful and Terrible, launched in 1895, and the Argonaut and her seven sister vessels completed between 1898 and 1902. Both these types however, are now obsolete, and are no longer found in our active fleet.

The First Armored Vessel

The Warrior, launched in 1860 was, with the exception of the old floating batteries, the first armored vessel in the British navy, but the first true armored cruiser was not completed until fifteen years later. This was the Shannon, a vessel of 5,390 tons, and with a speed of 12 knots. Her total cost of £287,269, now seems a very small amount when compared with the £3,768,995 of the present day Invincible.

In the following years there were important developments, and the size, speed and armaments of cruisers largely increased. In 1883 were launched the Warspite and Imperieuse, armored cruisers of 8,400 tons and some 16½ knots speed. They had a composite armor belt 10 inches in thickness, an armored deck 3 inches thick, and 8 to 9 inches protection

over the gun positions. The armaments consisted of four 9.2 inch breech loading guns, one forward, one aft, and one on either side, and ten six inch quick firers of an early type. The coal carried amounted to 1,130 tons, while the ship cost some £509,500 ready for use.

Three years later, 1886, the Australia class of cruisers commenced to be launched. They were the first vessels originally designed without sails of any kind, and had a displacement of 5,600 tons and a speed of 18 knots. The armaments consisted of two 9.2 inch breech loaders and ten 6-inch quick firers.

Between 1886 and 1899 no real armored cruisers were launched, the interval being spent in the construction of protected cruisers. In 1899 the Cressy was launched, and by 1901 six vessels of this type were afloat. With a displacement of 12,000 tons and a horsepower of almost 21,000 their speed was twenty-two knots. The armament consisted of two 9.2 inch breech loading and twelve 6-inch firing guns, while the armor belt was of 6-inch steel, and the armored deck half that thickness. The coal carried amounted to 1,600 tons, and the ships cost some £749,324 each to build.

Since 1889 the construction of armored cruisers has gone on rapidly.

In Ten Years

The size, armament and cost of our armored cruisers have developed rapidly. Compare the Drake of 1901 with the Queen Mary of 1911. Their displacements are respectively 14,100 and 28,500 tons; the speed has gone up five knots, while the Queen Mary has a similar armament to the Lion, the weight of her total shell fire being 100,000lb., compared to the 2,350 of the Drake.

The type also has greatly altered within the past few years. The Mino-taur was the last vessel to be built with the usual four funnels and two tripod masts similar to those of the dreadnought battleships. In the latter vessel also, all watertight doors have been done away with, and the bulkheads running across the ship and continued right up to the water line, in the same manner as in the latter battleships.



500 Bundles No. 1 Hay.
2000 Bush. Heavy Black Oats
500 Sacks Bran.
300 Sacks Whole Corn.
100 Sacks Crushed Corn.
50 Bags Oil Meal Feed.
50 Bags Gluten Meal.
200 Sacks Yellow Meal.
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Also Feed for Poultry, etc.
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**Large Labrador Codfish
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I respectfully ask the Members of the F. P. U. to purchase their Christmas and New Year stocks

P. J. Shea's
314 Water Street,
St. John's.

WOMEN FOUND AMONG WOUNDED OF GERMAN ARMY

Believed to be Mostly Suffragettes, Who Have Undertaken to Prove the Prowess and Courage of Their Sex—Belong to Upper and Middle Classes of Germany

London, Jan. 18.—The Daily Chronicle says:

"There appears from time to time in the Russian papers the statement that women volunteers are fighting in the German ranks, and now the Warsaw correspondent of the Dyon of Petrograd has actually seen these Amazons.

"Among the wounded at present being treated at the Ouayazoff Hospital he says, are seven women who were captured while fighting in German uniforms. They are placed together in a special ward. Judging by the nature of their wounds, they have taken part not only in the rifle fighting, but also in bayonet attacks. One of them, who had a serious bayonet wound has died.

Fine Types of Women.

"They are fine specimens of Teutonic womanhood, and the Russian nurses greatly admire their finely developed muscles, which seem to indicate that they have belonged for years to German gymnastic societies.

"In captivity they behave with the same haughty and contemptuous indifference which characterizes the Prussian officers. One of the Russian sisters brought to them a Russian newspaper, the Petrograd Herald, which was printed in German, but they indignantly rejected her offer, and said they did not believe anything which appeared in Russian paper, even when printed in German. They refused to talk of their homes and families, but, judging from their demeanour they seem to belong to the upper or middle class.

"The German bourgeoisie has always refused to acknowledge woman's claims to political suffrage on the ground of her intellectual and social achievements. She has evidently made up her mind to convince him, in the only way he can understand, by proving her equality on the field of battle."

Schlr. Gay Gordon left Belleoram on the 15th for Oporto with 3,500 quintals fish.

SPLENDID HOLIDAY ATTRACTION.

(Under the distinguished patronage of His Excellency the Governor and Rt. Rev. Mons. Roche, Administrator of the Archdiocese.)

The pupils of the Christian Brothers' School will present a Grand Variety Entertainment and Delightful Comic Operetta in three Acts, entitled "Idle Ben." Casino Theatre, Monday, Jan. 25th, at 8.15 p.m. Director—Prof. Hutton.

Proceeds for extension of Holy Cross Schools. C. C. C. Band Orchestra. Reserved Seats 50c. and 40c. Gallery, 30c.; Pit, 20c. Get your tickets at Atlantic Bookstore now. Delay Means Regret. 21.18.21

Tailoring by Mail Order

I make a specialty of Mail Order Tailoring and can guarantee good fitting and stylish garments to measure. A trial order solicited.

Outport orders promptly made up and despatched C.O.D. to any station or port in the Island, carriage paid.

JOHN ADRAIN,
MERCHANT TAILOR,
ST. JOHN'S.

(Next door to F.P.U. office.)
Jan 20, 1915, tu, th.

KEROSENE OIL

We have completed arrangements for our Spring supply of Kerosene. Enquire for prices.

Address:

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276 Water Street,
St. John's.

EX DURANGO AND STEPHANO.

50 Tiers Sinclair's APPLES.
200 Brls. No. 1 Wagner APPLES.
50 Brls. American CABBAGE.
75 Cases Val. ORANGES.
50 Cases Small ONIONS.
300 Bags Small BEANS.

George Neal

"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.

From 2 to 35 H.P. complete with Reverse Gear Engines No. A6, 7, 8, 9, and 10—12 to 35 H.P. are specially made to suit Newfoundland fishing schooners from 20 to 120 tons.

The St. Lawrence Fay and Bowen. Four Cycle Engines 10 to 65 H.P. are in construction and operation the "last word" in Marine Motor Engines.

Full particulars and Illustrated Catalogue with price list will be forwarded on application to

R. FENNELL, 92 Military Road,
St. John's, Nfld.
Agent for The St. Lawrence Engine Co., Ltd.
dec.19.14, tu, th.

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 Muggford'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.

Stoves! Stoves!

Tinware! Tinware!

We have received a shipment of

STOVES

"Star Stirling," "Improved Success," "Improved Standard."

We also carry a large stock of

Tin Kettles, Boats Kettles, Measures and Funnels.

Local Councils and Union Stores requiring such goods should order at once.

**Fishermen's Union
Trading Co., Limited.**