

ANDERSON'S

THE STORE OF STYLE AND QUALITY.

A STYLISH DRESS MATERIAL IS SHEPHERD'S PLAID.

Yes, and it is becoming increasingly stylish—it is one of the leaders in this year's material. There is nothing you can find that has such smart attractive appearance. We are now showing a line of this goods in 4 different size checks, at a special price.

25c per yard.

SEND TO-DAY FOR SAMPLES.

That Last Rain Shower You were Caught in

Did it not spoil the shape of your suit or Dress? And you could have easily prevented this by having a reliable waterproof with you.

Send to-day for one of our Special Value

WATERPROOFS

and take no further risks.

Men's and Women's, all sizes.

Special \$3.95.

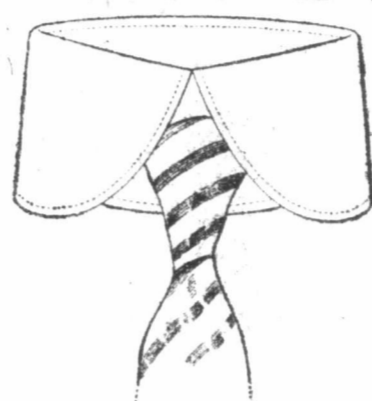
Don't fail—send to-day—only a limited number.

THE WELL DRESSED SHERMAN

MAN PAYS GREAT

ATTENTION TO

THIS COLLAR.



Fashionable High Extreme Cutaway A Corliss-Coon Collar

Get one to suit your taste.

SEE OUR NEWEST SHAPES IN "CORLISS-COON" COLLARS.

This cut shows the "SHERMAN," a very stylish collar, 2 1/2 inch.

Some others are:—

"MANHATTAN" 2 1/2 inch.

"JENNICO - BLACKSTONE" 2 3/8 inch.

"BASIL" 2 inch.

"CROXTON" 1 3/4 inch.

"CONTINENTAL" —long peak effect.

Get any one of these and you wont lack style.

Economize in Boys' Clothing for Summer Wear.



Have your boy wear a

WASHABLE LINEN SUIT.

Serviceable--economical--dressy--and withal cheap

Send for one of those suits for your boy.

We have a full range, in all sizes, at the following prices: 40c, 70c, \$1.20, 1.60, 1.70, 2.00

MR. FISHERMAN!

An all round serviceable 70c. Shirt will probably answer more purposes than one.

We are now offering for your benefit about 30 Dozen Brown and Blue Linen Shirts—Perfect in finish and material.

49c.--SPECIAL PRICE--49c.

An economy event without precedent.

Send for one or more to-day while sizes are complete.

ANDERSON'S, - - - - Water Street.

A Protest From Labrador.

Unsatisfactory Steamship Service Has Caused Much Inconvenience and Worry to Residents on the Coast.

(Editor Mail and Advocate)
Dear Sir.—We trust you can find room for a few lines of protest from us of lonely, isolated Labrador. We have been lying quiet all the time while we have been treated in a very poor way.
Last fall when we were dependant upon the old "S.S. Home for bringing our provisions for the winter. She was taken off this route on one of her most important trips and sent off to collect the ballot boxes for the Prohibition Bill, while at the same time the Government boat "Flona" and the "Port Saunders" were doing little more than nothing in Bay of Islands, either of which might have been sent on that work and the "Home" allowed to do her usual work. At that time there were some seventy or eighty packages of perishable goods for Red Bay alone laying in the shed at Humbermouth, and only that the Manager of the Red Bay Co-operative Store was on the boat at the time, these provisions were saved from the frost and the people thereby provided for.
It was only after several messages to the Government and the intervention of Capt. Gooby that the boat was allowed to cross the Straits to Red Bay to land the freight, while all the other places which were similarly dependant on the "Home" for the bringing of their provisions which were left out altogether.
Now, we should like to ask, what was the cause of that strange state of affairs? If a number of people had starved last winter, they would have been pitied, I suppose, but why, we ask, were they so near to being cut off from the means of bringing their freight and provisions? It was only through kind Providence which allowed the boat to make a trip at Christmas that prevented many people from being without many of the necessities of life for the winter. We are of the opinion that it was the mere bungling of affairs that caused all that needless anxiety on the part

of the people of this Coast. We sincerely trust that such will not occur again.
And now, sir, we would like to ask for what purpose is the S.S. Sagona sent on this coast in the early part of May. Is it that she might be able to contend with ice? It certainly cannot, for she must have all clear water to go in, or else she cannot go at all, or rather she is not allowed to go.
This year the S.S. Sagona came to Forteau, having on board passengers for Chateau, also two bags of mail and freight for Red Bay. There was absolutely nothing in the world to hinder her from going North as far as Henley Hr. The Straits was as clear of ice as at any time in any year, and yet instead of coming North with passengers, etc., the whole thing was dumped out at Forteau, and the men who were passengers had to take their dory and row to Chateau, a distance of at least sixty miles, while the steamer lazily went back to Bay of Islands as though her work had been done. The thing is monstrous, ridiculous.
To make the first trip still seem worse the boat came back to Forteau the following week, and took on board the two bags of mail that had been landed there the previous trip to come North. She came out as far as Point Amour and just turned round on her heels and went back to Lanse Amour, landed a family that was on board for further North, a distance of forty miles from their homes, to beat their way there as best they could, and one of the members of that family was 82 years of age. Then the steamer went back to Bay of Islands taking back the mail that she brought the previous trip and also all the freight which the people so much needed.
The thing is ridiculous altogether and cannot be allowed to go on another season. There was absolutely nothing to hinder the boat from coming as far North as Red Bay, and with a little push she might have gone to

of ice in the Straits, but not enough to hinder a sailing vessel from going up as far as Bredore, or a trap boat from going anywhere the occupants wanted. The family who were abandoned at Lanse Amour wired men in Red Bay to come for them in a trap boat. Just imagine a trap-boat going up the Straits or a dory coming down and yet the Sagona could not get along owing to ice; surely there never was a more ridiculous affair since the Straits of Belle Isle have been discovered.
Now, sir, we are not ignorant as to who is responsible for this monstrous affair of the spring's mailboat. Surely it was not the Government this time. The responsibility rests with the captain of the mail boat. We trust that he will try to get a little push on in the coming season and try to make up for the way in which he has treated the people the past two trips.
There is a great deal more to be said but fearing that I may intrude for your kindness in giving this space in your paper, I will stop right here.
Sincerely yours,
NON LIBET.
Red Bay, June 5th, 1916.

HINTS FOR COD LIVER OIL MANUFACTURERS
In order to enable Newfoundland exporters to compete on favorable terms with Norwegian oil, it is very desirable that an effort be made by the best manufacturers to make a lighter coloured oil than what has been made in the past, even by the best manufacturers. Dark color is caused mainly by over-steaming the livers, or by steaming them too long before dipping off the oil, and this must be carefully guarded against if our oil is to hold its place in competition with Norwegian oil. If you take a pride in the quality of the oil you manufacture and want to make this industry a permanent one for Newfoundland you must not try to boil every drop of oil out of the liver and try to pass it all off as refined oil. You must dip off only the nice light coloured oil, and keep the darker oil separate, and let this darker oil sell on its merits, either as a cattle feeding oil for which it will pass if perfectly sweet, even though somewhat dark, or as common cod oil.

FISHERMEN, ATTENTION!
FIRST CLASS INVESTMENT.
38 per cent. Dividends in Four Years.
THE new issue of Shares in the Fishermen's Union Trading Company, Limited, are now offered to the members of the F.P.U. Those Shares represent the additional Capital of \$150,000 recently authorized. The Shares are \$10 each. The new capital is to be used to extend the Company's business. A dividend of 10 per cent. has been declared for 1915. Thirty-eight per cent. dividends has been paid during the four years the Company has been in operation. The Company also possess a Reserve Fund equal to 40 per cent. of its capital and if it was possible to place the Trading Company's shares on the stock market, one share would easily fetch \$15. No better or safer investment exist in the Colony. Why bank your earnings at 3 per cent. when such a first-class investment is obtainable? Apply to Agents of the Trading Company where stores are operated or to the

The Value of the Battle-Cruiser
From an account credited to a "high official of the British admiralty" it would seem that the battle-cruiser division of the British fleet pushed in between the German fleet, or part of it, and its harbor, and in attacking it, or endeavoring to hold it away from its shelter, was badly hammered before British battle-ships arrived. Then the Germans made off. This account suggests the probable truth that the British battle-cruisers ran up against bigger guns and thicker armor plate and met the punishment which on the sea since the beginning of the war has been the fate of the lighter vessels.
The British battle-cruisers of the Queen Mary class have armor of 9 inches in thickness, the cruisers of the Invincible class 7 inches. The British and German battle-ships carry armor of a more extensive nature, of a standard thickness of 12 or more inches.
The engagement, whatever happened in it, or whatever the respective loss, seems to illustrate that the battle-ship remains the supreme arbiter on the sea. Battle-cruisers, faster than battle-ships of their size but with fewer big guns and less thickly armored, were beginning to be over-estimated. Their capacity of rapid action, and their success in German raiding and in British pursuit of raiders, had created a very high idea of their naval value. So much was this the case that last month the United States Congress, with the encouragement of all the American naval heads, threw out of their big naval appropriation of this year all provision for battle-ships, and made five battle-cruisers their exclusive order for capital ships. The story of the Skagerak encounter is likely to cause serious second thoughts. Speed in a fighting ship is a great thing, but a ship which can both be harder and stand more punishment is bound to rule the sea. The enemy either must run or must get licked.

ADVERTISE IN THE MAIL AND ADVOCATE

Fishermen's Union Traing Co. Ltd.
Water Street, St. John's.