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ADVERTISE IN THE MAIL AND ADVOCATE

THE MARINE MOTOR IN NEWFOUNDLAND

A Vast Field With Great Possibilities Ahead.

By J. W. McGRATH, in Canadian Motor Boat.

In my article in the November issue of the "Canadian Motor Boat," I said "we are a great Marine people, and possess the greatest fisheries the world has ever known." In proof of this statement, I may add that no sooner does one fishery end in Newfoundland than another begins. The Newfoundland herring, Labrador, and Bank fisheries have closed for the year 1915; but before these have closed, the great herring fishery on the west coast of the Island in Bay of Islands and Bonne Bay begins, and for the first time in the history of this fishery, the marine motor is about to play a very important part. The winter herring fishery in Newfoundland, hitherto was mostly prosecuted by American schooners from Gloucester and Boston, with some Canadian schooners from Lunenburg. This season, however, several Newfoundland schooners have joined the fleet, and nearly all those schooners are provided with small motor boats, which are being used in towing fleets of dories and boats, which the fishermen use in hauling their nets. In consequence of this new use for the marine motor, large numbers of engines were sold this fall to the herring catchers. It is apparent that the marine motor engine will at no very distant day be introduced in the prosecution of the Newfoundland seal fishery, which would mean a vast new field of labor with the greatest possibilities attending same. In the early days of the seal industry in Newfoundland waters, small boats and schooners were used. As the years advanced, larger sailing vessels came into use and at one time in the history of the colony, about one hundred years ago, a magnificent fleet of 600 brig, brigantines, barques, brigs, and fast sailing vessels pursued the hunt. In 1883 steam was first introduced into the Newfoundland seal fishery; large wooden ships were built and engine expressly for combating with the massive Arctic floe. Being of greater strength and speed with accompanying propulsive force, they eventually drove out the large fleet of sailing ships, and for close on a half century these powerful oak built ships dominated the sealing industry. In time many of these ships came to destruction amid the Arctic floes, and have never been replaced by similar ships—so that the large squadron of twenty-five of these massive ice breakers have dwindled down to eight ships. Within the past ten years another fleet of steel-built ships were introduced into this fishery, but their connection with this industry was short lived. Out of a fleet of ten of these steel ships, all have been purchased by the Russian Government with the exception of one ship. They will be used in the waters near New Archangel in keeping the harbors in that part of Russia open to traffic all through the winter season; so that for the first time in the history of the colony not more than nine ships will follow the seal fishery this season—which means that only about one-third of the men usually employed at this fishery will be engaged this spring. The loss to the colony is a great one, because the local value of this industry to the country for a quarter of a century or more averaged from one year to another from six hundred thousand dollars to one million dol-

lars. But such a splendid industry must not be allowed to perish—and hence with characteristic pluck and energy and far-seeing business qualifications, we find that the President of the Fishermen's Protective Union, W. F. Coaker, advocating at the convention of the Fishermen's Protective Union, and through "The Mail and Advocate," which is the official organ of the F.P.U., the introduction of motor sealing schooners in the fishery. In a recent issue of the "Mail and Advocate," I take the following statement regarding the introduction of the marine motor into the seal fishery of Newfoundland: "It is apparent that all the steel sealing steamers will be withdrawn from the sealing venture—the wooden ships will again come to the front—the once splendid fleet of 25 wooden steamers has been reduced to 8—the principal cause being the introduction of large steel ships. The steel ships having withdrawn from the fishery, the time is now opportune to enact legislation to prevent any new ships larger than the S.S. Sagona from engaging in the seal fishery. The days of the motor sealing schooner may not be as distant as one would imagine. Five years ago thousands of our toilers would gladly welcome a repetition of the old days of the sealing brig. Motor schooners have cruised the Arctic Ocean successfully and there is no reason why they could not be used successfully in sealing schooners."

In view of the attitude of W. F. Coaker, Esq., President of the F.P.U., and the statements made through the columns of the "Mail and Advocate" against large steel ships being used in prosecuting the seal fishery, and wooden steamships, too, it is quite remarkable to expect that within a few years a large fleet of schooners from 100 tons and up, with powerful motor engines, will engage in this fishery. The fishermen of this country would be pleased to see a return to the days when a fleet of 600 sailing vessels engaged in this voyage, with powerful marine motors. Conditions would be made very much more assuring all round. In the light of the events, a vast field opens up in this country for the introduction of a large superior class of marine motors. Such a class of ships can not only be used in this fishery, but at the close of same, they can be successfully employed in the carrying trade of the colony—conveying out products to foreign markets, returning with loads of imports, and in the coastwise trade and in the other fisheries of the country.

From a business point of view, such a class of ships should pay very much better than the old wooden steamships which were used at the sealing fishery alone, for about two months in each year, and then remained idle for the remaining ten months. I have reason to think that the time has arrived, when a proper representation of the advantage of the marine motor propelled sailing vessels over the wooden steamships will be very much appreciated by the fishermen of this country, and if the advantages can be shown to be greater, as they certainly should be, a great outlet and large market will be found in this country for a class of marine motors not in use in the country at present.—Canadian Motor Boat.

Ladle Cove Does Good Work for the W.P.A.

(Editor Mail and Advocate)
Dear Sir,—Please allow me space in the columns of your much esteemed paper for a few remarks re the doings of Ladle Cove. To the visitor it might seem that this little out-of-the-way place, cut off from all telegraph communications with the outside world, is a dull, dreary spot, but not so with parades, teas, concerts and boat building etc. It is a very interesting little spot. We have had some very nice and entertaining teas and concerts here this winter, the first for the season being a patriotic tea in aid of the W. P. A. of this place. I must tarry here a little while to congratulate the members of the F. P. U. in this community for the way in which they have worked to help along in the grand work that is being done for our soldier boys, the brave boys that are fighting our battles, helping us to live at home in peace and comfort. All honor to those noble boys who have volunteered to fight

for King and Country and defence of righteous liberties. All honour to the noble women who have formed themselves into an organization to do their bit to help in this great struggle of right against might.

Scarcely had the hum of the patriotic tea cleared away when it was announced that there was a tea and concert being held in the Orange Hall by the L. O. A., which was a very enjoyable time. All enjoyed themselves to the full.

And last but not least came the F. P. U. tea and concert. I tell you Mr. Editor that was a grand old time. Thanks to the ladies, we had an excellent tea. I think some of the ladies are just as much for the Union welfare as most of the men.

Several of our men are building motor boats this year. I understand they are to be fitted with 7-1-2 h. p. Fulton engines. We are expecting a jolly time when they make their maiden trips. We wish them luck. Thanking you for space and wishing you every success in your labours,

I remain,
Yours etc.,
R. M. P.
Ladle Cove, March 13, 1916.

German Dead in Groups Upright—Hadn't Room to Fall

French Soldier Tells of Horrible Slaughter of Germans at Douaumont—They Looked Like a Swarm of Bees Crawling Over Each Other—Sees Real River of Blood—Ten Thousand Killed in One Ravine Alone

PARIS, March 18.—Among the wounded who have arrived at Paris is a Sergeant of the 75th Battery in the section near Regneville, who describes the German attack of Saturday morning against Cote du Poivre (Pepper Hill): "From dawn till seven their howitzers had tried to demolish us, without hurting a man or gun. We held our fire, waiting for their infantry. At 9.30 the message came that they were moving forward. We could not see them because they were hidden by Talou Hill. As we tried to look out, a Lieutenant ordered us under cover. Suddenly the telephone operator gave the signal; we began firing at eighteen hundred metres. We fired at full speed for twenty minutes. When 'cease fire' came there was a heap of shell cases fully a man high behind our guns. At the order I rushed to a lookout trench at the side of a battery. At the top of the ravine on the edge of the plateau was a great heap of Germans. They looked like a swarm of bees crawling over each other. Not one was standing. Every minute shells threw bodies and debris into the air. The whole ravine slope was grey with corpses. One could not see the ground, they were so numerous and the snow no longer white. We calculated that there were fully ten thousand dead at that point alone, and the river ran past deep with patches and streaks of blood. I had read of river running blood, now I have seen it. While the stream wasn't crimson, one could trace reddish patches distinctly. We watched, fascinated, then came a German shell, a piece of which lodged in my shoulder. The Lieutenant said it served me right for not keeping covered. I would gladly have given both arms to have been able to stay until the enemy was beaten."

PARIS, March 16.—(Delayed)—M. Cousten, president of the Chamber of Commerce of Verdun, has arrived in Paris, and says that the order to leave the city was given to the civilian population on Friday last. "We were being heavily shelled at

the time," says M. Cousten, "and yet the evacuation took place without disorder, as we had been awaiting the order to leave, and had got together our essential baggage. Most of us would rather have remained, feeling secure in the underground bomb-proofs, and during the terrific cause of fire there were, happily, only a few victims, but the presence of civilians interfered with movements of the troops. The people left in cheerful humor and without complaint, feeling certain that they would soon return."

With regard to the military operations, M. Cousten said: "At the time we left, we were satisfied that the enemy's offensive was already checked. I had been able to see all the defensive precautions which were taken, and was aware of the strength of the forces accumulated in the Verdun sector, and my confidence is consequently absolute in the complete early success of our arms. The importance of the German gain should not be exaggerated."

"I know all the points where the first phases of the battle occurred, and can say that the exact advance of the Germans north of Verdun does not exceed four kilometres." Other refugees who had been interviewed agree in stating that despite the terrific noise of the artillery fire, and the lurid illumination of the sky during Friday night and Saturday morning, when they left, all were supremely confident in the superiority of their own army. They say that the only civilian left in Verdun on Saturday was an employee of the City Hall.

The last refugees were escorted by the French, who, with admirable devotion, aided the tired mothers to carry their children. The only sign of worry or exasperation shown by the retreating residents of Verdun was when the customs employees inquired regarding the contents of their packages.

The refugees were greatly touched by the reception accorded to them on their arrival at the railroad station in Paris, when a number of persons, including society women, offered to carry their baggage and help them to places of shelter. The general optimism was reflected by the remark of one young man who, when queried about the occurrences in the fortress leave the city, replied: "Pshaw, they have broken our windows, but we shall return there soon with glaziers."

NORTHCLIFFE GIVES FRENCH JOURNAL HIS IMPRESSIONS ON FIGHTING AROUND VERDUN

PARIS, March 18.—Lord Northcliffe, owner of the London Times and other newspapers, who has been inspecting the field of battle at Verdun, has given some of his impressions to the Temps.

"I have been to the front six times," said Lord Northcliffe, "and that which has invariably always struck me is the splendid health, the excellent equipment and absolute confidence of the French soldier. I have also been impressed by the immense number of men in reserve, they cover miles and miles of ground—and by the quantity, so to speak, without limit of munitions deposited everywhere.

"Our correspondents in Germany who find means to send to London each week particularly precise and exact reports, inform us that Germany is now obliged to fight against time and duration. The initiative of the battle of Verdun, engaged during the bad season, proves that the Germans, who have no idea of the unbreakable tenacity of the French soldier, think they will be able to end the war by the capture of some unclassified fortifications at Verdun. Moreover, Douaumont has not, after all, great importance. In brief, according to impressions gathered on the spot, it is only a simple incident in the great battle."

"In view of the fact that the German stomach is beginning to cry famine as a result of the implacable blockade of the allies, I am awaiting violent explosions of German anguish on land and also on sea during the next six months. I am convinced that the German fleet will before long make a big effort. The British marine knows it and awaits the great day with impatience and anxiety. "Not having been invaded, Britain

has been long in awakening to the reality of the war, but an old Oriental proverb says: 'Beware of the man who is slow to wrath.' The great majority of the British people to-day especially the women—the people of England, Scotland, Ireland, Canada, Australia, New Zealand and South Africa, finally realize fully that to preserve their own liberty and that of the world the teeth and claws of the Prussian tiger must be torn out.

"John Bull and his allies are masters of the sea and will not permit a single German ship to leave the ports of Hamburg and Bremen until Germany has paid the entire price. I believe I know Germany well, and have not the slightest doubt as to the final issue of the war."

Was Glad to Get Socks

1219 1st. Nfld. Regt.,
Mediterranean Exped. Force,
January 24, 1916.
Mrs. John Roberts,
Botwood, Newfoundland.
Dear Mrs. Roberts,—Just a few lines to thank you for the kind present which I received whilst in the fighting line. I am sorry I did not write to thank you before, I have been in hospital with frozen feet, and have taken the first opportunity I got to thank you. The socks and handkerchiefs were greatly acceptable out there, as it was such a job to get our clothes washed. Well this is all this time, again thanking you.

I remain,
PTE. S. BOONE,
I have enclosed a photograph of myself which was taken whilst I was in Egypt. I belong to South River, Clarke's Beach, Nfld.

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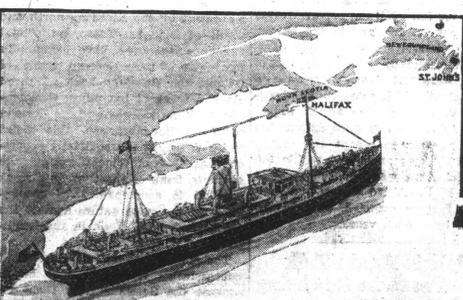
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