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The Mail and Advocate is edited solely in the interests 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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To the Union Publishing Co. Ltd., St. John's.

Find enclosed the sum of Two Dollars, for which please forward the Daily issue of **The Mail and Advocate** for one year, and the premium crayon picture 20 x 22 of President Coaker.

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FOR SALE A Steam Capstan, With Engine Attached.

A very suitable Engine for a Factory where a Winding Drum or Capstan is required. A very compact, space economizing outfit. Useful for a Steamer where a steam winch is not available. This Engine is in first class condition, and will be sold at a bargain, if applied for at once.

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FORGING AHEAD!

That is the position of **The Mail and Advocate**, as each issue sees a larger sale. What about that? **WANT ADVT!**

Letters of Interest From Mail and Advocate Readers

Longley Iron Pipe Deal

Mr. P. C. O'Driscoll States His Case.

(Editor Mail and Advocate)

My position with regard to the recent purchase of Iron Pipe by the City Commission, my first intimation of the Board's action was given me by a member who said they were looking for prices on a very large quantity of iron piping and on enquiry through Mr. Longley they could save several thousands dollars to the City by buying in the American market, and furthermore he thought it was my firm Mr. Longley got the prices from, therefore I ought to lose no time in looking up the business. In the course of a few days Mr. Longley submitted a price of \$22.70 per ton and a little later he submitted another price of \$22.20 as freights had advanced.

In the meantime I took up the matter with my principals and wrote the Commissioners that I expected they would give me, the authorized agent, a chance to figure direct. Being a citizen and taxpayer I naturally looked on this as my right, and furthermore the enquiry made by Mr. Longley to my firm showed he went to the best people in the business for prices, as he had the interest of our city at heart, but I think his interest should have terminated there. It should then be left for the Commissioners to take the matter up with me.

At the next meeting of the Board my letter was read and I was asked to quote, which I did and submitted my price of \$22.90 as against Mr. Longley's of \$23.20, but to the surprise of several of the Commissioners Mr. Longley, whether through instinct or not, must have found out something and quoted \$6,000.00 less than your humble servant. I was made aware of this and immediately telegraphed my firm as follows:—"New York competitors quoting \$2.90 cit net less than you, must beat that price to secure business." Not receiving an answer for three days and thinking my firm was too disgusted to enter any further into the business I wired them again as follows:—"St. John's Municipal Board waiting my answer, is it possible for you to meet the quotations supplied them by Mr. Longley of New York, please answer." I received the following on the 25th of March:—"We understand price mentioned your telegram twentieth was made in error and subsequently withdrawn and further that price of \$22.90 is well in line with quotations other makers submitted to Longley if absolutely necessary we might reduce our figure very slightly and if you can secure firm offer from St. John's Municipal Board and will wire us we will immediately wire whether or not we accept."

I was informed by the Committee in charge our prices were still too high, and wired again as follows on the 25th:—"Have interviewed Municipal Board who inform me our prices not as low as other received, am very anxious we should get this business and am prepared to split commission in two halves rather than lose it, do your best, must have answer by Friday afternoon, they will close Friday night's meeting."

I may say here Mr. Editor, I thought half a loaf better than no bread, hence my reason for offering to split my commission. You must remember we all feel the depression in business just now.

On March 24th I received the following telegram:—"Name lowest we can quote on present ocean, freight, hope to secure tomorrow lower freight by guaranteeing return cargo to vessel and trust to make reduction fifty cents net ton, wire if this interesting, and we will telegraph you definitely Saturday morning." It was on Saturday morning I received above and sent a copy to the Chairman, Hon. J. Harris and Mr. C. P. Ayre, the Committee appointed by the board to deal with the business. I got a further message at 2 p.m. the same day as follows:—"We now quote \$22.45 net ton delivered St. John's, trust you can secure order," writing, I at once sent copies of that message to the Committee but to my great surprise at six o'clock I received a note from the Secretary stating the Board had accepted my offer of \$22.50 per net ton on dock, St. John's,

A Sealing Story of 1877

(Editor Mail and Advocate)

Dear Sir,—Tom has been tormenting me to write and tell about the seals down here, and I suppose I must do what he wants me or he'll be mad with me 'till next Domesday. An' I'd sooner wear my fingers out writing than let that happen, you know.

There has been quite a lot of old hoods and harps here but the ice was too rough for to go off and look for any young ones, but Tom says he thinks they were out here in the bay. He was out on the ice the other day and had a few shots and sunk one, and came in almost blind in the bargain. So I reckon if all the men that's gone for the ice are like Tom there won't be much doin' with the seals this spring.

Uncle John's Story

On the 5th of March, about the year 1877, we left the Northern harbor of Exploits in a schooner called the "Busy," 47 tons register, owned by Skipper John and his brothers. The 5th of March that year came on Saturday. We left early in the morning and got to Little Bay Islands where we spent Sunday, in company with Esau Blandford and Mersell, both from Herring Neck and, like ourselves, were looking for swyes. On Monday morning the three of us got under way and were down to Cape John by dark that day. At night fall it began to snow pretty thick. Capt. Blandford gave back in Green Bay for the night but Mersell and ourselves went on, and by daylight we were down to the Northern Grey Islands. It was still snowing and by this time blowing a lively old breeze too, so we reefed her down and pointed her nose for White's Arm where we stayed all that day. The next morning it was fine again and as beautiful a morning as ever you have seen, so we were on the move at the first crack o' dawn.

We had a dandy time down the shore all that day and tied her on to the White Island for the night. I may say we got there a little before dark and got a fine shot at some ducks which were fishing on the island. But it got dark before we could pick them all up.

The night was much the same as the day, clear and fine, and about ten o'clock some of our fellows went up on deck and began to holler out about the queer noises they heard, so all hands got up to listen, and then right on the spot there was an argument, some said it was ducks, and some would have it seals. Says I, the only way to know is, for two or three of us to get in the punt and go and see. No sooner said than done. Two or three of us were in a punt in a jiffy, and off to see where the queer noises came from.

We only went about half a mile when we came across an ocean of young harps, so we threw in a punt load—some dead and some alive—and went back to the schooner again, and I tell you, Uncle Tom, there wasn't much sleep that night for anyone. Next morning was Thursday, and Skipper John and all hands on the ice by daylight to begin to fill the schooner up. During the day we were joined by more schooners from Twillingate, and Capt. Blandford reached us, too. Well, we worked away in that spot until all hands were loaded to their

for 5000 feet six inch pipe and 2 1/2 tons Pig Lead at 1 1/2 cents per pound, and also regretting it was unable to place the order for the larger quantity of pipe with me. This closes my statement with regard to the manner in which your humble servant has been dealt with in the iron pipe transaction. Now the question arises, did I deserve the minor portion of the order? If so my prices were right and it is for the Committee to explain why I did not receive the whole order.

Thanking you in advance, Mr. Editor for publication.

Yours truly,

P. C. O'DRISCOLL.

St. John's, March 20, 1915. N.B.—I may state the larger order amounted to 21,300 feet, my share amounted to 5,000 feet.

satisfaction. The last day we were at them we put five hundred aboard for nine of us and they all averaged eighty pounds each.

Next day we cleared away and started to run in for the land, with the rest of the fleet, and got home again without any mishap, and was only three weeks from the time we started till we got home again, with almost \$400 of fat a man. Say, Uncle Tom, you can't make a hill like that in the steamers now-a-days, eh? We took out our fat and went out, again for the second trip but didn't do much that time. So that's my story of my first and only spring at the ice and I'm too old to go out to look for one. But, Tom, I'm certain sure if I was young now like I was then I'd have my share of swyes now.

Now Mr. Editor I have tried to write this as much like Uncle John told it as possible.

Before I close I must say that two more of our young men have volunteered for the war. Their names are Paul Lilly and Gerald Freeman. Paul is a Union boy. I don't believe the girls like to see the young men going away like that, but I was only going to write Uncle John's story, so I shall have to close.

From, Annt Sarah Ann and Uncle Tom, March 27th, 1915.

Proud of Coaker and His Work

(Editor Mail and Advocate)

Dear Sir,—Will you allow me space in the "Fisherman's Friend" as we sometimes call the "Advocate" to say a few words of praise for our noble President, Mr. W. F. Coaker. I have been a member of the Fishermen's Protective Union for about four years, and if I had to live a hundred and four more, I would still stand by the Union. I feel that Mr. Coaker is the right man in the right place and that all the fishermen should stand by him in his work. There are some of the Union men who would not sign the Kean petition simply because they feared it would be offending the Bowring firm. Well, I'm glad I don't love the Graballs as much as that. I'm sorry to say I did not sign that petition, not because I was afraid to displease Messrs. Munn and Bowring, but because I didn't get the chance to do so. We are glad to know that our Island has a man so full of pluck and energy as our President and we feel that he will be successful in his fight to secure freedom and prosperity for the toilers of Newfoundland.

We can see the good Mr. Coaker is doing in the Trading Company, the Sick Fund and the Disaster Fund whereby many a dollar is being saved up for the poor man. Some people have been saying that Captain Kean is a good man, but he is no good to the fisherman. I believe that if he had been as interested in the poor men as the icefields last Spring as he is in the checker-board, he might have saved them.

Yours respectfully, TUF LEATHER, S.E. Arm, New Bay, Mar. 13, 1915.

Will Remember Morris's Insult

(Editor Mail and Advocate)

Dear Sir,—So seldom that anything appears from this place that I felt inclined to ask permission for the use of your columns so that I may through your fearless and valuable paper add my humble comments re the Bowring-Kean outrage. Something which will long be remembered in this little settlement as it is not yet quite a twelve month since that terrible sealing disaster in which six of our poor unfortunate toilers were left on the ice to perish by the blunder of Ab. Kean, and yet in spite of all the petitions that were presented to the Kaiser Morris, Jack Munn and Eric Bowring allows this contemptable thing to command a ship to the ice again, which plainly shows us what respect they have for the relatives of the poor men who perished. This insult by that firm and by bluffer Morris will some day be avenged, and perhaps sooner than expected. By their fruits ye shall know them. Therefore let all our readers bear them in mind once and for always.

FACTS.

Easter Shoe Sale



THE CHOICEST STYLES IN WOMEN'S SHOES

Special Easter Footwear is now ready.

The season's best models for Men, Women and Children.

High or low cut styles that any man or woman would be proud to wear.

Shoes for men and women that are classy and different. Black or tan leathers.

Not a Shoe in our whole stock is priced too high or beyond reach. Our prices are always pleasing.

Men's Shoes, high or low cut, bright or dull leathers and tans. New high toe or low receding toe. Prices: \$2.40 to \$5.00.

In our Women's Shoes are the new military boots in colored tops, Gun Metal and Patent Leathers. Prices: \$1.50 to \$3.00.

Youths' and Misses' Shoes. Prices: \$1.25 to \$2. Children's and Infants'. Prices: 29c. to \$1.40.

We cordially invite you to come and see.

The White Shoe Store

304 and 306 Water Street. S. B. KESNER, Prop.

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. Nine-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.

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