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## Terrific Conflict in the Dardanelles and Other Notable Naval Events

Since Nelson took his fleet into Copenhagen between the Middle Ground and the Treteroner batteries, there has been no such terrific contest between ships and forts as is now proceeding in the Dardanelles. The bombardment of Algiers was a lasting enough business, and so were Farragut's attacks on New Orleans, Vicksburg and Mobile, to be mentioned presently. But Copenhagen alone is comparable to what is now now going on. The ships are fighting the forts, partly by direct fire, but supported by indirect. It is not surprising that there have been losses. The marvel is that the losses have not, up to the present, been heavier.

But for one thing the easiest course would be for some of the ships to run the gauntlet of the forts and so reach the Sea of Marmora, while the heavier and more valuable covered their advance by their fire. But there is one unanswerable argument against such an undertaking—mines. From the first it has been anticipated that the worst danger the ships would have to encounter would be from floating mines allowed to drift down the current on to them, and this has, unfortunately, proved to be the case. The Bouvet, Irresistible and Ocean were all lost by mines striking them. At least, it appears so. But there is one possible alternative. The Turks may possibly have mined up torpedo-tubes on land, tubes which can be trained like those of a destroyer, and may be using automobile torpedoes from them. Or, in certain circumstances, which may or may not have existed, a dirigible torpedo, after the pattern of the Brennan, may have been used. But the floating mine is the most likely agent. This means that the forts and batteries must be completely reduced in order that trawlers may go ahead of the heavy ships before they attempt the passage. It may even be necessary to storm the European forts from the land side before this can be done.

But it is a distinctly satisfactory feature of Thursday's operations that the lost ships were sunk by mines, not by gunfire. The modern battleship is showing a great power of resistance, and also that the moving target is very difficult for land-guns to hit. In that respect she has the advantage of the "wooden walls," which were almost invariably at anchor when engaging forts. But for the mines, it would probably be quite possible for the ships to run the Straits before the forts and batteries are reduced. Ferragut's action, referred to above, was an operation very similar in character. The facts are recounted in the autobiography of Admiral Dewey, who served with Ferragut. It is true that, when the famous American Admiral attempted to advance from New Orleans to Vicksburg, through a passage which bore a considerable resemblance to the Narrows of the Dardanelles, he lost a ship, and that only he himself in his flagship got through. But his fleet was a very small concern, not in any way to be compared with the splendid assemblage of warships now engaged against the Dardanelles.

The Dresden has vanished from the seas as the result of a five minutes' action with the Kent, Glasgow, and Orama, the latter a merchant auxiliary. In that short space of time she was set on fire, and her crew, escaping from her, were landed in Juan Fernandez Island, whence they are to be taken and interned at Valparaiso. No sooner had they left their ship than she blew up. It is not yet very clear what happened. According to the British account, the enemy hauled down his colours and hoisted the white flag, the men being taken off in British boats. Yes, it is so, why were they landed instead of being made prisoners of war? On the other hand, if the German account is true that, being attacked in Chilean waters, they hoisted the "Parlementaire flag," whatever that may be, and then took to their own boats, blowing up the ship, how is it that German wounded were taken on board the Orama and landed at Valparaiso?

The German version is perhaps put forward to excuse what looks like a rather lame surrender, although, of course, the force against them was overwhelming. Our people flatly deny that the action took place inside territorial waters. According to their version, the Dresden was met twelve miles off Juan Fernandez. She turned to fly, was pursued by the Glasgow and cut off by the Kent—which must once more have done a magnificent steaming performance—and fairly knocked out. As she possibly had some 600 6-inch shells, besides perhaps a couple of hundred 4-inch, fired at her in the five minutes, there is not much to wonder at in her plight.

But even if our ships had attacked her in the territorial waters of Chile it by no means follows that they were not within their right in doing so. The German cruiser, it is believed, had made a practice of using this island as a base, and the Germans have failed to make their neutrality respected. I am attributing no blame to them for that fact. But neutrality is only valid when the neutral can enforce respect for it on both sides alike. A case in point arose during the Russo-Japanese War. The Russian destroyers were in the habit of going from Port Arthur to Chefoo and using that Chinese port as a place from which to communicate with their home Government. After the action of August 10 a Russian destroyer ran to Chefoo for this purpose, followed by a Japanese ship of the same class. The Russian ship outstayed her customary 24 hours and refused either to sail or disarm. Therefore, the Japanese attacked and sank her in the harbour. China protested against the infringement of her neutrality, but without success. The opinion of the neutral world was that the action of the Japanese was justified by the supineness of the Chinese authorities. There can be no doubt that in the present case should the facts prove to be as they are represented by the Germans.

Juan Fernandez is not far from Coronel, and the Glasgow and Kent must have felt a peculiar pleasure at finishing off the last of Admiral von Spee's squadron in this neighbourhood. It is a fine instance of poetic justice, not less because we cared for the German wounded, while von Spee left the crews of the Good Hope and Monmouth to drown without an effort to save them. There is no manner of doubt that the Germans and their supply ships have used Chilean ports in the most lawless way from the beginning of the war, a fact referred to dryly in the reported German answer to the German complaint that the Dresden was attacked in neutral waters: "That both the

## The Fiftieth Anniversary of Lee's Surrender at Appomattox

The fiftieth anniversary of Appomattox takes on an especial significance by reason of the terrible spectacle abroad. At an hour when there seems to be no hope for peace in Europe until all the belligerent nations shall have become as war-worn as was the South, it is at least comforting to recall with what speed the Union was reunited, and how wondrously the policy of leniency towards the rebels of 1861-65 justified itself. *They were the Confederate leaders, been exiled or imprisoned for long periods, or had the hangman taken his toll, how different must have been our history! Never was there clearer proof that clemency and forgiveness pay—a fact which will, it is to be hoped, be borne in mind when the hour of settlement comes abroad.*

As the years have passed, the magnanimity of Grant at Appomattox and the wisdom of Lee immediately thereafter stand out larger and larger. There was nothing finer in Lee's life than his mounting his famous "Traveler" and crossing the Virginia mountains within four months after the surrender of his decimated army, to take up the instruction of Southern youth at what is now Washington and Lee University, save his refusal to be drawn into any approval of a last-ditch guerrilla warfare, such as Jefferson Davis urged. What the consequences would have had Lee dissolved his army instead of surrendering, and taken the lead in a guerrilla struggle in the mountains of the South or in organizing the fierce resistance in Texas for which Davis called, the late Charles Francis Adams pointed out in his address at Lee's centennial in these words:

"It is appalling to reflect what in all human probability would have resulted had the choice been other than it was—had Lee's personality and character not intervened. With a million men, faced to war, on the national muster roll, men impatient of further resistance, accustomed to license, and now educated up to the belief that War was Hell, and that the best way to bring it to a close was to intensify Hell—with such a force as to reckon with, made more reckless in brutality by the assassin's senseless shot, the Confederacy need have looked for no consideration, no mercy. Visited by the besom of destruction, it would have been hurried out of existence."

In the years that have elapsed since Appomattox, all of our war historians have, of course, been busy. About the simple facts of the surrender no controversy has arisen; but as time has passed much of interest in regard to the fall of the Confederacy has come to light. Mr. Adams himself brought out some remarkable facts as to the enlistments of Southern men in the Southern armies, placing the figure at 1,200,000 and over, thus making it clear that if Southern estimates of but 600,000 were accepted, only 40 out of every 100 men capable of bearing arms could have joined the "lost cause." He also laid greater stress upon the importance of the blockade than has any other writer, for he showed that it was not merely of vast value in starving out the Confederacy, but was of enormous importance in dictating the strategy of various campaigns. Others have brought out quite recently that while Lee's men were collapsing at Appomattox because of lack of munitions and of supplies, there was still plenty of food in the Confederacy and that its fall was not due to lack of sustenance. Mr. Rhodes has shown that the breakdown of the railways had much to do with it. The blockade had become so tight that few munitions could get in. It was no longer possible for the Confederacy to send an order to Britain for a battery of Whitworth guns and have them delivered at Wilmington six weeks later, as actually happened

earlier in the struggle, and this, of course, told tremendously. But in the end it was the attrition of the army, and its gradual disintegration because the soldiers were exhausted and could no longer resist the appeal to return to their families, that told, as well as the financial straits of the Government.

But whatever the causes of the end, the real wonder of it all is how rapidly both sides turned to the arts of peace and how quickly the bitter hostilities died out. Intensified they were in some considerable measure by the errors of Reconstruction—errors on both sides, North and South, many of which were absolutely unavoidable. It was in 1866, Carl Schurz said, a situation that defied statesmanship, an opinion he held after a careful historical review of Reconstruction a few years before his death. But the difficulty of this governmental problem and the assassination of Lincoln did not retard the mustering out of the volunteer armies. The speed with which they were disbanded was made possible, not only by Lee's noble acceptance of the inevitable, but by a rare magnanimity at Washington, and a desire to make the military burdens of the conquered as light as possible. Even with the delays due to Sheridan's expedition to the Mexican border, the speed of the mustering-out is amazing when one considers how heavy are the hands which conquerors have placed upon the conquered. Some soldiers were left to uphold the unhappy carpet-bag governments and to stop some of the worst excesses of the Ku-Klux, who are now being suddenly portrayed as purely high-minded and spotless preservers of civilization, but they were few in number; and so far as their bearing and attitude were concerned, they were in keeping with the fine spirit of the surrender at Appomattox, where there is a scene in all history in which as great kindness, consideration, and forbearance were shown by the victors to the vanquished as by the men in blue, who laid aside their guns and offered their haversacks to the half-starved men in gray?

Some mystery surrounds the Strassburg. This ship was reported to have coaled in company with the Karlsruhe and the Dresden at St. Thomas, Danish West Indies, on August 2. Nothing has ever been heard of her since, and most people had dismissed the story from their minds. The "New York Herald" however, has started a theory that she has foundered at sea, the coal supply having run out. But the German corsair campaign was pretty carefully thought out, and it is unlikely that one of the ships engaged in it would have been left without attendant vessels carrying coal and other necessities. Nor is it probable that she would have been upon the trade routes without leaving her mark. I am, therefore, fain to conclude that the Strassburg was never there, but went straight home from Mexican waters as soon as the war began. As to the Bremen, there was never any good evidence of her being out at all. Probably the Dresden and Karlsruhe masqueraded from time to time as the Strassburg or Bremen.

British and the Germans have violated the neutrality of Chile. It has yet to be proved that the British have done so.

With the Dresden sunk, the Eitel Friedrich and the Kronprinz Wilhelm interned in an American harbour, and the Karlsruhe, to the best belief of the Admiralty, destroyed in November last, the outer seas are clear of all German warships. It is a most notable victory after seven months of war—far more complete than anything we ever accomplished in the old wars, when our trade was never safe from raiding attacks till peace was signed. Outside the Baltic and North Sea, the Germans had when war began, the armoured cruisers Scharnhorst and Gensauen and the light cruisers Emden, Konigsberg, and Karlsruhe, Leipzig, Nürnberg and Dresden, besides smaller vessels and about half a dozen mercantile cruisers. We have settled all eight warships and all the mercantile cruisers as well. It has cost us three ships to do it.



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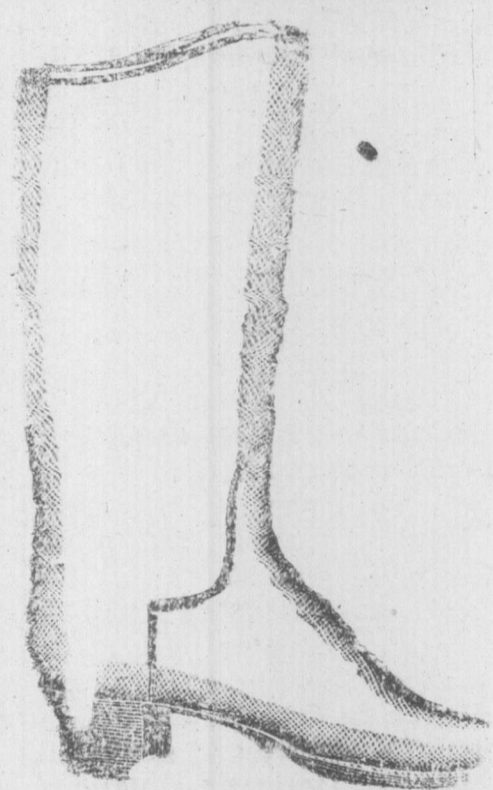


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## Notice to French Residents

By Order.—All Frenchmen born in 1897 are requested to report immediately to this Consulate, in order to pass the medical examination for military service.

This order applies also to the men born in 1893, 1894 and 1895, whose enlistment has been postponed by previous medical examinations for temporary physical insufficiency.

P. SUZOR, V. Consul for France. St. John's. ap12,15

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