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I can recommend Stebaurman's Salve for warts. My hand was covered with them and I used the Salve every night before retiring, and in a very short time was cured of them.

MRS. JOHN E. BARNES.
Wabana, Bell Island.
Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00—oct23,2w
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Advertising is also very cheap, if carried in the right medium. The Mail and Advocate is the Can't Lose paper now. Must be true. Everybody's talking it's not the price you pay but the returns you get.



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Globe-Wernicke Filing
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not only save the time of the high-salaried members of your firm, but they also simplify the work, saving space, labor and time. Why not improve your system?
PERCIE JOHNSON,
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Rubber Sale!

600 pairs Women's Storm Rubbers @ **50c.** Per Pair.
400 pairs Women's Plain and Low Rubbers @ **45c.** Per Pair.
We have about 50 pairs of Men's Water proof Boots. Regular price \$5.00, now only **\$4.00**
F. Smallwood,
The Home Of Good Shoes.

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 fitness, 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 our money or postal 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 Men's hosiery is desired.
DON'T DELAY—Offer expires when a dealer in your locality is selected.
The INTERNATIONAL HOSIERY CO
P. J. Box 244,
DAYTON, OHIO, U.S.A.

OFFICERS ERROR SENT 'VICTORIA' TO THE BOTTOM

How a British Battleship Was Sunk, Twenty-one Years Ago, With 359 of Her Men

WARSHIP RAMMED BY SISTER-SHIP

And Admiral Tryon Assumed All the Responsibility For the Fatal Mistake Made

WHEN nearing Tripoli, off the Syrian coast, on the fatal 22nd of June, 1893, the battleship Victoria went down, and Admiral Tryon, 22 officers and 336 men perished with the ship, writes Judge Barron.

The last words this distinguished commander was heard to utter were those he spoke to a young midshipman: "Don't stop there, youngster—get to a boat." But the youngster did not move. He remained standing near the Standard Compass, ready for death, and he met it, for he made one of the 359 whose lives ended with that terrible scene.

The brilliant Admiral took care, before all was over, to charge himself with the full responsibility. In the hearing of Staff-Commander Hawkins-Smith and Flag-Lieutenant Lord Gillford he used the words: "It is entirely my fault."

His plan was to steam past the line of battleships for anchoring in two divisions in line ahead, then for each division to invert its course by turning inwards 180 degrees, in fact, to circle inward, the starboard division making a complete "left about turn" and the port division the opposite.

This meant that the ships of the two divisions should turn inwards and toward each other, the leaders turning simultaneously and the ships astern turning also in succession as they reached the turning point.

Saw Disaster Approach.
The starboard division was led by the Victoria and the port division by the Camperdown, the Victoria to turn in the smaller circle. Before making this evolution the two divisions were to close to six-cable distance, and this appears to have been the initial cause of the disaster that followed.

The smallest turning circle of the Victoria was three cables, or 600 yards, and if each ship had to turn inwards at the same time when at a distance in line from the other of only 1,200 yards it would seem to be inevitable that, with the same speed one must strike the other. And so it happened.

This likelihood occurred to Commander Smith, who said to the Admiral: "It will require eight cables for

that, sir," and the Admiral replied: "Yes, it shall be eight cables."

Imagine then the consternation of the former when the signal to the fleet was: "Close to six cables." He went to the Flag Lieutenant, but was shown the order for "six cables," the figure 6 being in the Admiral's own handwriting.

Then Came the Crash.
Supposing still an error had been made, he asked the Flag Lieutenant to make sure, and the latter returned to the Admiral, and in the presence of the Captain reminded the Admiral that his words to the Staff-Commander had been "Yes, it shall be eight cables." But the response was, "Leave it at six cables."

The Captain, when the Lieutenant retired, said to the Admiral that their circle was 800 yards, but the reply was, "That's all right, leave it at six cables."

Each ship in turn repeated the signal, but the Camperdown, leading the port division, hesitated and kept repeating "six cables" to intimate that the signal was not understood.

"What are you waiting for?" signalled the Victoria, and then the two battleships began the circle, swinging inwards, obedient to the will of the Victoria.

Scarcely had the Victoria reached 1/2 points, or about 112 degrees, when the fatal collision was foreseen. To prevent the collision, the Victoria reversed her port engine, then full speed astern but all to no purpose.

With an emergency of about 17,000-tons the Camperdown crashed into the Victoria, striking her on her starboard bow, about 10 feet abast of the anchor, with a speed of about six knots, tearing a hole in the hull of from 15 feet in length by 30 feet vertically.

Like the Birkenhead.
As if this were not enough, the two ships became wedged together, so that the point of contact acted as a pivot and the sterns of the ships swung one towards the other.

The enormous weight of this lever-like movement tore wider the hole towards the stern, at the same time crushing the Victoria's side in the direction of the stern.

Instantly the Victoria began to sink. In a few minutes all would be over. With an inflow of from 3,900 to 4,000 tons of water every sixty seconds, all was hopeless.

Yet there was no panic, no noise, no crying out. Every man stood by his station grimly silent at approaching death. It was a repetition of the Birkenhead without the hand playing.

The men on the forecastle, waist-deep in water, were ordered aft. They fell in, as if on parade, and stood waiting, shoulder to shoulder, like the "Clannanan Gael."

The men from below showed no hurry to desert the flat. The engineer officers, the artificers and stokers all were at their stations, these in the starboard engine room nearest to death, because the list was to starboard. Stolidly they faced the end.

The Last Order.
There was no such thing as "every man for himself." Drawn up in line, the men were turned face to starboard, for there the list was. There was no outcry, not even a visible apprehension, but a rigid determination to wait for death. Discipline and bravery here showed itself if ever it did. Not a man moved.

The chaplain, the Rev. Samuel Morris, cried out: "Steady, men! Steady!" "Ay! Ay! Sir!" was the quick response, excusable in the face of death. This was the last command and this the last response on board the Victoria.

The next moment she lurched to starboard, capsized and sank. The men jumped for life, but it was not to be, except for a few from whom history learns the heroic tale.

ADVERTISE IN THE MAIL AND ADVOCATE

St. John's Municipal Board.

NOTICE TO QUARRYMEN

Tenders addressed to the undersigned will be received until Friday next, 29th inst., at 4 o'clock p.m., for the delivery in the West End of the City near the promenade of one thousand tons (1,000) Quarry Sparwigs.

Also, for the delivery in the East End on the Old Railway, property one thousand tons (1,000) Quarry Sparwigs.

The sparwigs are to be subject to the approval of the City Engineer or the Road Inspector.

Tenders are requested to mark across the envelope the words "Tenders for Sparwigs."

The lowest or any tender will not necessarily be accepted.

By order,
JNO. L. SLATTERY,
Secretary-Treasurer.
Jan 27, 1915.



- 500 Bundles No. 1 Hay.
- 2000 Bush, Heavy Black Oats
- 500 Sacks Bran.
- 300 Sacks Whole Corn.
- 100 Sacks Crushed Corn.
- 50 Bags Oil Meal Feed.
- 50 Bags Gluten Meal.
- 200 Sacks Yellow Meal.
- 300 Sacks White Hominy Feed.
- 50 Sacks Molassine.
- Also Feed for Poultry, etc.
- Scratch Feed.
- Chicken Feed.
- Development Feed.
- Parrot Food, 20c. large pkg
- Canary Food.
- Bird Gravel.

W. E. BEARNS
Haymarket Square.
Telephone 379.

TO THE EDITOR

PORT REXTON COUNCIL HOLDS ANNUAL PARADE

(Editor Mail and Advocate.)
Dear Sir, As nothing appears in the columns of your paper from time to time from this place, Union men may imagine we are getting dull over this matter. Now I want to let the readers of your paper know we are yet alive to Union matters.

We have no one here to criticize us because it's just about all Union people is here as every young man as age permit joins the ranks of this noble organization. This Council now has in good standing 195 members.

The long to be remembered year of 1914, with all its sorrows and difficulties, has passed and may we hope and pray that we may never witness such another.

Men Scattered

Although this place has many things to be thankful for in the way our men has been scattered around in all parts of the world and in the very midst of a part of the disasters happenings and to say we have not had to drop a name from the roll of the F.P.U. Council of this place, for death in any way, in 1914, but still we cannot forget the happenings and the blunders of such a year, to see so many of our fellow creatures snatched away from all around us in different places one cannot get it, because it's setting everyone thinking.

This disaster of last spring won't soon be forgotten, but I did not intend to write on this subject just yet, I will get back to the doings of our Council.

Annual Parade

On Jan. 16th we met for our annual parade in the L.O.A. Hall, everyone availing of the opportunity of celebrating the Fishermen's Holiday. Although it being a windy day all the members turned up that was in a position to do so, even old Mr. Banister, who has passed his four score years, came to take his place in the ranks.

We left the hall at 2 p.m., headed by the L.O.A. band. The bandsmen did all in their power to make the parade lively in spite of the high wind, they kept the instruments in working order all through the parade.

We proceeded South first and then North as far as the Pond, where the band played and proceeded back to the hall to spend the evening.

Cheers for Leaders

On returning cheers were called for the Chairman, Albert E. Butler, for King George and Queen Mary, President W. F. Coaker, the F.P.U. and the L.O.A. band, all responding with the greatest enthusiasm.

A collection was taken up in aid of the Union Disaster Fund.

Addresses were given by members of the Council on the good work the F.P.U. is doing under its President, President Coaker is certainly a God sent man to the fishermen, a man who is giving all his time and talent for the laboring class only, and still some are so slow to act.

Power for Good

No one can deny but President Coaker has done the fishermen a power of good. I wonder what would fish be worth last fall had there been no Coaker. God only knows. Why when there was no war one would go to St. John's and the cry of the merchants would be war or cholera, or some disease or other, we can't give more than so and so per quintal for fish as there is no sale for it. Now war has come, the most terrible war in the world's history, and still the price of fish is up, but who might we thank, no one but President Coaker.

What would provisions be worth to-day if there was no Coaker and no Union Trading Co. It is bad enough now as it is, but I fear we would not reach it at all. I see butter has gone up, the cow doesn't give any milk, there is no cream, everything would go up but fish and that would go down, down, if there were no Coaker.

Stick to Him

Now Union men and non-union men as well, stick to President Coaker and let us back him up in all his undertakings. What is going to be done for the destitute of this country? Who is going to feed them? I see by the papers the House of Assembly doesn't open until the end of March or first part of April, if that's so they will have long enough to starve twice by that time.

Well, well, I think it is time that war broke out in Newfoundland. Who could blame the poor of this country if they would rise up against the doings that has been going on all our life time and our forefathers time before us. I say it is too bad.

Smart Men

No session of the House, no, the F.P.U. members are smart men. They are trying to help the poor man, enact new laws for the sealing industry and the Commission of Enquiry for disaster again. No, we won't open the House until the ships are gone and

perhaps back again. Well I wonder will we ever live to see another election, if so, what will be the consequence?

Go ahead President Coaker, right will conquer in the end. Fort Rexton is Union to the back bone although they fail to write often to the paper, we say little but think the more.

May this terrible war soon come to a close and brighter days dawn for 1915. With success to President W. F. Coaker and the F.P.U. is the wish of

—R. W. PORT REXTON.

Council Officers Of Middle Brook

The following are the officers of Middle Brook Council for 1915:
Geo. Abbott, Chairman.
Arthur Ward, Deputy Chairman.
T. L. Pritchell, Secretary.
E. Lush, Treasurer.

Council Officers Of Northern Arm

(Editor Mail and Advocate)
Dear Sir,—Northern Arm Council has elected the following officers for the ensuing year:
James Evans, Chairman.
Robert Humphries, D. Chairman.
Selby Evans, Secretary.
William Oke, Treasurer.

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.

FREE TO BOYS AND GIRLS

Watches, Printing Outfits, Cameras, Footballs, Fountain Pens, etc., etc., for selling 25 of our Beautiful Art Pictures, size 16x20 at 20c. each. Write for samples today. Address **GOLD MEDAL ART CO.**, P.O. Box 63, St. John's.

FOR SALE—One Dwelling House, Store and Work Shop combined.

Will sell at a bargain. For further particulars apply to **J. DOVE**, Chance Hr. East.—dec5,11

FOR SALE—A 15 H. P. Steam Engine, almost new.

Just the thing for a small factory or Lumber Mill. Will be sold at a bargain. For further particulars apply to **C. MORGAN**, Gazette office, Board of Trade Building.—dec23,1w,ed

KEROSENE OIL
We have completed arrangements for our Spring supply of Kerosene. Enquire for prices.
Address:
P. H. COWAN,
276 Water Street,
St. John's.

P. J. Shea.
I respectfully ask the Members of the F. P. U. to purchase their Christmas and New Year stocks
—AT—
P. J. Shea's
314 Water Street,
St. John's.

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.

FOR SALE!

Motor Boat

F.P.U.

Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his cruises North.

Boat is fitted with a 27 h.p. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.

She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Ninety per cent of the fuel consumed by the engine is Kero oil.

The reason for selling is, the boat is not large enough for the purpose she is now used for.

The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses. Apply to
W. F. Coaker.

ADVERTISE IN THE MAIL AND ADVOCATE FOR RESULTS