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nov25,1f

**The Stranding of the Schooner
"Cluett" at Harbor Grace**

(Editor Mail and Advocate)
Dear Sir,—Please allow me space in your valuable paper to make a few remarks concerning our trip from St. John's, bound to Port de Grave, with a full load of provisions.

We left St. John's on Monday, Nov. 15th, at 10 a.m. and anchored at Hr. Grace on Tuesday morning at 7 a.m. out of the approaching storm. We held on all night until about 2 p.m. when the schooner "Mary F. Harris" drove down on us, taking away our bowsprit and foremast and all the gear connected therewith. We held her up for about half an hour, then we had to slip to try and save ourselves as we could not get a boat out.

We just caught the beach opposite the lighthouse, although the sea was continually going over it, there was quite a crowd of men gathered there to receive us.

I saw some men run out to their waists in water to catch our line when she struck the beach, then we pulled a big line to the schooner and they got her well up aground, and after some clearing away we got out our boat. We tried it several times before but could not do it owing to the foremast and rigging being across it. Then we got ashore and after getting everything secured we phoned the relieving officer, Mr. Squires, telling our trouble and asking if he could assist us, and that we could not stay on the schooner as the sea was continually breaking over her. The answer came back "can do nothing."

The next we met was Mr. Parsons, M.H.A. for Harbor Grace District, who kindly put us into a boarding house where we got our tea and also

a bed and breakfast next morning; we also got a chance to dry our wet clothes. Next day we started to land the cargo; some men came all the way from Carbonear to help us. I may say, Mr. Editor, we cannot speak too highly of the men belonging to Hr. Grace and Carbonear. They could do no more for us than what they did, for which we heartily thank them also Messrs McRae who gave us the use of their store to put the gear and provisions in; also Mr. Munn who gave us the use of a schooner to get our links and chains.

After landing the cargo I applied to the Relieving Officer again. This time he was in his office, and telling our trouble over again, he said, we were not destitute; and I said no, we had plenty of grub landed and we also had plenty of coal on board the schooner, but there was about two feet of water on it, and the stoves were in such a position that we could get no fire. I said, all that we wanted was a bed and place to boil our kettle; the answer was the same as before, "can do nothing."

I wonder if Mr. Squires waits till he gets destitute before he draws his pay from the Government. I have often heard what the Government would do. Now this is one of the things they won't do or they didn't do.

Thanking you for space, and signed on behalf of the crew of the schooner "S. Cluett."

Yours truly,
GEORGE MUGFORD.

Port de Grave, Nov 29, 1915.

**British Tommy
Thanks Flat Island
Lady for Pair Socks**

THE following letter has been received by Miss Helah Ralph from Private Richard Murray from France. Miss Ralph who has been an earnest worker in the W. P. A. sent a note in one of her socks and was surprised on Saturday to receive the following letter:

9917 Pte. R. Murray,
1st. King's Spool Reg.,
No. 1 Sec. 13 Platoon,
D Company,
British Expeditionary
Force,
France,
Oct. 14th, 1915.

Dear Miss,—With the greatest pleasure I write to you in answer to your note which I found in the socks made by you and sent out here for one of the "Tommys." Well, I am the lucky one to get them to-day, which I am sure will be a great surprise to you, as by the date on your note, you sent them on the 8th of April, so they have a lot to see yet before they wear away. I have them now at present on my feet, and I must say my feet are very warm. I must thank you in part for all the "Tommys" for all your help to them.

Dear Miss you would like to know a little about myself. Well, I came out here just a month before the socks were knit, the 4th of March we arrived here. We are pushing them on a good bit now and I hope we will still be able to keep it up. I hope this letter will find you in the best of health and spirit as I am myself at present. This will be a surprise for you I am sure, but you shall be pleased to know that your socks are on "Tommys" feet which he is very thankful to have.

I wish you luck and I thank you once more for all the "Tommys" and for your kind help to them,

I remain,
Yours sincerely,
RICHARD MURRAY,
Good Luck

To Miss Helah Ralph,
Flat Island, Bonavista Bay.

**BELGIANS SAIL
FOR NEW YORK**

ROTTERDAM, via London, Dec. 1.—Some three hundred Belgians, mostly women and children, to-day boarded the liner Nieuw Amsterdam about to sail for New York. They are bound for Chicago and other districts in the United States, where they will join their families, from whom they have been separated since the beginning of the war. They are accompanied by the Rev. John Deville, of Chicago.

Every facility was granted these people by the German authorities, even in the fighting zone, from which most of the refugees came.

The steamer also is taking a delegation from the American Export Chamber of Commerce of Amsterdam, for the purpose of furthering business relations between the United States and Holland.

**A Word About
Little Heart's Ease**

Mr. Woodford.

Chairman Board of Works.
Dear Sir,—There is a road between House Cove and Heart's Ease three quarters of a mile long, made two and a half years ago. Since then nothing has been spent on it, and passers-by have to go up to their knees in mud, and after a storm it is impassible through floods. It is used by all the public, including the doctor, clergyman, mailman and school children and those going to the churches and halls. Thirty dollars are needed immediately for its repairs. On the same road a bridge is needed to make the road available over a river. The bridge would be about 30 feet long. Ten dollars are needed for the purpose.

I shall be obliged if you could make an allocation from some grant for this purpose and if there is no grant available, I suggest that you should forward this communication through the Hon the Colonial Secretary for the Governor in Council to allocate the money needed, from the Treasury. The moneys should be made out to the Chairman, Mr. Jonah Stringer of the Little Heart's Ease Road Board.

Yours sincerely,
W. F. LLOYD.

Telegram Office,
St. John's, Dec. 4th, 1915.

**In the Belly
of a Whael**

New York, Nov. 27.—One man alone, John T. Turney, of Philadelphia, procured for and chartered to the Hamburg-American Line, in the early stages of the war, six of the fleet of sixteen vessels which the government charges the line with having sent to the relief of the German cruisers in the Atlantic and Pacific.

This development in the trial on the charges of conspiracy of officials of the line came from the witness stand yesterday and from the lips of Mr. Turney, a frankly hostile witness.

The concession of the defendants, introduced at an earlier date, shows that the line spent \$545,000 for charges alone in the case of these six vessels. The total cost, including supplies, was \$689,693.

Mr. Turney testified, apparently with great reluctance, that Adolph Hochmeister and George Kotter, purchasing agent and general superintendent of the line, respectively, defendants in the present action, gave him all the information upon which he acted in chartering the vessels, told him their alleged destinations and held many conferences with him concerning them.

All the vessels were hired by the witness, who sent his clerk to the customs house in Philadelphia to swear to the manifests.

Papers which were dropped overboard from the steamer Maria Quezada and afterwards recovered from the belly of a shark in the harbor of Pernambuco, figured in the trial yesterday afternoon.

Over the objections of the defence who insisted that the men on trial had no connection with the Maria Quezada, Judge Hunt ruled that John Olsen, chief engineer of the steamer, should tell the story.

A custom officer came out to examine the steamer's papers at Pernambuco, Olsen testified. Captain Sahn dropped them overboard in a leather bag. "The captain asked me I saw the trick he pulled on them," said Olsen, "but a few days later they showed us the papers in the customs office. They had been found by some sailors who cut open a shark they had caught."

**THRILLING EXPLOIT OF
BRITISH SUBMARINE**

New York, N. Y., Nov. 26.—A cable to the New York Times from London says:—

Continuing his articles on "The Fringes of the Fleet," in the Daily Telegraph, Rudyard Kipling tells of some exciting exploits of the British submarines.

He relates one incident of how a submarine was caught by a net in the North Sea, and when she rose to cut the net away, she was bombarded by a Zeppelin and had to go down again. Then, by slowly working and weaving and wriggling, guided only by guesses at the meaning of each scrape, and grind of the net on her blind forehead," as Kipling expresses it, the submarine got clear.

The commander pondered whether to hurry home and warn other submarines of the trap or wait for the destroyers, which the Zeppelin had undoubtedly summoned, believing the undersea craft was fast. He waited and when he rose to the surface, he torpedoed one of the destroyers and then started for home, arriving in time to give warning.



NOTICE

St. John's, Nfld.,
December 2nd, 1915.

After this date the monthly allotment cheques payable to dependents of members of the Newfoundland Regiment, will be mailed to their addresses on the 7th of each month, and it will not be necessary for parties holding allotment certificates to call at the Regimental Pay Office in the Colonial Building for the purpose of receiving the same.

By order,
J. M. HOWLEY,
Deputy Paymaster.

dec2,6i

J.J. St. John

To Shopkeepers:

100 dozen
ROYAL PALACE
Baking Powder at
50c dozen tins.

500 Dozen
TOILET SOAP
1 dozen in a Box,
35c dozen.

500 Dozen
BLACK PEPPER, at
10c lb.

150 Dozen
ELECTRIC PASTE,
the best Blacklead
on the market,
48c dozen.

J. J. St. John
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BEAR HUNTERS

ALL the talk is now war, hosts are gathered from afar; every mother's son you meet chatters, as he walks the street, how the British or the French (under Joffree) seized a trench. Every brave young British man hopes some day to lead the van on a gory battle-ground, baffled foemen strewn around. Still, in spite of war's alarms, some must work upon their farms; wheels of commerce in their groove somehow must be made to move. Winter's coming, don't forget, the streets are getting mighty wet; you must soon begin to choose just what brand of rubber shoes you will for that season buy for your wife, your girl, your boy. Sometimes you will buy a shoe which will wear a week or two, then you find the heels and soles quickly fill with jagged holes. Some may cost \$1.10, which will wear some days, and then, in through heel and in through toe you will find the water go; coughs and colds with speed will follow—your cheeks become both pale and hollow. Here's advice we give you, friend: your rubber troubles you can end—in any part of Newfoundland you can buy the Old Bear Brand. On the sole of every pair you'll find stamped the Polar Bear. The Bear means money saved to you, and likewise 'tis a stylish shoe. No more we'll say, my dear old chap, but add the proverb: "Verbum sap."—nov12,t

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These Boots are Waterproof and are solid through and through. These Boots have two Double Soles straight to the heel.

These Boots have Bellows Tongues and the leather always remain soft.

In Black and Tan Leather. Price \$6.50 and \$7.00. Men's ordinary Pegged Bellows Tongue Bots, \$3.00 to \$3.50.

F. Smallwood,
The Home of Good Shoes.

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