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 you both as to quality, fair weight  
 and reasonable prices.

**M. CONNOLLY**  
 Duckworth Street.

## Egypt as a Possible Theatre in the War.

PERSONS who have recently returned from Egypt, particularly military men, are confident in the invulnerability of the country from attack. They principally repose their faith in the elaborate line of fortifications, which, facing the desert eastward from the Suez Canal, actually sweep the horizon with their telescopes, if not with their guns, while to imagine an attack from any other direction is impossible, as the enemy has no navy available to support a landing either on the Mediterranean or Red Sea coast.

It is said, therefore, that the stories now circulated in Germanic and Turkish quarters about a great expedition being prepared for the invasion of Egypt is a mere bluff, intended to divert the forces and energy of the Allies from other points. But against this complacent conclusion three considerations have to be taken into account: the fact that the canal was actually attacked early in the present year, what the canal means to the British Empire, and what it would mean if it should fall into the possession of the Germans.

A year ago there were no long-range naval guns mounted to defend the canal, and the skirmishing service was so inadequate, the scouting so untrustworthy, that the army of Turks and Arabs, led by some forty Germans, advanced from their headquarters at Damascus in Syria to within a night's march of the canal before being discovered. Thus it was decided to await the onset.

From Tuesday morning at sunrise, Feb. 2, until Wednesday at noon three attacks were made. The enemy, who brought with them pontoons for bridging the waterway, numbered about 30,000. The first attack was near Ismailia, at the northern end of Lake Timsah; the second was opposite Tussum, at the southern end of the lake, and the third was at El Kantara, twenty miles north of Ismailia. The whole affair seems to have been in the nature of a raid, not necessarily for the invasion of Egypt, but for the destruction of the canal, or at least the Suez railway, which leaves the Ismailia line at Nefiche, three miles west of Ismailia, and, after skirting the lake, follows the course of the canal at a little distance. Machine guns formed the chief weapons of the defenders, and when Thursday morning dawned the lake and its eastern shores were found piled with wrecked pontoons, lined with corpses. The Turks lost some 10,000 in slain, wounded, and prisoners, and their desperate fight back to Damascus added measurably to their fatalities through lack of supplies.

Not only for political, but also for strategic considerations Egypt, with her canal, is at present of far more important to Great Britain, and hence to her allies, than the Balkans, or the Dardanelles, or Constantinople, or Bagdad. It may be certain that the defenses of Egypt are, therefore, as complete as military genius can make them. Egypt has been called the waist of the British Empire. In reality it is the jugular vein. Failure to hold it and to make it impregnable against attack, and there would be trouble in India on the following day, dismay throughout Australasia, and the immediate collapse of British prestige in the Far East. Had the war ignored the Mediterranean and the Atlantic-Indian Ocean route to the Far East been early employed, the vitality of Egypt to the Allies might not now be so acute. But with the Germans in the Balkans, the holding of Egypt becomes of paramount importance.

Whether a bluff or not, the Teutonic press appears to look forward to Egypt as a certainty. Dr. Ewald Banse, in writing recently for the Hamburg Nachrichten, declared that, as the Turks at Gallipoli had shown what they could do when under German officers and discipline, neither Syria nor Egypt could henceforth be denied them.

The Germans hope much from the native population of Egypt—a population composed of peaceful agriculturists; "but when once an agitation starts," according to Baron Slatin Pasha, "anything becomes possible." But the "fellah" has learned much in the centuries that his country has been governed from abroad. In succession, he has been lashed and robbed until now he finds himself, under British rule, protected not only in his life and property, but even in his religion. That is why the "Jihad" proclaimed by his Khalif a year ago made little impression on the "fellah" of Egypt.

Now, as to the geography: Although by a direct line through the Levant Suez is only 700 miles almost due south from Constantinople, the route across the desert by rail and caravan

trail is over 1,200. As far as Aleppo, about half way between where the now completed Anatolian Railway going east and the Hejaz Railway going south to Medina in Arabia, troops could be transported without great trouble, provided sufficient rolling stock were employed.

From Aleppo the Hejaz Railway runs parallel to the coast at an average distance of sixty miles, passing through Damascus and pierced by branches from the ports of Tripoli, Beirut, Haifa, and now probably from Jaffa. It then continues its course parallel to the Suez Canal at an average distance of 225 miles.

On the map the Hejaz appears like a splendid strategic railway for an attack upon Egypt; and so it would were it not for the fact that the intervening space is a desert. No railways cross this desert of Sinai east and west, and only two caravan trails. The southern starts from the head of the Gulf of Akaba, which at Fort Akaba is strongly fortified by an Anglo-Indian army, and runs west and a little north to Suez, the southern end of the canal. It is 120 miles long. The northern trail is 175 miles long, and runs from Jaffa, via Gaza, Rafah, El Arish, and the oases of Bir el Maza, Bir el Abd, and Katia to El Kantara el Khazna, on the canal about thirty miles south of Port Said, the northern end of the waterway.

Last February the Turks took the northern trail. It is vulnerable for almost the entire length from the Mediterranean, and the fact that the British fleet did not then avail itself of the opportunity has remained one of the mysteries of the defense of Egypt.

To be sure, there are trails running north and south parallel to the canal and at a distance of 100 miles from it, but the oases on them are few, and usually dry at this time of year.

A few figures will show the seeming hopelessness of the attack, particularly if the British fleet be not unmindful of the situation as it was—ammunition water, and food—for one man marching for ten days would require a camel load of one and one-half or one-half an automobile. Thus, 60,000 men would require 90,000 camels or 30,000 automobiles. As to the nature of the defenses which would meet them at the canal—these can be imagined, but may not be described. Suffice to say that a line of British warships, with a range of ten to fifteen miles, is now moored in the canal and that the desert for nearly turned into an irregular lake—New York Times.

### AN APPRECIATION

THE following telegram just received by L.M. Trask & Co. Nfld., Distributors for FERRO Engines, is in appreciation of the large volume of business secured by this Company for the FERRO Factory. The message is as follows:—

"To L. M. Trask & Co.,  
 "St. John's, Nfld.

"To avoid outside parties purchasing in Montreal, are giving you exclusive agency in Province of Quebec. Mail complete order for repair parts for spring to be shipped with car."  
 "(Sgd.)

"FERRO MACHINE  
 & FOUNDRY COMPANY,  
 "Cleveland, Ohio."

Messrs. Trask & Co. have been Factory Distributors for the Ferro in the Maritime Provinces and Newfoundland since 1907, and the extension of the territory given them by the FERRO Factory is proof that they can get the business.

The FERRO organization has over 1500 agents throughout the World, and the executive has stated to Mr. Trask on several occasions, that he has sold more engines for them than any other three agents put together. In fact, they have already disposed of over three carloads (about 180 engines) since last September, in Newfoundland alone, a record unequalled for this time of year by any other concern.—Jan 13, 16

### NOTICE

ALL Trinity District Assessments for the District Council should be sent to the Treasurer, MR. GEORGE FOWLOW, of Phillip, Trinity East.

J. G. STONE, D.C.  
 dec24, 2m, d&w

### Florizel Picks Up Message from Greek Steamer

Mystery is piling upon mystery in the search for the crippled Greek liner Thessaloniki, which at irregular intervals for days has been sending S.O.S. appeals for aid for her 300 passengers from some point about 190 miles east of Sandy Hook.

At 3.17 o'clock this morning the following wireless was received from the Thessaloniki's captain:

"All well. Are waiting nearest ship, S.S. Florizel, which is coming to our assistance. Compliments."

It was learned that the wireless message from the Greek steamship to which the coast guard cutter Seneca responded, was signed by the officers of the liner. Ordinarily such a message is signed by the captain or master, and only by the officers in case of trouble on board.

The Thessaloniki was burning signals of distress early to-day and the steamer Florizel was searching for her. Radio messages picked up by shore stations brought this information.

A few hours before the Florizel, while bound from Halifax to Cuban ports, picked up a wireless message from the liner and, upon asking the Thessaloniki to report her position and speed, received in reply: "Same place all the time. Speed nil."

This was the first news that the liner had stopped. Yesterday she reported that she was proceeding at the rate of four miles an hour. She is bound from Piraeus to New York, and it is understood that her engine room is partly flooded.—N.Y. Evening Mail, Dec. 30.

### France and Britain

It is a proud period of our history that sees us allied in a great and just cause with the mother of European chivalry. Long before our last lingering causes of quarrel were swept away, before the friendship began that is cemented now by so much blood, the English mind had come to realize fully at last what France stood for in the long development of European life—how deeply all Christendom has always been in the debt of the quick spirit and fearless intelligence of the Gallic pioneers of civilization. King George is the head of a state which owes its essential character to the genius of monarch and statesmen sprung from the French stock. From that source flowed originally the stream of ideals which made fruitful all the life of Western Europe. Especially was France the home of the quality of chivalry, which was never absent from the least glorious of her wars or of ours, and in which the two nations, come to maturity, nobly rivalled one another. It is because of that ancient rivalry that French and British feel to-day, half-consciously, a peculiar fitness in their companionship in arms.

### ADVERTISE IN THE MAIL AND ADVOCATE

#### WHERE TO GET THE MAIL AND ADVOCATE

The Mail and Advocate can now be had at the following stores:—  
 Mayo's—Duckworth Street.  
 Mrs. Gallivan—Duckworth St. East  
 Mrs. Peckford—Foot Signal Hill Rd  
 Mr. Gosse—Plymouth Road.  
 Mrs. Kelly—King's Bridge Road.  
 Mrs. Hayes—King's Bridge Road.  
 Mrs. Bryen—Colonial Street.  
 James Whelan—Colonial Street.  
 F. Fitzpatrick—Gower Street (top of Nunery Hill).

Mrs. Organ—Military Road.  
 Mr. Parsons—Catherine Street.  
 Mr. E. Parsons—Corner Hayward Avenue and McDougall Street.  
 Mrs. Wadden—Pleasant Street.  
 Mrs. Ebsary—South Side.  
 Mrs. Dounton—Fleming Street.  
 Mr. Fitzpatrick—Field Street.  
 Miss E. Lawlor—Head of Long's Hill.

Mrs. Bulger—Head of Carter's Hill  
 Mr. A. Duffy—Cabot Street.  
 M. J. James—Cookstown Road.  
 Mr. Horwood—Barter's Hill.  
 Popular Store—Casey Street.  
 Mrs. Tobin—Casey Street.  
 Mrs. Cummings—Head of Casey St.  
 Mrs. Healey—Corner Water St. and Hutchings Street.  
 Mrs. Fortune—Corner Water Street and Alexander Street.  
 A. McCoubrey—(tinsmith) New Gower Street.

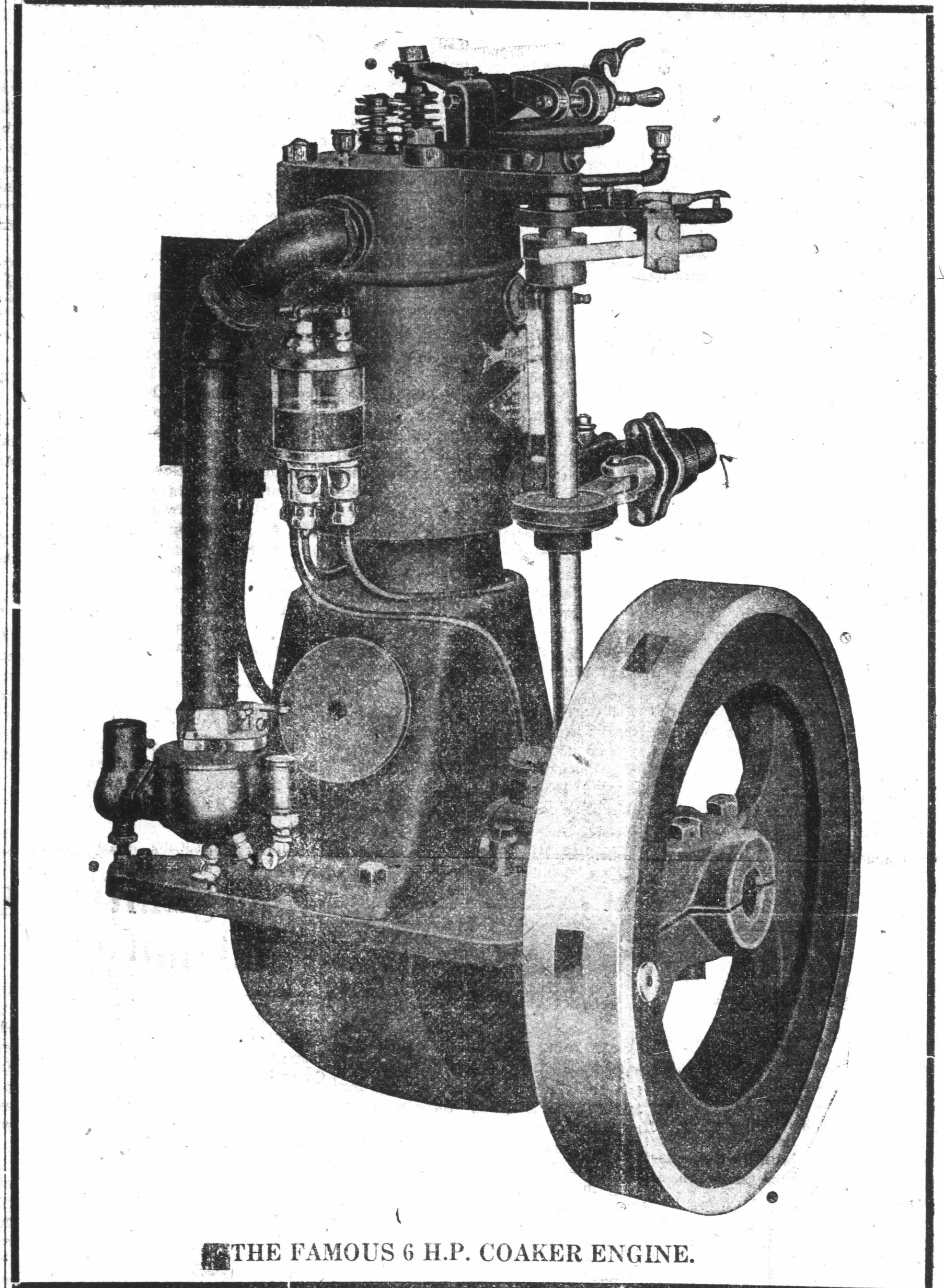
Mrs. Joy—New Gower Street.  
 Mr. Ryan—Casey Street.  
 Mrs. Collins—Foot Patrick Street, Water Street West.  
 Mrs. Keefe—Hamilton Street.  
 P. J. Morgan—Pennywell Road, Axford's—South Side.  
 Chas. Truscott—New Gower Street.  
 Miss Murphy—Water St. West.  
 Capt. Flett—Cor. Gower and Prescott streets.

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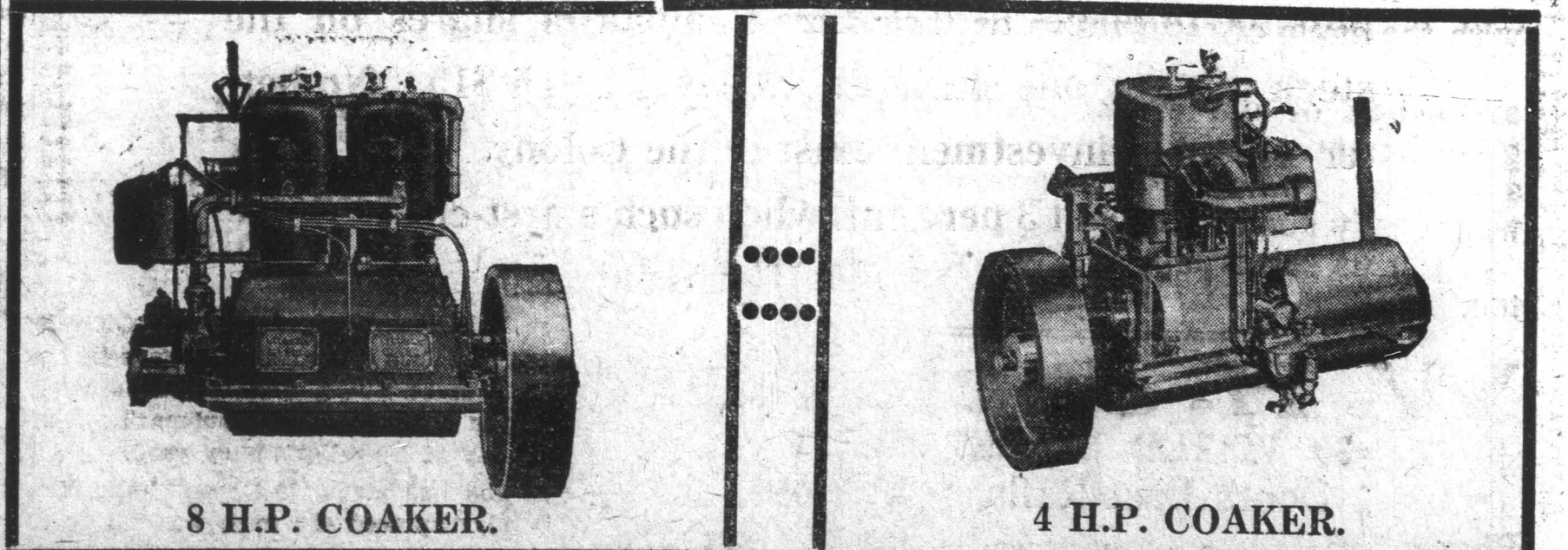
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