

Smart Neckwear For Men

On your way down town drop in and look over our splendid stock of Men's Ties. We have them in the leading shapes, in the newest fabrics and designs.

Before the GREAT FIRE that destroyed MacGregor's Stock, Mr. MacGregor had contracted for goods to be delivered during March and April, and we have purchased from him all his new goods to arrive.

Today we received a shipment of Silk Scarfs, each one stamped

"Macgregor's, St. John's"

These are certainly distinctive, hand some, refined and entirely correct—the wide-end slip-easy band of a rich quality.

You owe it to yourself to see them and buy a variety. MacGregor's regular 95c. Scarf. **OUR SALE PRICE 75c. EACH.**

Come in today and see our general stock of Neckwear, we can surely please you in varieties, styles, qualities and prices.

Anderson's, Water Street, St. John's

REALLY GOOD NEW GRASS

-BUTTER-

Wholesale in 56lb. and 14lb. Boxes and 30lb. Tubs, also retailing at 45 cents pound.

—also—

- 5 cases SPANISH APRICOT PULP, 10lb. tins.
- 5 cases STRAWBERRY PULP.
- 5 cases APPLE PULP.
- 5 cases GOOSEBERRY.
- 25 cases PEELED and CORED APPLES, 1 gallon tins, at 35c. tin.
- 2 cases CRYSTALIZED GINGER, 1lb. & 1/2lb tins.
- 1 case PARROT FOOD.

W. E. BEARNS HAY MARKET GROCERY PHONE 379

"THE FACTORY THAT IS TURNING OUT SUCH SPLENDID WORK"

This is what President Coaker wrote in a recent Editorial in *The Mail and Advocate* of the BRITISH CLOTHING CO. LTD., and if you insist on your dealer supplying you with one of their suits you will agree with him that for distinctiveness of style, perfect fitting, qualities and superiority of goods they cannot be equalled in this Country.

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Special attention given to the preparation and examination of Financial Statements.

ADVERTISE IN THE MAIL AND ADVOCATE

THE BERSAGLIERI

Only those who have seen the Bersaglieri, the very flower of the army of Italy, on parade or on their annual manoeuvres can realize the great military strength that lies in this force. The name literally means "marksman."

It is no uncommon thing to find men serving in this magnificent body of light infantry who represent the third and even the fourth generation of their family who have carried the short rifle and worn the familiar dark green "smasher" hat with its proud cockade. The strength of this force cannot be estimated exactly at the present moment, but it is probably about 100,000, including reserves and partially trained men.

The chief pride of the Bersaglieri is their marching powers. During the war between Russia and Japan the distances covered by the infantry of the latter power were regarded as almost incredible, and it was asserted in several quarters that no European troops could vie with them in powers of endurance. The Italian light infantry accepted the implied challenge, and speedily showed that not only could they cover the same amount of ground with comparative ease, but that they could go one better and yet finish fresh.

They gave rather a curious explanation of their powers—that when the men are marching they are supplied with a large amount of ordinary loaf sugar, which sustains them better than anything else could do, and at the same time does not need a halt to be called for them to consume it.

During the manoeuvres of the French army some four or five years ago the commanding officer of one of the foot regiments decided to carry out a similar experience with his men, and received the necessary permission from his superiors. He had them paraded early one morning of sugar, not a little to their surprise, and sent them off on their way. The result was extraordinary. Examination showed that they had covered a greater distance, with fewer mishaps, than had previously been accomplished in the same time by any French troops on the march. Therefore sugar now forms a very important part of the dietary of the French army.

London, June 28.—A mysterious story of the sea has excited much interest in Hull. It concerns the Russian sailing barque *Montrose*, which sailed from Hull for Nova Scotia on June 1, and was abandoned early the following morning by her captain and crew of fourteen Russian sailors, who, on being landed at Hull next day, stated that the vessel had either been mined or torpedoed. Strange to say within a few hours of Captain Andersen and the crew landing at Hull together with the pet retriever dog *Nell*, a fisherman named Sam Holdane in the North Sea observed the vessel passing his craft with a quantity of sail on, and travelling as usual.

No Answer to Hull.

The vessel at the time excited no curiosity on his part, but when a short period later she came travelling along near him again through a change in the tide, he thought he would hail her. However, although he hailed the vessel again and again no answering shout came to his ears and he decided together with his companion in the fishing boat to board this strange silent craft and see why no human being showed on her. He succeeded after some difficulty in getting aboard the vessel and was astonished to find her deserted, and that he was—though in a well-known and frequently used route of the North Sea—in possession of a handsome prize ship, obviously worth many thousands of pounds.

He took her successfully into Bridlington and claimed her as his prize; it is doubtful whether the fishermen of the East Yorkshire coast have ever succeeded in capturing so valuable a prize in so easy and strange a manner. The vessel is a three-masted barque built of steel, and before the war she came from Jamaica with a cargo for Goolie. After lying at Goolie many days she went to Hull, and waited three weeks, lying at the Victoria Pier, apparently for a favorable spell of weather with suitable winds. Her sails were reefed and she was laden with good supplies for the long journey to Nova Scotia for a wood cargo.

Master's Statement.

The vessel left Hull in ballast, and according to the statement made at Hull by her master, Captain Andersen, she was struck at about midnight by either a mine or a torpedo, and he and the crew all took to the boats. The vessel, he said, was struck at the forepeak, and the crew and himself drifted for four to five hours, until a Grimsby motor-boat picked them up, and they were later transferred to a London

bound steamer, and then taken to Hull on board the Norwegian steamer *Brusla*.

Now that the vessel has been found it is quite a mystery what happened to her to make the crew leave her in the middle of the night. The *Montrose* was towed from Bridlington to Hull, and taken into the King George's dock, where she has been thoroughly overhauled by officials, who state that, with the exception of a rivet having come out and a plug put in its place, the vessel's hull is undamaged. It is known also from official sources that the vessel was insured for \$25,000, and she is therefore a valuable prize of the sea.

The theory is put forward that the vessel may have struck something which the crew mistook to be a mine striking her, and that this impelled them to take to the boats.

Up to date

"How's the story you are writing getting along, Bobbie?"

"Fine! Just now there's an awful storm, and everyone aboard is afraid the boat'll go to the top."

"You mean to the bottom."

"No I don't; this boat's a submarine."



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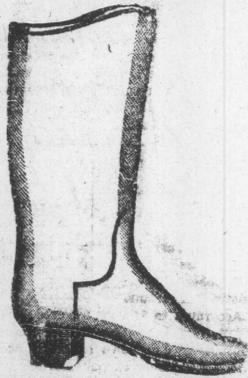
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P.S.—All our Hand-made Boots have the name **Fred Smallwood** on the Heel plate. Beware of Imitations!

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My little boy suffered terribly from eczema, and this Ointment made a perfect cure of him. I would not be without Stebaurman's Ointment for anything.

Yours truly,

MRS. J. HARDING.

64 Flower Hill, St. John's.

Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 881 or 15 Brasill's Square.

THE HEROES OF GALLIPOLI

Their Conduct Has Been Above All Praise

As for the conduct of our officers and men it is above all praise. Our own troops, the Australians, the Canadians, the Indians, the New Zealanders have all proved heroes. There is nothing the matter with the race. The Territorials have astonished us all. The men of the Navy have proved worthy of the best traditions of the service, and the fishermen in the trawlers and mine-sweepers and the captains and crews of merchantmen attacked by submarines have proved as steady and courageous as the heroic men who served in our mercantile marine a century and more ago.

The unfortunate Flight-Lieutenant Warneford has received the Victoria Cross and the French Legion of Honour for his magnificent exploit which destroyed the Zeppelin, and he deserved both honours richly. But so, also, did the captain of the Cardiff steam trawler *Minra*, who, unarmed as his vessel was, boldly changed his course and rammed an attacking German torpedo-boat. The collision carried away the bridge of the German warship and several men, and the enemy took to his heels and ran for port.

"Finding" Mines.

During the British and French naval attack on the Narrows young midshipmen in charge of pilot boats dashed about at full speed round and round our battleships. The idea was that if floating mines were in the way they would get the pilot boats instead of the battleships. The officer boys and their men would be blown to atoms; but their ships would be saved. Can man or boy do more for any cross.

Correspondence from the Dardanelles is lambent with eulogy of the Australian and New Zealand troops. "Nothing better than the first Australian attack after the landing has been seen under the British colours," says one naval friend. "The rush was so swift and so fierce that the Turks were bundled out of their trenches neck and crop, and before they knew where they were, why they didn't know where they were. There was no drill-book business about that charge. The Cornstalks never waited to be ordered or led; every man who was not shot down before or as he was landed made a bee line for the enemy and weighed in with the cold steel. The way those long-legged Colonials covered the ground was an eye-opener. They skipped like goats, and the Turks, who are not chickens, got the wind up their trousers and did a clean bolt. It would be worth the price of admission to see the Australians working the bayonet exercise among the Germans. You can take it from me those Down-unders are it."

"Ripping Boys."

A sailor wounded and back from the Gallipoli Peninsula tells me that he never would have believed the landing possible. He saw the British troops land, and he says "Three men out of every four of the first party were knocked over in a few minutes. The beach was narrow, there was no cover, and the machine-guns seemed to sweep the whole place. I don't understand yet how any man reached the cliffs. But they got the cliffs and got up them and drove out the Turks and dug themselves in. I suppose the fact is that men cannot be stopped when they really mean business. There was a lot of youngsters among them too, and a lot of young officers. I suppose most of the ripping boys who made that landing had never so much as heard the name of the place a couple of months ago, and now there's a many of them buried there. There are some Turks and Germans under the same sod. It was awful to watch the effect of our big gun fire: men, guns, and masonry blown up in the air; whole companies blown to pieces with one shell. The devil is very busy these times."

Buy GOODS Manufactured in NEW-FOUNDLAND & keep the Fathers at work

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HAVING enjoyed the confidence of our outport customers for many years, we beg to remind them that we are "doing business as usual" at the old stand. Remember Maunder's clothes stand for durability and style combined with good fit.



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Tailor and Clothier
281 & 283 Duckworth Street

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Very handsome is the fine Old English Famed and Mission Oak Furniture we are exhibiting in our first floor showrooms. Upholstered in genuine Leather in Green, Brown and Crimson, and showing in its severely handsome design the acme of furniture-craft, these fine examples are "fit for a king."

¶ We give below a list of some of this furniture and draw our customers' attention to the fact that although some of it is in sets, any single piece of furniture will be sold if requested.

- Diningroom Sets.
- Library Sets.
- Lounges.
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	First Class	Return	Second Class
To New York	\$40 to \$60	\$60 to \$110	\$15
To Halifax	20 to 30	35 to 55	9
To Boston (Plant Line)	29 to 39	51 to 71	18
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