



ROYAL NAVAL RESERVE NOTICE

ATTACHED is a list of men of the Newfoundland Royal Naval Reserve who have not reported themselves since the issue of the Royal Proclamation calling out the Reserves. Men failing to report themselves are liable to arrest as deserters.

A. MacDERMOTT,
Lieutenant-Commander.

| Name. | Rating. | Address. |
|-------------------|----------|--------------------------------|
| Henry Murray | Qd. Snn. | 14 Quidi Vidi Rd., St. John's. |
| William Collins | Qd. Snn. | Battery Rd., St. John's. |
| William Bartlett | Qd. Snn. | Bareneed. |
| Isaac Snow | Qd. Snn. | Bay Roberts. |
| Arthur Warren | Qd. Snn. | Catalina. |
| Ralph Neill | Qd. Snn. | Spaniard's Bay. |
| Arthur Hawkins | Snn. | Change Islands. |
| Jacob Miller | Qd. Snn. | Joe Batt's Arm. |
| Allan Wells | Qd. Snn. | Hare Bay. |
| Reuben Manuel | Snn. | Salt Pond, Lewisporte. |
| Fredk. J. Hillier | Qd. Snn. | Lamaline. |
| James McGrath | Qd. Snn. | Patrick's Cove, P.B. |
| Arthur Ryan | Qd. Snn. | Pouch Cove. |
| James E. Carson | Snn. | Harbour Grace. |
| Thomas Broomfield | Qd. Snn. | St. Brendan's, B.B. |
| Henry J. Brown | Snn. | Trinity East. |
| James Moriarty | Snn. | Brigus. |
| Henry T. Mercer | Qd. Snn. | Shearstown. |
| John S. Monks | Snn. | King's Cove. |
| Chesley G. Dyke | Snn. | Alexander Bay. |
| Alexander Walsh | Snn. | Conception Harbour. |
| James Martin | Snn. | Grates Cove. |

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DIRECT REVERSIBLE CRUDE OIL ENGINES.

First in 1893 Foremost in 1914

Built in sizes from 5 B.H.P. up to 320 B.H.P.

Nearly 100 vessels fitted with Bolinder's Engines for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellers 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 Blow-lamps.

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

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

Alex. McDOUGALL,
McBride's Cove, St. John's, N.F.
Telegrams: "McDougall, St. John's."
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The S.S. Prospero

Will leave the Wharf of
Bowring Brothers, Limited,

FRIDAY, 18th of December, at 10 a.m.

Calling at the following places:—

| | |
|------------------|-------------------|
| Bay-de-Verde | Little Bay Island |
| Old Perlican | Little Bay |
| Trinity | Nipper's Harbor |
| Catalina | Tilt Cove |
| Bonavista | LaScie |
| King's Cove | Pacquet |
| Greenspond | Baie Verte |
| Pool's Island | Coachman's Cove |
| Wesleyville | Seal Cove |
| Seldom-Come-By | Bear Cove |
| Fogo | Western Cove |
| Change Islands | Jackson's Arm |
| Herring Neck | Harbor Deep |
| Twillingate | Englee |
| Moreton's Harbor | Conche |
| Exploits | St. Anthony |
| Fortune Harbor | Griquet |
| Leading Tickles | Quirpoon |
| Pilley's Island | |

Freight received until 4 p.m. on THURSDAY. For Freight or Passage apply to the Coastal Office of

Bowring Brothers, Ltd.

Telephone 306.

How Vigil is Kept In The North Sea

Floating Mines Bestrew the Path of Cruising Vessels—Naval Captain's Letter—Has Not Had His Clothes Off For Six Weeks—Elaborate Protective Methods Have Been Adopted Against Enemy's Manoeuvres

WE many letters have been published giving accounts of the experiences of the British soldiers in France, little has been heard of the moving adventures through which the British navy has been passing in the North Sea.

The general conception of those at home is that the Navy is drawn up in lines at some distance removed from the actual scene of prospective hostilities.

That such is not the case is seen by the accompanying letter from the commander of one of His Majesty's battleships who is alone responsible for twenty-two vessels of the line.

In Hourly Danger.
In this letter to a friend in Montreal the writer describes how his ship is in almost hourly danger from floating mines:—

"I am commanding officer of this vessel. She is fitted with powerful wireless—far more so than the Mauretania. We frequently pick up messages over 2,000 miles away. We also have five guns.

Our adventures have been most numerous. I was appointed here on a Saturday, only arriving in London from Canada on the preceding day when I was ordered to—, arrived at 11.30 a.m. and at noon was sent away as Lieutenant in charge of this vessel.

On the Monday following a mine went up close alongside of us; it fairly made the ship stagger. All on board thought she was struck. I managed to keep control of the crew and assured them all was well; they were all reserve men. Almost immediately afterwards two more mines went up, these were also quite near, too. I was very pleased when we got away from that spot.

I first signalled the Admiral and asked for instructions. He replied to leave them severely alone. I did not need telling twice.

Admiral's Compliments.
The following day after performing various duties as ordered, the Admiral came alongside and complimented me upon the way I had carried out his orders.

On the next day, which was a Wednesday, we had rather an exciting experience. Five mines went up in quick succession, throwing the sea 30 to 100 feet high and giving a most tremendous report. A British destroyer heard these and saw the water thrown up some nine miles away. She at once raced to the spot and saw us.

We had our ship disguised and before we could explain who we were she signalled "stop instantly or I will sink you"—quite a nice surprise on a fine afternoon, considering that all his whole broadside and bridge guns were trained upon us. However, I explained who we were and told him of these mines, giving the course back for him to steer, as he naively remarked, he did not wish to be blown up on his way back.

Yarmouth Raid.
These are just a few of the experiences. Amongst them we must include the Yarmouth raid. We were in that but the Germans certainly aimed atrociously. There was nothing that we could do to have injured them. They, of course, wished to get some more mines overboard, and in this they succeeded.

As about an hour afterwards, we were steaming to the eastward with submarines, I had signalled them to be on the look out for mines and had all my crew lining each side of the bow and on the bridge when bang went the one close to us.

DS—she just lifted aft slightly and down she went throwing her bows quite clear of the sea before she disappeared. There were eight men got out but only four picked up—two officers and two seamen. The Lieutenant Commander was drowned. We picked up his coat, also a letter floating on the water close to us.

We went on and destroyed five mines before dark when we anchored for safety.

Destroyed Three Mines.
The day after we destroyed three more mines.

The next day was one of the most exciting we had. It was really too lively a sea to find mines. There was a group of sweepers of ten vessels, whilst we were attached to them for wireless purposes. After they had been sweeping for nearly an hour we were alongside abreast of the two leading ships when the one nearest to us struck a mine, the sea going over her mast and giving us a great shaking.

I at once wirelessed it through and went in amongst the wreckage to pick up any survivors. Seven all told, were picked up, one of whom died on board. Whilst we were so engaged I sighted a mine in the hollow of a sea almost alongside, I was just quick enough to put the helm hard to starboard and full speed ahead. We just cleared it by, I think, less than two feet.

Protective Arrangements.
I am now and have been for the last two weeks in charge of 22 vessels forming protective arrangements against submarines and mines for the warships. We are all connected up with nets—quite an elaborate scheme. I am responsible for these vessels maintaining their positions; also watering and provisioning them. It is anything but a secure, especially in the winter in the North Sea. I have to go from one vessel to the other, pay them their wages, see any sick persons, get them removed, give all kinds of instructions as regards their positions and really a thousand and one things. But I am told that it will mean my promotion so that will be satisfaction, providing we do not get blown up.

But, oh, if the Germans would only come out and let's get it over. This kind of work is most trying to the nerves. I have not had my clothes off for about six weeks. Very frequently I get wet through and my clothes dry on you.

KNOCKED OUT HIS INSULTER

How French Corporal Administered Corporal Punishment to a Bullying Prussian.

A Belgian who contrived to escape from Belgium describes the following dramatic incident in a letter to the "Petit Parisien":

"A convoy of French prisoners, mostly wounded, was stopped to make way for a motor-car which was conveying stores to a battery of howitzers drawn up in a neighbouring square. One of the prisoners was a little French corporal of the line, with his right arm in a sling.

A Prussian lieutenant of Hussars, wearing an eye-glass, stopped near him, eyed him from head to foot, and then grinned. In a second the Frenchman's left was out like a steel spring, and with a fine knock-out blow felled the Prussian to the ground, his mouth streaming with blood. At once four gigantic Pomeranians brutally seized the heroic Frenchman and carried him off."

The writer adds that he heard afterwards that the corporal had been shot.

Patriotic Fund

| | |
|---|--------------------|
| Amount already acknowledged | \$73,979.20 |
| George House, Robinson's Hill | 5.00 |
| Collected by Constable Martin Ryan, St. Vincent per Colonial Secretary's Department, sundry small amounts | 7.25 |
| S. U. F. St. Alban's Lodge No. 53, Badger's Quay, per Secretary | 30.00 |
| S. Short & Sons, Hant's Hr. (second instalment) | 50.00 |
| L. O. A. Aughrim Lodge, No. 53, per F. R. Farnham, Sec. | 25.00 |
| Collected by Thomas Hyde, Esq., Red Head Cove, per V. P. Burke, Esq. | 15.30 |
| Proceeds Patriotic Concert, Fogo, per E. C. Hodge, Esq. | 61.00 |
| Fogo Patriotic Committee, per A. Cook, Esq., Sec. | 279.75 |
| Harvey Co., and A. J. Harvey & Co. (second instalment) | 2,500.00 |
| Total | \$76,952.50 |

J. S. MUNN, Hon. Treas. Finance Committee.

Eleven hunters killed and twelve injured is the toll of this year's hunting season in Minnesota.

Live Fox

For Sale a Live Fox, dark red in color, with silver hairs on back. In perfect health and beautifully furred. Female. Just the thing for a ranch. JAMES LITTLE of Geo., Bonavista.—nov9,tf

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Readers of the Fisherman's Paper! We have the largest stock of

FLOUR
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Our prices will surprise you.

250 Barrels
Pork and Beef,

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Best Molasses.

—Also—
A full line of

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136 & 138 Duckworth St.

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| Eastern Brand Caps | Handkerchiefs | Wool Bonnets |
| Maritime Brand Caps | Rubber Sandals | Warm Gloves |
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| French Kid Gloves | Tea Aprons | Pinafores |
| English Knit Mufflers | Lace Collars | Jersey Suits |
| Canadian Rubbers | White Blouses | Boys' Jerseys |
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A Special Line of Christmas Calendars

Only **7 cents** Each.

Robt. Templeton.

The Elite Tonsorial Parlor,

Prescott Street, near Rawlins' Cross,

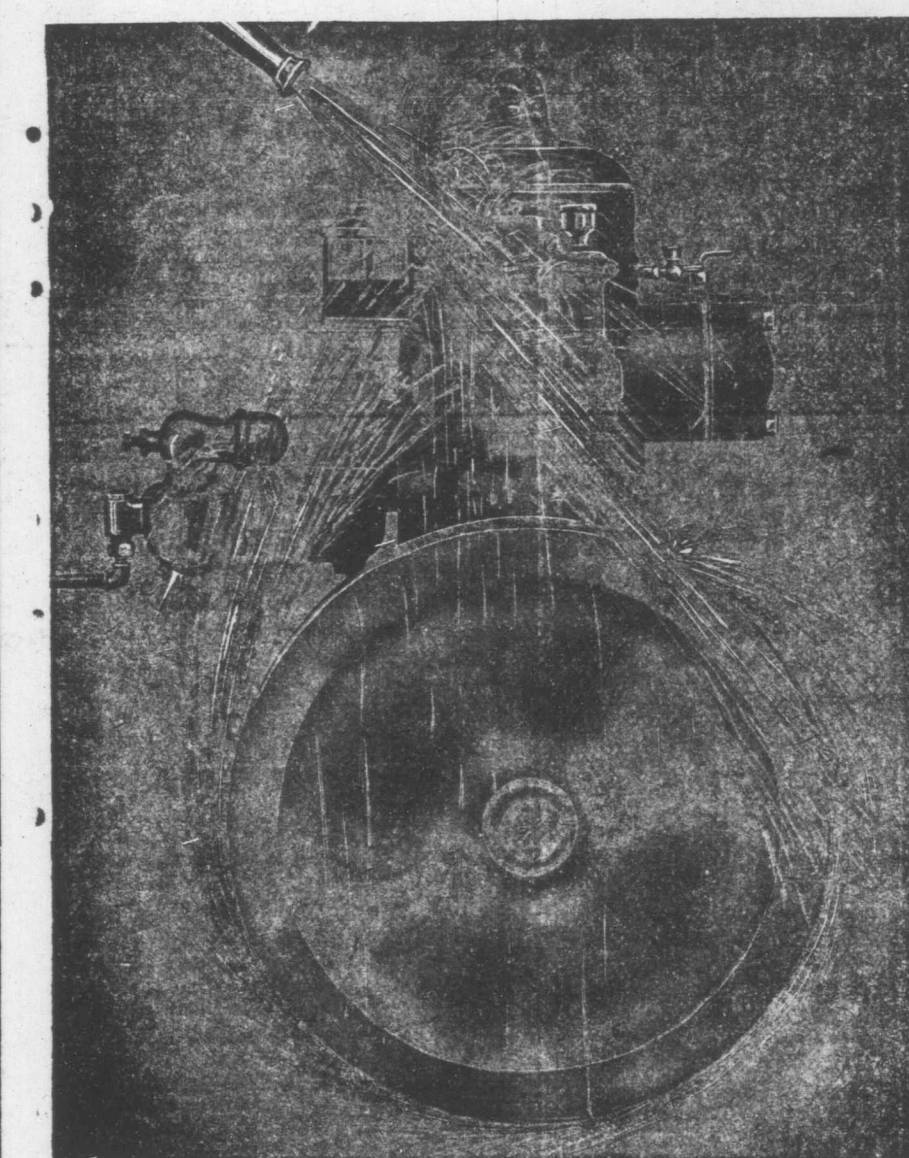
F. ROBERTS, Proprietor,

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.

On and after to-day the Parlors will be open each weekday from 8 a.m. until 11 p.m.

SOME CHALLENGE!

TIME TRIED **CAILLE PERFECTION** STORM TESTED



Photograph of Actual Test.

The Trouble-Proof Engine.
PERFECTION WATERPROOF IGNITION SYSTEM.

No Coils—No Batteries—No Timer

Only One Wire on the Whole System. The only safe equipment for boats that must be used every day.

No danger of your engine stopping if caught in a storm.

Advantages of Perfection Igniter. No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable.

Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

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World's Largest Builders of 2 Cycle Engines

F. G. HOUSE & CO., Columbus Building, St. John's.
Sole Agents and Distributors.

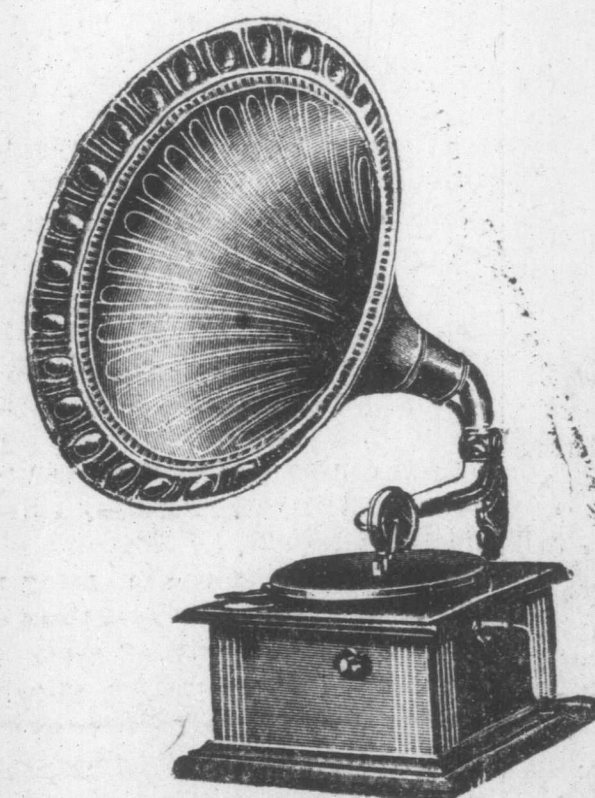
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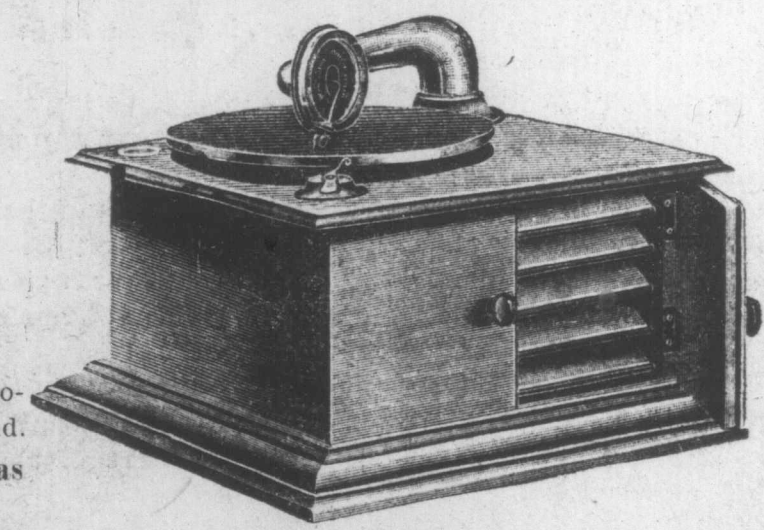
10 inch, Double Sided. Regular 70c. Now 40 Cents.
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