

## RED CROSS LINE.

INTENDED SAILINGS.

From New York: From St. John's:  
 S.S. Morwenna (direct) April 5th  
 S.S. Stephano, Apl. 14th S.S. Stephano, Apl. 6th

Passenger Tickets issued to New York, Halifax and Boston.

**FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:**

	1st CLASS	2nd CLASS	Single Return
To New York	\$40.00	\$70.00	\$15.00
To Halifax	20.00	35.00	9.00
To Boston (Plant Line)	29.00	51.00	18.00
To Boston (D.A.R.)	30.00	51.00	18.00

Connections at Halifax for Boston: (1) Plant Line Wednesday at 8 a.m. (2) Dominion Atlantic Railway through the beautiful land of Evangeline to Yarmouth, thence by Boston and Yarmouth S.S. Co., Ltd., Wednesday and Saturday. Luxurious accommodation and excellent cuisine by either route. Full particulars from

**HARVEY & COMPANY, Ltd.**  
Agents Red Cross Line.

## FOR SALE

- 4 Steam Hoisting Winches.
- 3 Engines with Shafting and Pulleys, 25 and 30 H.P.
- 1 Steam Boiler and Fittings, 14 Feet, 100 Tubes.
- 1 Large Grindstone and sundry Iron Pipes, etc., etc.

All the above in good order. Engines specially suited for Saw Mills. Can be seen at our South-Side premises and will be sold cheap. Apply to

### Job Brothers & Co. Ltd.

## Whaling Plants For Sale

The Double Whaling Plant with all Buildings, Boilers, Machinery, Tools, Utensils and Stocks thereon, situate at Dublin Cove, LeMoine Bay, District Burgeo and LaPoile.

This property is freehold and contains about **20 ACRES OF LAND**

—ALSO—

The Double Whaling Plant consisting of Buildings, Boilers, Machinery, Tools, Utensils, and Stocks thereon, situate at Maggoty Cove, Trinity.

The land on which this Plant is built is Leasehold, Renewable for TEN years from February 1916.

The situation of this Plant is very suitable for a Fishing Premises.

All the above will be sold cheap.

For inventory and all particulars, apply to

### JOB BROTHERS & CO., Ltd.

MANAGERS,  
NEW WHALING COMPANY LIMITED.

## FOR SALE

### A Steam Capstan, With Engine Attached.

A very suitable Engine for a Factory where a Winding Drum or Capstan is required. A very compact, space economizing outfit. Useful for a Steamer where a steam winch is not available. This Engine is in first class condition, and will be sold at a bargain, if applied for at once.

**Fishermen's Union Trading Company,  
Limited.**

### TIPPERARY

The British soldier's popular song has this quaint and unfamiliar ring in German:—

Es ist sehr weit zu Tipperary,  
 Es ist sehr weit zu geh'n;  
 Es ist sehr weit zu Tipperary,  
 Um den Heben Schatz zu seh'n.  
 Auf wiedersehen Piccadilly,  
 Adieu Leicester Square,  
 Es ist sehr, sehr, weit zu Tipperary,  
 Und mein Herz ist, so schwer (oder "hehr").

A version which has become popular in France is as follows:—

C'est tres loin jusqua Tipperary,  
 Tres loin jusqua la;  
 C'est tres loin jusqua Tipperary,  
 Loin de mon amour la-bat.  
 Au revoir, Piccadilly;  
 Adieu, Leicester Square,  
 C'est bien loin, tres vers Tipperary,  
 A mon coeur si cher!

Perhaps the most interesting version of "Tipperary" is the Indian, which runs:—

Burra dur hai Tipperary,  
 Bahoot lumbah kooch wo,  
 Burra dur hai Tipperary,  
 Saki pas pounchenay ko  
 Ram ram, Piccadilly,  
 Salaam, Leicester Square,  
 Burra, burra dur hai Tipperary,  
 Lakha dil hoosay plus-gayab.

### Salvage Operations on Empress of Ireland

Several months have passed since the ill-fated Empress of Ireland was rammed and sunk in the St. Lawrence River but the salvage work has only recently been completed. Few sunken vessels have ever presented so many difficulties to the salvors as did this ship. The hazardous work of recovering the bodies of the dead, the mails and the silver stored in the vessel was performed by British naval divers under the direction of salvage experts.

The water of the St. Lawrence at the point where the steamer sank is 138 feet deep to the surface of the soft mud bottom and this depth is increased by 14 feet at high tide. This naturally results in a very swift current at ebb tide so that the working period had to be reduced to 30 minutes at each slack tide twice a day. The water was exceedingly cold and the divers' hands soon became so numb that they were unable to work unless they protected them in rubber mitts. These facts will explain why the salvage work required so much time.

The steamer, after sinking, partly righted herself, then turned over at an acute angle and partly buried herself in the soft mud of the river bed. This added greatly to the difficulties and dangers of the divers for it compelled them to work at a disadvantage in getting through the steel wall of the hull and then they were obliged to follow a devious route to the vessel's strong-room. In order that the salvage work might be attended by a minimum danger the men were made familiar with the arrangement and the location of the various parts of the interior of the liner by means of a cardboard model. After cutting a way through the hull the doors and passage-ways that would not be needed were closed in order that the men might not go astray or risk getting their hose, life-line or telephone connections tangled.

The men work in pairs in order to lessen as far as possible the dangers to which they were exposed. As soon as one pair came to the surface two other men were ready to go down at once. Unusually good progress was made throughout the operations. Everything was so well managed that there was but one fatality. One of the divers unfortunately slipped off the side of the sunken vessel and dropped into water that was considerably deeper. Confused by the increased pressure he became excited and instead of opening his hair valve he screwed it shut, and broke it. He died before fellow-workmen could rescue him. After that accident all air valves were so arranged that air would be supplied to the divers no matter what they might do to the valve by mistake.

The divers recovered all of the bodies that could be reached and managed to bring to the surface the hull and coil specie stored in the strong-room. Most of the mail pouches were also recovered. As a safeguard to navigation at that point the steel masts of the vessel were cut off. The entire salvage work in this case is regarded as an advance in operations of that kind under water and is a notable example of what can be done in such cases when the work is undertaken methodically and scientifically.

### What Berlin Says Of Dardanelles Forts

Berlin (by wireless to Sayville, L. I.)—The Overseas News Agency to day gives out the following: Reports from Constantinople say that the Allied fleet bombarding the Dardanelles has fired more than 100,000 shots. The Turkish loss of life has been small. Many of the guns of the English and French warships are already worn out. The American Ambassador at Constantinople, Henry Morgenthau, with several other prominent persons, inspected the forts and guns during his trip to the Dardanelles and found that they were absolutely intact.

### Terrible Conditions in Budapest

New York, March 26.—Dr. Charles MacDonald, United States army head of the American Red Cross hospital at Budapest, since early in September on his arrival yesterday on the steamship America, said he had found it necessary to ask the Countess Szeceyni who was Miss Gladys Vanderbilt, the Countess Zigray and Countess Zichy, to leave the hospital. Countess Zigray is a daughter of the late Marcus Daly and the Countess Zichy was Miss Mabel Wright, of Boston.

Dr. MacDonald said the ladies attempted to "run" things and he had to tell them their services were neither desired or needed.

Dr. MacDonald received from the Emperor of Austria a decoration for distinguished service.

"The conditions in Austria are beyond description," he said. Cholera typhoid will sweep down upon the nation like a prairie fire, as spring and summer come.

"In Budapest there are 200,000 cripples, soldiers who have lost arms or legs. Instead of feeding them, the government has instituted a course of lectures to tell them how they may learn to make a living."

### CHINA WISHES WAR WITH JAPAN

Shanghai, March 23.—At a demonstration of several thousand natives yesterday afternoon, mostly of the shop-keeping class, a resolution was passed demanding war with Japan, saying that they would rather die on the battlefield than become slaves of the Japanese settlement. The police at first tried to prevent the meeting, but the attitude of the crowd being threatened, it was permitted.

There has been a wide distribution of anti-Japanese handbills and orating at street corners. It is reported two battalions of Japanese landed at Tsientsin yesterday. Otherwise the prospects of settlement are favorable.

### War Office and Brewers

Britain is not going dry, if we are to judge by the following, which we clip from a late English paper:—"Announcement was made recently that a certain railway would be closed to goods traffic except perishables, foodstuffs, and munitions of war. There was great discussion at the War Office as to a brewery's request for permission to send beer, but eventually it was solemnly declared by the authorities that beer is an article of food."

### German Aviators Ignore All Laws

London, March 30.—A Rotterdam despatch to the Daily Mail says:—The week-end saw the commencement of a general aeroplane attack by the German on all shipping in the North Sea. The operating aviators either ignored all the neutral flags, even that of the International Relief Commission, or following their instructions from the German Admiralty chiefs have deliberately attacked them all. Yesterday an aeroplane hovered around the vicinity of North Hinder Lightship attacking every vessel that came along, including neutrals, but so far as known succeeding in damaging none. The outrageous attack on the relief ship Elifland of London while flying the flag of the International Commission for the relief of the Belgians was the most remarkable incident of the day yet reported. The Elifland, which was carrying a cargo of food for the commission, arrived at Maaslus to-night and the captain stated that on Sunday about four miles north-west of the North Hinder Lightship his vessel was attacked by an aeroplane. A Taube descended till it was only about a thousand feet above the ship and dropped five bombs. The fragments struck the deck, but no damage was done and no one hurt. It was only by zig-zag manoeuvring that the vessel escaped, the aircraft disappearing as a Dutch torpedo destroyer came into sight. The Elifland belongs to P. Druehorn, London.

### Advertising Nfld. With a Vengeance

We are apt to think that civilization has so far transformed America from its original wild and savage condition that adventures like those experienced by hunters and trappers in pioneer days are now impossible but there are still regions on the continent of North America which are as wild and primitive as when the white man first came. Two men with beards and clothing like those worn by the celebrated Rip Van Winkle after his 20-year sleep came back to civilization some months ago bringing tales of thrilling experiences in the wilds of Newfoundland.

More than a year before Stephen Nelson and Frank Thacker had come from Vancouver, B.C., to Newfoundland on a moose hunting expedition. Unfortunately they had failed to correctly estimate the amount of ammunition needed and their supply was exhausted in a few months. They were thus compelled to depend for food on the animals they could catch in their traps and when attacked by savage beasts their only weapons of defense were their knives.

One day while in pursuit of game Thacker happened to break a leg. His partner managed to carry him on his back half a day's journey to a supply of fresh water. There the broken leg was set as well as conditions would permit and there the men camped while the knitting process was going on. At last when Thacker was able to walk they made their way to a rude cave where they established their headquarters.

By this time their supply of matches had been used up and as they needed fire, both for the preparation of their food and as a defense against the attacks of savage beasts, they managed by rubbing two sticks together to get one started. They were careful to keep this replenished with wood and it was not allowed to go out while they made their home in the cave. Their fire proved an efficient protection against the animals that lived in the region but once, a short time after their occupation of the cave, a pack of dogs that had grown wild and savage attacked them, apparently without any fear of the fire whatever. In driving them off the men bombarded the pack with clubs and rocks and killed several of them which were at once set upon and devoured by their companions.

At length, tired of life under primitive conditions in the wilderness and anxious to get back to civilization, they started home. The way was long and rough and they experienced many hardships, but by patience and perseverance they at last got back to their home and friends, having had enough of "roughing it" to last them for several years.—EX.

### Ex-Pres. Huerta Now at Buenos Ayres

London, April 1.—A Gibraltar despatch to the Exchange Telegraph Company says that General Victoriano Huerta, formerly provisional president of Mexico, has arrived at Algeciras.

The despatch states also that the American collier Vulcan, which carries supplies for the relief of the Jews in Palestine, and also for United States warships in Turkish waters, has arrived at Gibraltar.

Advices last night from Madrid were to the effect that General Huerta sailed yesterday from Cadiz, ostensibly for Buenos Ayres.

### LIFE IN THE TRENCHES

London, March 30.—The 48th Highlanders are seeing active service with a vengeance.

Lieutenant Alex. Sinclair writes: "H Company, which is brigaded with the Westminsters, did brilliant work in the trenches. At one time they were only forty yards from the

### Does It Matter Which?

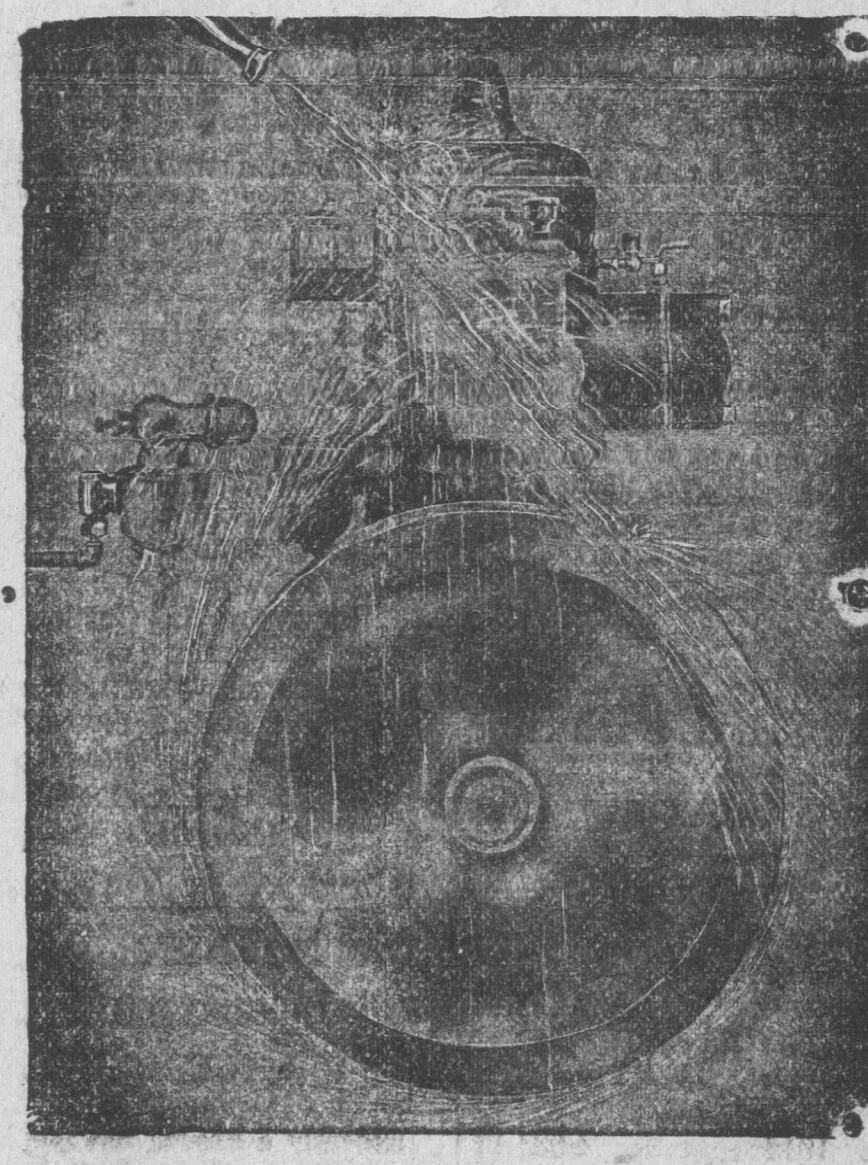
Washington, March 28.—It was said at the Russian Embassy to-day that Peremysl, the new name of Przemysl, is pronounced in English just about as it is spelled. The new name would sound like this: Peremysl, with the accent on the "mis."

It was said that Peremysl is merely the Russian for the Polish "Przemysl," but official Washington, without violating neutrality, is willing to admit that it has improved in some ways under Russian influence.

It was stated at the Embassy that the new name of Przemysl as given in some of the morning papers is incorrect. It is Peremysl, not "Przemysl."

### SOME CHALLENGE!

TIME TRIED CAILLE PERFECTION STORM TESTED



Photograph of Actual Test.

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

## F. P. U. and U. T. C. Motor Engines For Sale

We have in stock a few

### F.P.U. (4 h.p.) and U.T.C. (6 h.p.) Motor Engines

Those Engines are 2 Cycle, made by Fraser. We sold scores of those Engines last year which gave splendid satisfaction. Those now in stock are fitted with Brass Kero Oil Adapters, and Carburetors with all fittings for running. They are the same make as the Engine installed in the F.P.U. Motor Boat and work splendidly with kerosene oil fuel.

We have no large stock of those Engines and will not again handle 2 Cycle Engines, having decided to sell only 4 Cycle Engines after our present stock of Fraser's is sold. These Engines are new; not second hand Engines. Union members can secure them at last year's prices and terms. Send along your order promptly.

### The Fishermen's Union Trading Co. Ltd.

### 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 it 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

READ THE MAIL AND ADVOCATE.

Feb. 41m, 31d, 41w.