

F. Gordon Bradley, LL.B.
(Dalhousie University.)

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The Best 4-H.P. ENGINE You Can Buy Is The 'GUARANTEE'

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- 4th. It is very simple.
- 5th. Has proved itself superior to all others.

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Your White Lawns are so different from those generally shown, is what we've been told often during the past. We pride ourselves on this. The kinds we have are different from the commoner kinds; ours are the 'HARD TO GET KINDS.' It took time and patient searching to bring them here. The way they are selling shows the way they appreciate our efforts.

Here are some special values that will help you to dress better for less money:---

15c values for **10c.** 20c values for **14c.**
18c values for **12c.** 22c values for **16c.**

AN EXTRA SPECIAL!

40 inches wide, **12c.** per yard.

MARSHALL BROS.

LAME DUCK WAS TOWED INTO PORT

Farquhar's New Steamer
'Sable I.' Gets Into Trouble
On Voyage Across

'SENECA' GOES TO
HER ASSISTANCE

And Tows Her Into Halifax
Harbor—Nobody Hurt
By Accident

Halifax, Aug. 1.—The new steamer Sable I., built on the Clyde for J. A. Farquhar and co., of this city, arrived here yesterday in town of the United States patrol ship Seneca, Captain Johnston. The Sable I. was totally disabled when 10 miles off Cape Race by the bursting of a high pressure cylinder and her "S.O.S." call was acknowledged within ten minutes by the wireless operator of the Seneca, which ship was then on her way to Halifax from St. John's, Newfoundland.

The Seneca immediately hastened to the scene. The Sable I. was drifting slowly towards Cape Race before a gentle westerly breeze, but would have been able to find an anchorage had not the Seneca put in an appearance. The Seneca put out a boat and line, taking the disabled steamer in tow and then proceeded towards Halifax, making an average speed of seven and a half miles per hour.

Cave Out

At 2:10 p.m. when ten miles west of Cape Race without any warning the crank pin bearing of the high pressure cylinder broke and the piston came up smashing off the cylinder cover. Some considerable damage was done, so much so, the ship was unable to proceed and Capt. Farquhar at once sent out a wireless call for assistance, and in less than ten minutes was in communication with the Seneca, which was some 25 miles to the northeast on her way to Halifax. On reaching the Sable I. Captain Johnston at once sent his boat with two officers aboard the Sable and offered any assistance.

It did not take long to decide the best and safest thing to do was to take the Sable I. in tow, and in a very short time a ten inch hawser was passed from the patrol boat to the Sable I. and the two boats were soon under way. The wind came up from the east and continued favorable to this port.

At the time of the accident two men

were in the engine room, and most fortunately no one was hurt. The repairs will take a few days to complete.

The Sable I. is probably one of the finest vessels of her type on the North Atlantic seaboard. She was built at Paisley by Bow, McLaughlin and Co. Her length is 183 feet, beam 28 feet 6 inches, draft 20 feet 6 inches. She has a triple compound engine, the two boilers carrying 200 pounds pressure. Her pumps are of the most modern type as also is her wireless apparatus.

The Sable has accommodation for 40 first cabin and 12 second cabin passengers. Her state rooms are large and well ventilated and the saloon is unusually spacious for a ship of her size and the decoration and upholstery of this cabin is of a most artistic style.

PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.



PROCLAMATION

GEORGE THE FIFTH by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

W. E. DAVIDSON,
Governor.
[L.S.]

To all to whom these Presents shall come, Greeting:

HIS BRITANNIC MAJESTY'S Government find themselves under the necessity of availing themselves of the power reserved under Article 8 of the International Telegraph Convention and Article 17 of the International Radio-Telegraph Convention to suspend the transmission of telegrams and radio-telegrams to and from or in transit through the United Kingdom, and to and from or in transit through all British Possessions and all British Protectorates whatsoever, save and except such telegrams and radio-telegrams as are in the service of His Majesty's Government or of the Government of any British Possession or Protectorate.

With a view, however, to minimize inconvenience to the public, His Britannic Majesty's Government will, until further notice, and as an act of grace, permit the transmission of such telegrams and radio-telegrams in plain language as foreign Governments or the public chosen to send, provided that such telegrams and radio-telegrams are written in English or French, and on the understanding that they are accepted at the sender's risk and subject to censorship by the British authorities; that is, that they may be stopped, delayed or otherwise dealt with in all respects at the discretion of those authorities and without notice to the senders; and that no claims in respect of them, whether for the reimbursement of the sums paid for transmission or otherwise, will be considered by His Majesty's Government in any circumstances whatever. It is, moreover, essential that such telegrams with radio-telegrams should bear the sender's name at the end of the text, otherwise they are liable to be stopped until the name is notified by paid telegram. Registered abbreviated addresses will not be accepted, either as addresses or as the names of senders.

NOTE:—The term "telegram" is applied to radio-telegraph messages sent from shore to shore, as well as to those sent by cable or land line.

The term "radio-telegram" is used to denote messages exchanged between ships and the shore.

Given under the Great Seal of Our Island of Newfoundland.

Witness Our trusty and well beloved SIR WALTER EDWARD DAVIDSON, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over its Dependencies, at St. John's, in Our said Island, this 3rd day of August, A.D. 1914, and in the Fifth year of Our Reign.

By His Excellency's Command,
JOHN R. BENNETT,
Colonial Secretary.

BICYCLES—English and American Bicycles, new and second hand. Parts in stock from tires to handle bars. No break too hard for us to repair. Also, Guns, Electric Bells, Baby Carriages and Locks repaired. Keys fitted. Orders carefully and promptly attended to. RENDELL & CO., 16 & 18 King's Road, P.O. Box 462.—tel 10, tu, th, st

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ICE CONDITIONS WERE VERY BAD

Worst State of Affairs on the Labrador Coast in Twenty Five Years, Says the Captain of the Seneca—Ship Was Forced to Retreat South

Halifax, Aug. 1.—"The ice conditions along the Labrador coast are the worst in twenty-five years, according to information I have received," said Captain Johnston of the U. S. revenue cutter Seneca, which arrived in port yesterday from a cruise towards Greenland for observation purposes.

Continuing, Captain Johnston said that the fishing industry along the Labrador coast was completely paralyzed and that the condition of the fishermen was serious. Navigation into the various ports and bays along the coast is practically impossible. The steamers of the Reid Newfoundland Co. are unable to make their trips and the recent accident to the Invermore was due to the ice conditions. The steamer Kyle had been unable to complete her journey to Labrador.

Couldn't Go North

The Seneca was unable to continue on her voyage towards Greenland as the conditions were such that it was impossible for a ship of her type to proceed.

On the morning of the 13th of July when the fog lifted when the Seneca was some miles southeast of Indian Harbor, Labrador, the officers on her bridge saw that the ship was surrounded by thick field ice which extended as far as the eye could see. Eighteen icebergs were visible to the naked eye and with marine glasses, bergs in far greater numbers could be seen.

Figuring on the number of bergs I saw as far as see actually went, I calculated that there were at least two thousand icebergs between Indian Harbor, Labrador and Flemish Cape, said the Seneca's skipper.

Her Plans

The Seneca sailed from Halifax on July 5th for St. John's with the expectation of a cruise towards Greenland, with the object of cutting three times across the Labrador current on the way in order to secure data on the temperature of the water, its solidity and the strength of the current.

The Seneca called at St. John's for coal and sailed from that port on July 9th for the North. She sailed up in the fog, dodging icebergs and floes, stopping at night time and when the fog was very thick. In latitude 53 and longitude about 58, southeast of Indian Harbor the ice was so thick that it was impossible for the Seneca to proceed.

Unusual Conditions

Captain Johnston says that ordinarily navigation is possible in those waters in late July or early August at the very latest, but that ice conditions there this year are almost phenomenal. The Straits of Belle Isle are full of ice when easterly winds are prevalent and off the Straits the conditions are terrible.

He accounts for the conditions on the Labrador coast by the fact that there have been southerly winds since the middle of May preventing the ice from passing south, so that the Labrador current is full of ice and it is banked all along the shore and in the bays and coves.

NOTICE.

CHANGE OF ADDRESS

On MONDAY we are moving into our new business premises situated at 176 Duckworth St., the site occupied by the late Denis Dooley, where we will be on hand with the choicest assortment of Fresh Meats of all kinds that can be procured.

M. CONNOLLY,
ag1,2i 176 Duckworth St.

F. A. MEWS,

BARRISTER, SOLICITOR
and NOTARY.

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REGATTA Requisites!

J. M. DEVINE'S Store, corner Water and Adelaide Streets, will be open this TUESDAY evening to 10.30. Full line Regatta Goods on hand. Some of them:—

- 10 Doz. Men's Straw Hats. Regular \$1.40, now 75c.
- 7 Doz. Men's Straw Hats. Regular 50c., now 25c.
- 4 Doz. Boys' Linen Hats. Regular 40c., now 20c.
- 25 Doz. Men's Negligee, the Shirt that made us famous. Regular 75c. Regatta price 50c.
- 10 Doz. Men's Caps, Job Line; 50c. kind for 25c.
- Men's Vici Kid Boots, Blucher make. Regular \$3.00. Now \$2.50.

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