

BOLINDER'S

DIRECT REVERSIBLE CRUDE OIL ENGINES.

First in 1893 Foremost in 1914
Built in sizes from 5 B.H.P. up to 320 B.H.P.

Nearly 100 vessels fitted with Bolinder's Engines for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellers at low revolutions and consequent efficiency. As an example mention might be made of the "MIRI" (160 B.H.P.) which tows regularly at Sea a 1500 Ton Tank Barge.

The Bolinder will run light indefinitely without any load whatever, and without any recourse to the Blow-lamps.

The Bolinder will run at any load down to a speed which only enables the engine to just turn over, this manoeuvring is carried out by a special device which entirely does away with the necessity for the Blow-lamps.

Bolinder Engines reverse in under 3 seconds—according to the power of the engine—and what is more reverse without a failure and without a strain on the crankshaft.

Alex. McDougall,

McBride's Cove, St. John's, N.F.
Telegrams: "McDougall, St. John's."
Telephone 180 P.O. Box 845

Are YOU Getting YOUR Share?

of the Outport trade, or do you think you should have more?

No matter what your trade, you must attract the Outport buyer. Let us advise you as to the best means to that end.

You admit, you want the Outport trade, then you must advertise in a paper that is read by the people whose trade you want. That paper is **The Mail and Advocate Weekly Edition.**

The Mail and Advocate Weekly Edition is read by fifty thousand people. It has a circulation of six thousand, and next year will greatly exceed that number. Avail of this splendid medium and you will thank us for this advice.

The Mail and Advocate Weekly Edition, the best advertising medium in Newfoundland.

Our Great January Mark Down Sale of

- Ladies' and Children's Rubber Gaiters.
- Ladies' Overskirts.
- Ladies' Underskirts.
- Ladies' and Children's Underwear.
- Ladies' and Children's Trimmed and Untrimmed Hats.
- Ladies' and Children's Coats.
- Dress Goods, Muslins, Ribbons, etc.

Will Start To-morrow.

NICHOLLE, INKPEN & CHAFE

Limited.

Agents for Ungars Laundry & Dye Works,
Halifax, N.S.

Advertise in The Mail and Advocate

CONFEDERATION IS DEBATED ON BY THE M.C.L.I.

Confederate Speakers Claim We Must Face Confederation or Increased Taxation and the Former is Preferable

CANADIAN FOOD PRICES LOWER

Anti-Confederates Say Some of the Present Provinces of Canada Find Confederation a Great Drawback

The debate on Confederation with Canada attracted a large gathering of members and visitors to the M.C.L.I. rooms Thursday evening, and the readiness of members to take part in the discussion was an evidence that although Confederation was supposed to be buried three times already, in '89, '87, and '95 it is still a lively corpse to battle over and, somewhat like the proverbial cat, possessed of nine lives, which will require a lot of hammering to knock the nine out, if they do it at all. The subject took the form of a question:

"Is it the opinion of this Institution that the people of this country are now prepared for Confederation with Canada?"

Confederate Side.

Mr. Geo. Peters opened the debate for the Confederation side, stating first the causes for the revival of the Confederation, which arises largely out of the present financial condition of the country. Despite the fact that a ten per cent. surtax had been levied on the country to meet expenses of the Government and that further addition of taxation had been made to provide for war contingencies, we are still behind over a quarter of a million dollars. Retrenchment was possible, but would only mean a small part of the cost of administration as interest on loans, provision for marine works, lighthouses, education, poor relief was uncontrollable. The only way to meet such a situation was further increased taxation, or Confederation. Under Confederation such increase would not be necessary. Our present tariff showed a list of articles on which we are lower by \$285,000 than the Canadian tariff, but on the remaining articles the Canadian tariff was lower than ours by \$1,285,000. Under Canada we would receive Canadian food free of duty, which would mean a total saving of \$1,602,000 on taxes.

Benefit to Fishermen.

From a fishing standpoint we would benefit in the receipt of bounties. Fishermen of the Maritime Provinces receive \$7 per head from the Government which no doubt would be extended to Newfoundland under Confederation. Marketing fish would be less expensive, transhipment of freight being done away with by a direct line of steamers.

Some Advantages.

Mr. Curtis (affirmative)—Our fishermen would receive considerable benefit under Confederation as in Nova Scotia the past year some fishermen had received as high as \$21.75 as bonus on their fish. Then our present railway service would be considerably improved by forming part of the inter-colonial system.

Mr. P. H. Cowan (negative) contended all the benefits of Confederation would be on the side of Canada. Newfoundland would share little. Food products would be increased considerably in price, because our market would be for Canada only. Independence gave it to the world.

Following the appointed speakers, the debate was then thrown open and the discussion proved very interesting. Sentiment, personal interests, and prejudice played their part as happens in most debates, and when the vote was taken the negative side was maintained, though more than half present refrained from voting. Both Messrs. Peters and White are to be complimented upon the excellent preparation made, and from which much information was gathered.

Mr. Albert Soper conducted the debate and instead of using up the time allotted to the chairman, gave way in favour of the visitors present.

Visitors Speak.
President Currie called upon Capt. Ell Dawe, who expressed himself as an anti-confederate, and complimented the Institution upon its debating talent.

Mr. Merine followed in an interesting and instructive address impressing his hearers of certain facts relating to the many benefits conferred by Confederation on the provinces forming the Confederacy.

Halifax, Amherst, Truro, New Glasgow, the Sydneys and other places, were the products of Confederation all thriving towns, and Nova Scotia herself was fast becoming the manufacturing province of Canada, employing thousands of people. Halifax at present had a population of 55,000. Prices of food stuffs in Canada were governed by the surplus stock on the Liverpool Exchange, and were no higher in Canada at any time than they were in Newfoundland.

The independence of the country would still be maintained as Newfoundland would have its local legislature governing its own particular affairs.

J. J. St. John

136 & 138 Duckworth St.

Trade Commissioners would give valuable assistance to our industries which they are already doing for the Provinces of Canada. Imperially it would be advantageous. We are too poor ourselves to erect fortifications and otherwise protect our coast. Canada would fill the need, establishing naval bases that would be second to none. Local industries should benefit also. At present there is too much of localism attached to them. Under Confederation they would have the greater opportunity of extending their output to all parts of Canada. Montreal buyers have stated already that if Confederation were brought about they would quadruple the business of some of our industries.

Anti-Confederate Side.

Mr. W. White replied in the negative, giving a history of Confederation in Newfoundland for a certain period. In the case of the former only 4 per cent. increase was shown, while the latter showed 50 per cent. P. E. Island went into Confederation with Canada on promises which were not redeemed for forty years after. British Columbia had endless trouble to have her conditions met. Our present independence give us the markets of the world without restrictions, giving us the advantage of buying Canadian products cheaper than Canadians themselves.

As to taxation, if our taxation received through Customs is greater than that of Canada, yet what is collected in Canada by way of provincial and county taxes would go far ahead of ours.

As to commercial affairs, Halifax and St. John, N.B. found their wholesale houses considerably reduced by the competition of Eaton's, Simpson and others. Such unequal competition would kill St. John's. \$8,000,000 of Nova Scotian trade had been captured by Eaton's House in one year.

Mr. Wylie replied in the affirmative, saying prejudice swayed too much the mind of the people on Confederation. Nova Scotia had benefited by Union with Canada to the extent of \$39,000,000 within the past few years and St. John's, N.B., \$30,000,000. Binding ourselves to a growing nation like Canada we would share in its prosperity.

Mr. Holloway (negative) said our present position, giving us the world market, would under Canada restrict '0 per cent. of our trade for Canada only, to our disadvantage. Education would not be improved, as that was a concern of the Provincial Government. As to getting capital from Canada to develop our country he was not sanguine about it, most of the Canadian concerns have the capital furnished from the United States and Britain. As to saving a million and a half in taxation it would be no advantage, as that would be all taken back by the higher prices we would pay for Canadian goods.

Some Advantages.

Mr. Curtis (affirmative)—Our fishermen would receive considerable benefit under Confederation as in Nova Scotia the past year some fishermen had received as high as \$21.75 as bonus on their fish. Then our present railway service would be considerably improved by forming part of the inter-colonial system.

Mr. P. H. Cowan (negative) contended all the benefits of Confederation would be on the side of Canada. Newfoundland would share little. Food products would be increased considerably in price, because our market would be for Canada only. Independence gave it to the world.

Following the appointed speakers, the debate was then thrown open and the discussion proved very interesting. Sentiment, personal interests, and prejudice played their part as happens in most debates, and when the vote was taken the negative side was maintained, though more than half present refrained from voting. Both Messrs. Peters and White are to be complimented upon the excellent preparation made, and from which much information was gathered.

Mr. Albert Soper conducted the debate and instead of using up the time allotted to the chairman, gave way in favour of the visitors present.

Visitors Speak.
President Currie called upon Capt. Ell Dawe, who expressed himself as an anti-confederate, and complimented the Institution upon its debating talent.

Mr. Merine followed in an interesting and instructive address impressing his hearers of certain facts relating to the many benefits conferred by Confederation on the provinces forming the Confederacy.

Halifax, Amherst, Truro, New Glasgow, the Sydneys and other places, were the products of Confederation all thriving towns, and Nova Scotia herself was fast becoming the manufacturing province of Canada, employing thousands of people. Halifax at present had a population of 55,000. Prices of food stuffs in Canada were governed by the surplus stock on the Liverpool Exchange, and were no higher in Canada at any time than they were in Newfoundland.

The independence of the country would still be maintained as Newfoundland would have its local legislature governing its own particular affairs.

J. J. St. John

136 & 138 Duckworth St.

Turks Beat Down Consulate Door And Italy Is Mad

Turk Soldiers Fired on the Consulate Wounding a Servant—Were After a British Subject.

Rome, Jan. 18.—The Idea Nazionale publishes a despatch from Alexandria which says that Turkish gendarmes attacked the British Consulate at Hod-elah at midnight of December 11. The British Vice-Consul, G. A. Richardson, escaped to the Italian Consulate. The commander of the gendarmes followed him, and called upon Signor Cecchi, the Italian Consul, to surrender Mr. Richardson, making the demand in the name of the Governor. When the demand was refused by Consul Cecchi, the Governor sent 400 soldiers, with cannon. The soldiers surrounded the Italian Consulate, and the doors were broken down with axes. Soldiers fired on the Consulate, wounding a servant.

The Idea Nazionale says that when the gendarmes finally entered the consulate they fired at Consul Cecchi, but did not wound him. Consul Richardson was then surrendered to the soldiers. The Governor notified the Italian Consul that he would be no longer recognized as the representative of the Italian Government, and would be treated as a prisoner, on the charge of having housed the British Vice-Consul and the firing on Turkish soldiers. The latter charge is characterized by the Idea Nazionale as false. Signor Cecchi was not permitted to leave the Consulate for several days, according to this version of the incident, and on the day when he was to have been placed on trial he was rescued by the arrival of the Italian coastguard ship Giulliana.

The following firms sell "Wallace & Co's." "Candles of Character"—T. J. Edens, W. E. Burns, C. P. Egan, Royal Stores, Ltd., E. J. Horwood, Bishop, Sons & Co., Wood's Candy Stores. The popular brand, "Blue Bird for Happiness."—Jan 19, 31, tu, th, sat

Making British Shells.
The FRASER Motor Engine Company of New Glasgow whose plant at their liquidation sale was bought in by Walter P. MacNeil, have secured an order from the British War Department for one million dollars worth of shells to fit the bore of high grade artillery, these shells must be ground to the thousandth part of an inch. It takes the finest lathes in the world to do this work. A great deal of new machinery has been placed in the FRASER factory for making these shells, the FRASER engines will also be made by this new machinery, they will therefore be better than ever and the factory will run on a larger scale than ever.

Mr. MacNeil the new owner is a very enterprising young man, taking over his father's steel bridge building a few years ago which was then small, it expanded until last year, becoming such large competitors of the Dominion Bridge Company they were bought out for \$300,000.00. This money Mr. MacNeil is using in building the famous FRASER engine and making British shells. FRASER engines and parts of every description will be supplied as usual by FRANKLIN'S AGENCIES, LTD., St. John's.—Jan 23, 11w, 21d

READ THE MAIL AND ADVOCATE

Good Morning!
We are introducing
American Silk
American Cashmere
American Cotton-Lisle
HOSIERY

They have stood the test. Give real foot comfort. No seams to rip. Never become loose or baggy. The shape is knit in—not pressed in. GUARANTEED for fineness, style superiority of material and workmanship. Absolutely stainless. Will wear 6 months without holes, or new ones free. OUR SPECIAL OFFER to every one sending us \$1.00 in currency or post-paid note, to cover advertising and shipping charges, we will send post-paid, with written guarantee backed by a five million dollar company, either:
3 Pairs of our 75c. value American Silk Hosiery
or 4 Pairs of our 50c. value Am. Cashmere Hosiery
or 4 Pairs of our 50c. value Am. Cotton-Lisle Hosiery
or 6 Pairs Children's Hosiery.
Give the color, size, and whether Ladies' or Gent's hosiery is desired.
DON'T DELAY—Offer expires when a dealer in your locality is selected.
The INTERNATIONAL HOSIERY CO
P. O. Box 244.
DAYTON, OHIO, U.S.A.

oct19,12w,d w

FOR SALE!

To arrive, per "Ida M. Zinck"

Cargo Best Screened Sydney COAL

For Sale at the wharf of

Baine, Johnston & Co.

Wide Awake Fishermen

Should write us for particulars of our

Linen Gill Nets

We believe we are the only Newfoundland firm offering these for sale.

Those who used them last year had splendid success, and soon GILL NETS will be as necessary as Motor Engines.

Specially made, mounted, buoyed and leaded. Write now for particulars.

ROBERT TEMPLETON.

333 Water Street.

Stoves! Stoves!

Tinware! Tinware!

We have received a shipment of

STOVES

"Star Stirling," "Improved Success,"
"Improved Standard."

We also carry a large stock of

Tin Kettles, Boats Kettles, Measures and Funnels.

Local Councils and Union Stores requiring such goods should order at once.

Fishermen's Union Trading Co., Limited.

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.

ADVERTISE IN THE MAIL AND ADVOCATE.