

LETTERS OF INTEREST

From Mail and Advocate Readers

A STRONG PROTEST BY "TAXPAYER" "Look-Out" Blames Kean

Objects to a Renewal of the Term of Office to the Civic Board

Calls on Mr. W. J. Ellis to Put Himself in Nomination

(Editor Mail and Advocate)
Dear Sir,—It is rumored that the Government are considering the advisability of allowing the present Civic Commissioners to remain in power until the end of this year.

Now, as a taxpayer and one interested in our city I trust this is not true and I wish to enter a strong protest against such being done. To my mind Gosling and his Commission have been in charge too long as it is, and it is time to put some practical men in charge of our City affairs before they will further encumber the citizens with a lot of useless work such as fixing the roads traversed by the so-called aristocrats or snobs of the town.

I may say that is a general expression of opinion throughout the city that Mr. W. J. Ellis (ex-Mayor) should be recalled by us citizens and

again placed at the head of the City's affairs, as the term of his administration compares most favorably with that of any mayor that was ever elected.

Come on Mr. Ellis, the citizens want you and will again place you at the head in the next Municipal Election; we are prepared to show Gosling & Co. that their day is done in this our native city.

In conclusion, Mr. Editor, I trust you will use your mighty pen with all your recognized ability to protest against any extension of time to the present self-appointed so-called Civic Commission.

Thank you in anticipation of publication.
I remain,
Yours truly,
TAXPAYER, ST. JOHN'S EAST.

(Editor Mail and Advocate)
In looking over your paper I need hardly say I was pleased with the position taken by President Coaker re Bowring and Kean. Kean has blundered and blundered bad. To-day we have widows and orphans bereft of their loved ones by Kean's so-called error of judgment. Kean will yet answer for his conduct whether Morris or Munn like it or not.

Looking over Kean's career we can see many blunders from this brass-buttoned swell-head. I myself saw him in charge of the Prospero in 1912, at St. Anthony, ram a schooner which was anchored off Simmond's place and leave her in a sinking condition. The Capt. of that schooner had to go to Kean several times before he could get Abraham to take the vessel off her chain, so as he may repair her.

The night in question was a very disagreeable one and the crew had to stay up all night to keep her afloat. Such men as Kean should not have charge of steamers, this is the general opinion around here. When he came down that night to take the schooner to the wharf I felt sure he was going to cut her in two. Schooner owners should beware of such men as big-head Kean. They may at any moment get a dash in her side and they may not have time to run a schooner in St. Anthony. We don't forget 1914 sealfishery horror yet and as long as we live, we will and justly so, lay the blame of that awful loss of life at Kean's door.

LOOK-OUT.
St. Jones Within, April 11, 1915.

Writing home, an Irvine man on board one of the destroyers which took part in the sinking of the submarine U-12, says the German crew said they believed that Germany was fighting a losing battle, and they blamed the Kaiser for the war. They said that as soon as they put into Kiel with

The Union at Gooseberry Islds.

(Editor Mail and Advocate.)

Dear Sir,—Glad to say that the Union is still going ahead at Gooseberry Island and the Union men are determined to back Mr. Coaker.

It has been a great winter around here for building motor boats, but I suppose kerosene oil will be dearer now if Sir Tax puts in extra duties. Most all the people are home early, five gone to the ice fields, we wish them bumper trips. There are some gone to the war serving their King and Country; may God protect them and bring them safe home again.

There is not much sign of seals around here but the sea ducks are numerous. I suppose fishing time will soon be here and it will be get down to it then. I expect fish will be a good price, may it beat the record. Wishing the Union and Mr. Coaker every success.

"DETERMINED."
Gooseberry Island, April 3, 1915.

one submarine for repairs they were forced at the muzzle of a revolver on board another and sent to sea again.

Wanted—An Engineer holding a Second's Certificate to take Chief's position on a steamer. Apply by letter with references to A.B.C., this office.—431

The Hypocrite

(Editor Mail and Advocate)

Dear Sir,—Please allow me space in your paper to reply to a reading in last week's issue of the "Twillingate Sun," regarding the young boys and girls of Twillingate. I would like to know if the streets are not free for the people to walk on, and is it any business to anybody else what time the people go off the streets? As for myself the "Editor of the Sun" never saw me in the back lanes of Twillingate, not since his name was Billy Temple.

Regarding our christian parents, is he any better for having christian parents. I would like for him to mind his own business, and look after his own children, and see that when they grow up they don't stay in back lanes.

I am not writing this because the piece in the "Sun" fitted me, because it did not, but I would like to inform the so-called editor that even if he did see one girl and fellow he need not make such an outburst. There is just as good fellows in Twillingate as he is.

He forgets that his behaviour at Joe Batt's Arm and Glenwood when a young man was neither to be envied or commended. At any rate it was not commendable.

"TWILLINGATE GIRL."
Twillingate, April 5th, 1915.

ADVERTISE IN THE MAIL AND ADVOCATE

An Incident

(Editor Mail and Advocate.)

Dear Sir,—I was on my way home from Millertown, but I was held up at South West Arm (King's Point) Green Bay, by our friends who held their parade on the 1st April. It was a grand day, and everybody enjoyed it. Everything was carried out in a highly pleasing manner. But a little incident which goes to show what respect a Government official at that place has for King and Empire.

It is understood that there is an only Public Building at King's Point, and the Union men wishing to show their loyalty to their King and Empire, marched to that building and gave three cheers for King and Empire.

The keepers of that office did not show themselves to accept the cheers that were given. I suppose they felt a little indignant and sore at heart because the cheers were given by Union men. But Mr. Editor I wish for them to understand that the Union men look on this matter as a disgrace on the part of these officials, unless they can give good reasons for not accepting the cheers that were given. Thanking you for space.

Yours truly, W. G.
Tilt Cove, April 5th.

FOR SALE—A Single SEWING MACHINE, turned down top, good as new; cost \$60.00, will sell for \$26.00. Apply to H. SMITH, care New Tremont Hotel (during meal hours).—mar3,15

STEBAURMAN'S OINTMENT

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I was troubled very much with "Eczema," and was obliged to discontinue working, but after using Stebaurman's Ointment I am able to do my work as well as ever, being cured of this disease. I would strongly advise sufferers by this terrible complaint to give this ointment a trial.

Yours sincerely,
(Sd) PATRICK BRENNAN,
1 Waldgrave St., Dec 28th, 1914.

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To arrive per S.S. "Stephano" due Monday, April 19
50 Crates NEW GREEN CABBAGE
40 Barrels BALDWIN APPLES
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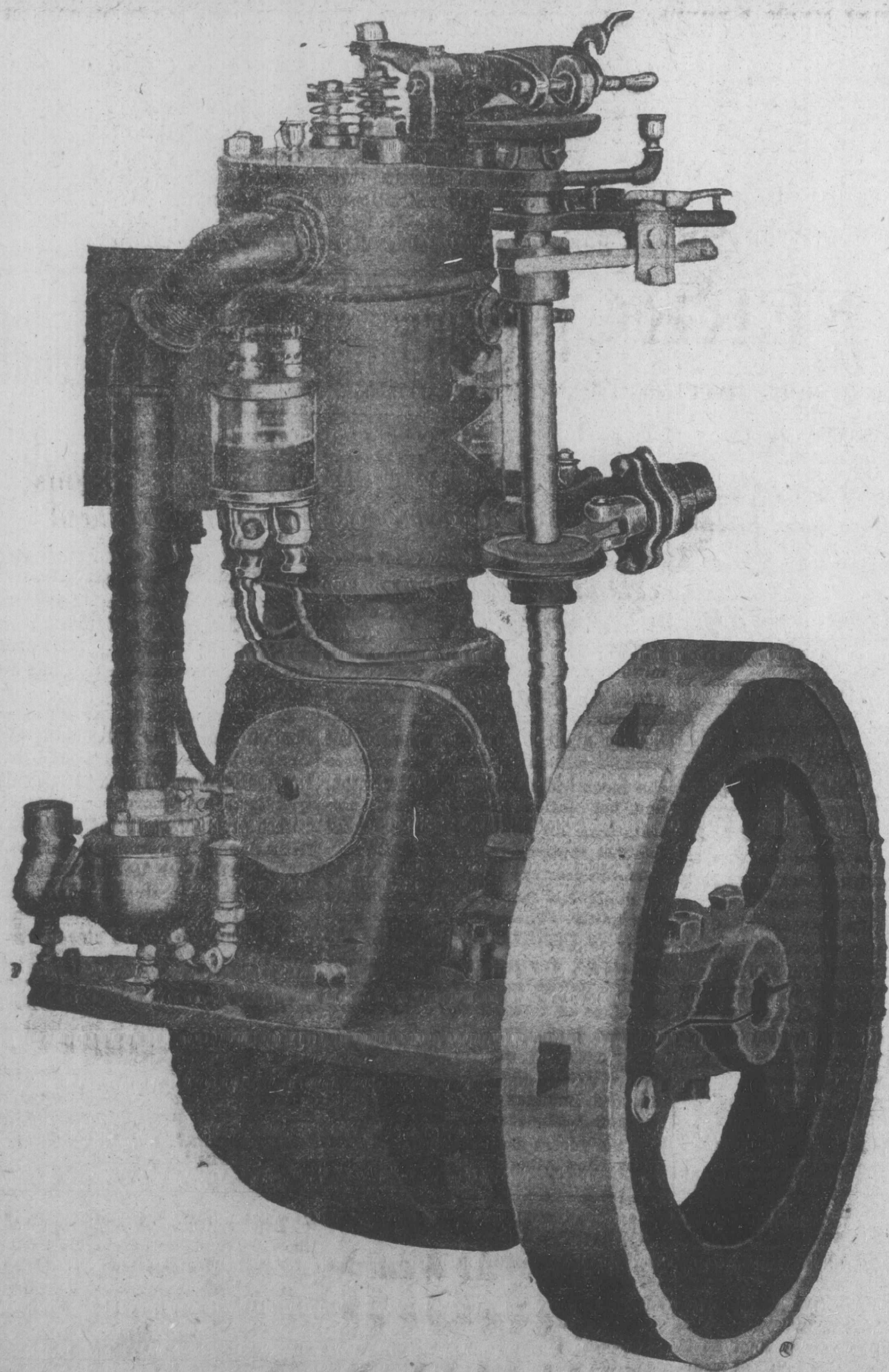
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"THE COAKER" Kerosene Motor Engine Is The Favourite!

A Motor Engine made for The Union Trading Co.

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in America is now available to the Fishermen.

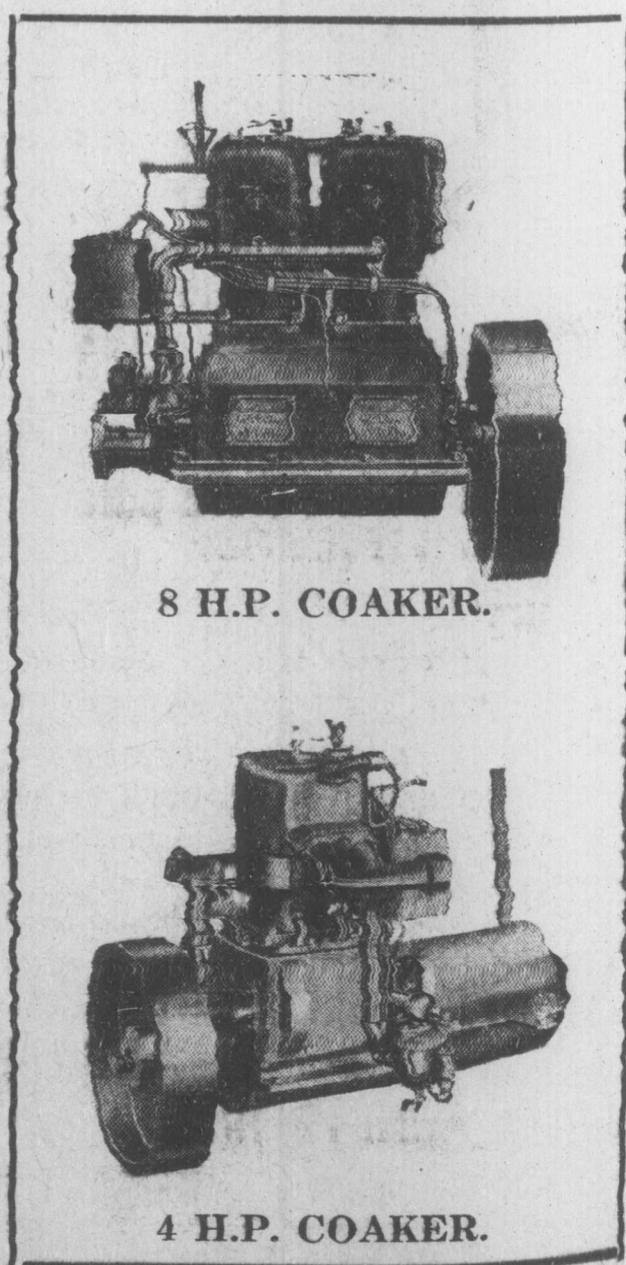


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It is above all durable, simple and capable of doing heavy work; it is not a toy engine. The Engine starts on Gasolene, and when started, operates on Kerosene oil. The very latest improvements on Motor Engines will be found on the "Coaker." We have sold 200 of these Engines the past spring and all are giving splendid satisfaction. No other firm can sell you a similar engine. We possess the sole rights to sell this Engine in Newfoundland. The man who buys a "Coaker" Engine from us saves \$50 on a 6 H.P., \$80 on a 8 H.P. and \$40 on a 4 H.P. Engine.

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