

STEBAURMAN'S OINTMENT

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
Cash Must be Sent With Order.
P. O. Box 651, or 15 Brazil's Square.

TALK IS CHEAP—
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.



Have You Ever
been in a hurry for a letter and had to wait some minutes to have it looked up? If so, there is something wrong with your filing system.

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 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 postal note, to cover advertising and shipping charges, we will send post-paid, with written guarantee backed by a \$2,000,000 dollar company, either:

- 3 Pairs of our \$1.00 value American Silk Hosiery
- or 4 Pairs of our \$0.50 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. O. Box 244.
DAYTON, OHIO, U.S.A.

TO THE EDITOR
LIVELY LETTER
FROM UNCLE TOM
AND AUNT SARAH

(Editor Mail and Advocate.)
Dear Sir,—Well, Mr. Editor, it's a long time since I saw anything from this place. We got our Mail to-day, and, as usual, I had to read them to my old man, Tom.

After I finished, Tom says to me, "What say you if you and I write a piece like Aunt Jane writes from Change Islands." I said, "Alright, Tom."

Now I hope Aunt Jane won't get vexed, jealous or laugh at us because we won't do it as well as her, but anyhow we'll try says I to Tom.

Bouquet for Tom.
Our readers must understand Tom is a dull old creature, and I am not much better. Now, I'm sure I don't know what to say now I'm started writing. Things are wonderful dull down here now. Most of the younger folks are gone in the woods to work. My old man wanted to go in there on account of the war, but I would not let him go. I says to Tom, it's enough for you to do to get wood and cut it up and bring water for the house. Two of our own boys are in the woods somewhere. I don't remember where, and I won't tell Tom because he will make fun at me and call me 'Don Morrison' for forgetting so quick.

Cutting Pit Props.
I know some of our men are at Badger, some at Bishop's Falls, and more at Lard's Arm cutting those pit props. Oh my, oh my, Tom just came home and said the war wouldn't be over for two years yet, and it was only the other day I was reading (and Tom too) that our boys in Scotland had the boots worn out and holes in their stockings. Now, Mr. Editor, I don't think this fair, do you? How can they expect to get any more of our boys when they know that they will have cold feet. Tom told me to tell you and the public that the Government had a shack put on Long Island for the mail men en route back and forth to Lewisporte.

Tom said they sent for thirty dollars and got forty, and twenty or less was plenty enough for what they done.

Lots For Other Things.
Now, Mr. Editor, if our Government has plenty of money like that, why can't they send out some boots and socks to our poor boys? It fair makes me cry to think how our money is wasted and those poor boys with cold feet.

Now they are getting a new porch built fast to the Post Office. I suppose they got thirty or forty more dollars for that. I was reading in the papers last night that Morris did not intend to open the House until April. I suppose he wants Ab. Kean to go ice hunting again. I was talking to a man who was down north on the Prospero some time ago, and he said that Ab. used to have some meetings and speak about the Sealing Disaster last spring, and was trying to clear himself, but he'll never get any Northerners to believe but that it was his fault.

Nearly a Schism.
Tom and I were very high having a bit of a schism the other day. He said people was always talking bad about Ab. Kean, but I soon stopped that. Tom never had another word in his mouth. Tom said to me, "I will never do to close until we have something about our store. He was done there the other day, I forget how long ago, and the women were populous and he was ashamed because he had on his old jacket. He said he did not know what they were buying, but it was no trouble to hear money rattling. Tom says he's afraid our store will lose some trade on account of our clerk not getting in more stuff last Fall.

They got all their fish sent away now. The Clyde (Capt. Job. Kneel) went into the wharf the last trip and took it. Capt. Kneel in the Clyde was the only one ever went to the wharf clear of the "Can't Lose" (the Union steamer). She's been in there twice. Old Ab. drove the "Prospero" in pretty handy last time. I think he was kind of scared. I don't think we'll say any more this time. Wishing the Union and its President every success.

AUNT SARAH ANN AND UNCLE TOM.
Expires: Jan 29, 1915.

ADVERTISE IN THE MAIL AND ADVOCATE

NOTICE
All Local Councils in Trinity District who haven't yet sent in their district assessment, will please do so before the end of the month to the treasurer, George Fowlow, of Philip, Trinity East, J. G. STONE, D.C. Dec. 10, 1914.

'OLD SEALER' HANDLES CASE OF CAPT. KEAN

(Editor Mail and Advocate)
Dear Sir,—Since I last wrote your paper on the sealing disaster and the work of the Commission of Enquiry, Captain Abraham Kean has met with his brethren at Wesleyville in their lodge room, and judging from the matters talked over since then by the members of that lodge, it there had been no Union, no Coaker and no disaster the world have been like Paddy when picked up at the foot of the ladder and asked if he was dead. He said no I am not dead but I am knocked speechless.

I am writing from the report of the members. I heard that he referred to the sealer of Wesleyville that wrote 'The Mail and Advocate' he was of the opinion that it was not from Wesleyville. But I can assure him that is another error of judgment, for if he don't believe I am from Wesleyville he can believe I am a little nearer home. But still I am not one of the members that had any of his pile of money that he talks so much about that he made and gave the people on the North side, of Bonavista Bay and got no returns for it.

Contradicts Statement.
He said when at Perlican on his way down, Geo. March, one of his master watches, told him that at 12 o'clock that day, that is the day he put the Newfoundland's crew down, he lit a match to fire his pipe and held it out open by the end until it burnt to his fingers, not wind enough to blow it out. He confirmed that statement.

And further, he says, referring to himself, I could carry a candle about the quarter deck of the Stephano with out being blown out. Glad to say one of the brethren had courage and confidence enough to contradict it.

Now I would ask all who have any knowledge of last spring to consider that statement and inwardly digest it. There you will know for yourself what Captain Kean is prepared to say and do to make his points right.

Outrageous Action.
I wish to bring before the public what I would call an outrageous action of Capt. Kean. I learn from some of the men that are asking for berths that he has an agreement which every man must sign before he gets a berth. This agreement is to compel the men stand by him in case of a turnout in St. John's this spring, if the man refuses to sign there is no berth for him. This is what is used to-day on this shore as a joke: "Kean's Pass Word—STAND TO FATHER'S BACK."

Now readers among many of the atrocities performed by the Germans in the present war if there is one more than another that causes the blood to rush through our veins it was where the German forces marched the innocent women and children in front of them to shelter them from the fire of the foris.

His Opinion.
I will ask all right thinking men if this action of Abram Kean's in compelling the innocent men of this country to sign this agreement to stand by him and be prepared if required to shoot down their own fathers or brothers or any other such step in his defence. Is not this equal to any performed by the Germans?

It's reported that a conversation was overheard among his relatives and confidential friends a few days ago, which gives an idea of the plan. It was on these lines: To have the Stephano broadside to the wharf and take all the accommodation ladders on board and have the crew prepared with unlawful weapons ready for the attack. If this report is correct it is not only Kean who is to blame but Bowring's as well, for all this cannot be done without their knowledge.

Change of Sentiment.
As things look at present the honorable name of Bowring Bros. which has stood out in prominence and respectability for one hundred and three years is going to be looked upon for taking with contempt and derision sides with and taking into their confidence a man by the name of Abram Kean.

Why did he not admit last spring as he did in Wesleyville lodge that it was an error of judgment, and why should not a captain of a sealing steamer lose his ticket for an error of judgment as well as a foreign going captain? Some may think the writer envies him his position. It is not so. But

NEW COUNCIL BLACKHEAD, B.D.V.
(Editor Mail and Advocate)
Dear Sir,—We opened our Council here on Jan. 23rd, when we elected our officers for the year. John C. Baggs, chairman; H. W. Burden, deputy-chairman; Joseph Moran, treasurer; H. G. Moores, secretary; Mark Moores, guard.

We had a very encouraging meeting, full of Union fire and determined to go ahead stronger than ever with no traitor in the camp.

HENRY G. MOORES, Secy.
Blackhead Dist.
Bay de Verde.

again later when I learn a little more about Kean's pass-word.
—OLD SEALER.

Clarenville Local Council Officers
(Editor Mail and Advocate)
Dear Sir,—Please allow me space on your much esteemed periodical for just a brief report of our work. One thing we are pleased to state is that the past few meetings we have had some few applications read and the general feeling is good. Some that saw their mistake came back with us again. We all ought to thank our President for this great organization. We held our annual meeting here and the officers for 1915 are as follows:

Allan Balsom, chairman
Malchus Pilley, secretary
Abraham Bursey, treasurer
Joseph James, deputy-chairman
M. PILLEY, Secretary
Clarenville Local Council.

SOME CHALLENGE!

TIME TRIED CAILLE PERFECTION STORM TESTED

The Trouble-Proof Engine.
PERFECTION WATERPROOF IGNITION SYSTEM.
No Coils—No Batteries—No Timer
Only One Wire on the Whole System!
The only safe equipment for boats that must be used every day.
No danger of your engine stopping if caught in a storm.

Advantages of Perfection Igniter.
No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable.

Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

Caille Perfection Motor Company
World's Largest Builders of 2 Cycle Engines

F. G. HOUSE & CO., Columbus Building, St. John's.
Sole Agents and Distributors.

Some MORE Challenge!

A certain Firm Selling Motor Engines having advertised that their Engines would run submerged in water, and challenging any other Engine manufacturer to produce an Engine which would

Stand a Similar Test

We wish to call the attention of the fishermen to the **FACTS OF THE TEST.**

In the first place, what is the meaning of the word submerge? "It means to put under water; to drown or sink."

Now as all Motor Engines require 95 per cent. air and 5 per cent. fuel to give a good explosive mixture, it stands to reason that the Engine which was supposed to have made this "test" was never submerged, and that if it was possible for Engines to run submerged in water

The British Navy
as well as all other navies in the world would be using them in their Submarines, which would avoid the expense of the installation of Electric Motors for propelling the boat when submerged.

This picture looks very nice on paper where you cannot hear whether the Engine is exploding or not, and

The Truth is Only Half Told

In fact, the statement is so preposterous that

We Will Wager \$1000.00
that no Gasoline Engine will run submerged in water.
Now regarding the "Test."

An Eye Witness
to this Photograph was at the Factory where ignitors for these Engines are made and states that he saw the picture taken, that the water was put in the Engine when running, and although she stopped exploding, the movement of the fly wheel was sufficient to keep her going till the picture was taken.

Further, Ferro Engines for the last four years, have been when requested equipped with Bosch high Tension magnetos at a slight extra cost, and with this magneto the Engine does not require batteries, coil or timer, and it is as near waterproof as it is possible for an Engine to be.

L. M. TRASK & Co.
140 Water Street. P. O. Box 1217. St. John's.
Sole Factory Distributors for the Ferro, which is built in the largest Marine Gasoline Engine works in the World.

- Official Delegates To The F.P.U. Convention Held At Coley's Point Jan. 13th 1915**
- W. F. COAKER, President.
- | | |
|---------------------------------------|-----------------------------------|
| G. GRIMES, Port de Grave, D. Council. | JOHN B. MUGFORD, Port de Grave. |
| ISAAC GREENLAND, Coley's Point. | WM. RUSSELL, Bay Roberts. |
| JOHN KELLY, Coley's Point. | J. C. BALLAM, Shearstown Council. |
| W. J. STRICKLAND, Spaniard's Bay. | GEORGE BADCOCK, Bay Roberts. |
| KENNETH GOSSE, Spaniard's Bay. | WALTER MORGAN, Coley's Point. |
| WILLIAM VEITCH, Holyrood. | HENRY NORMAN, Bay Roberts. |
| P. J. GRIFFIN, Conception Harbor. | WM. BROWN, Shearstown Council. |
| GEO. BARRETT, Coley's Point. | EBENEZER SPARKS, Shearstown. |
| GEO. MUGFORD, Port de Grave. | THOS. WELLS, Clarke's Beach. |
| EDW. FRENCH, Shearstown Council. | THOS. ROBERTS, Brigus Council. |
| WM. J. ANTHONY, Clarke's Beach. | JOHN KELLY, Cupids. |
| ALEX. SHEPPARD, Bryant's Cove. | ISAAC BOONE, Bareneced. |
| SAMUEL WELLS, Clarke's Beach. | JAMES KING, Brigus Council. |
| DAVID GUSHIE, Conception Council. | J. J. WADE, Conception Council. |
| ABRAM MORGAN, Bryant's Cove. | EDWARD BISHOP, Burnt Head. |
| ABRAM MUGFORD, Port de Grave. | RICHARD PIKE, Carbonear Council. |
| ARCH NEWELL, Port de Grave. | GEO. PENNY, Carbonear Council. |
| GEO. DAVE, Port de Grave Council. | A. A. FRENCH, Bareneced. |
| R. BOONE, Clarke's Beach. | CAPT. ARCH. HAYES, Bay Roberts. |
| GEO. RICHARDS, Bareneced Council. | TOBIAS LEDREW, Cupids. |
| SAM. BARTLETT, Bareneced Council. | AB. LEDREW, Cupids. |
| R. HIBBS, Kellgrews Council. | CHESELY LEDREW, Cupids. |
| JAMES BUCK, Conception Council. | WILLIAM WHITE, Brigus. |
| JOHN C. O'ROURKE, Woods Island. | SAMUEL EFFORD, Port de Grave. |

The S. S. Portia
will leave the wharf of
Bowring Brothers, Ltd.

ON
THURSDAY, 28th January, at 3 p.m.
calling at the following places:

Cape Broyle	Ferryland	Fermeuse,
Trapassey	St. Mary's	Salmonier
Placentia	Marystown	Burin
St. Lawrence	Lamaline	Fortune
Grand Bank	Belleoram	St. Jacques
Harbor Breton	Pass Island	Hermitage
Gaultois	Pushthrough	Francois
Cape LaHune	Ramea	Burgeo
Rose Blanche	Channel	

WEATHER AND ICE PERMITTING.
Freight received until noon on THURSDAY. For freight or passage apply to the Coastal Office of
Bowring Brothers, Ltd.
TELEPHONE 306