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 The Mail and Advocate Weekly Edition, the best advertising medium in Newfoundland.

**COAKER ENGINE CAN'T BE BEATEN SAYS FISHERMAN.**  
 Mr. W. F. Coaker, M.H.A.  
 Dear Sir,—Just a few lines concerning the Coaker Engine that I purchased from the U. T. Co. this spring. I have used this engine all the summer without any trouble or difficulty; it really works like a clock.  
 We had our traps twelve miles from the schooner and that engine used to go there twice a day for a month, making its forty-eight miles a day back and forth, and used to tow another trap boat with her, which made a difference of about seven miles in forty-eight, so she actually ran fifty-five miles per day while at Belle Isle.  
 At Mugford's Harbor she averaged about thirty-five miles a day from the 14th of August to the 10th of September. I would not change this engine for any other six horse power engine on the market, either for speed or simplicity of operation. I passed motors this summer up to nine horse power. I haven't seen one to go with her this summer.  
 I advise all who want a good strong and reliable engine not to refuse the Coaker Engine, for she is certainly the best on the market.  
**ELIAS KEAN.**

**TO THE EDITOR.**  
**AUNT JANE'S FIRESIDE CHAT**  
 (Editor Mail and Advocate)  
 Dear Sir,—Jim and the boys were delighted to see my Christmas and New Year letters in the papers and they were glad I mentioned about the Union buying the premises at Greenspond and Joe Batt's Arm, for sez Jim it might make our people at Change Islands jealous, and make them get a hustle on for a better place to do business in, as the place they have now is too small for the trade.  
 Since I sent my last letter we have had lively times here and labor has been good, for you see Skipper Charlie Earle had all the men busy shipping fish aboard Crosby's steamer and they tell me it cost something over \$300 to get the fish aboard. Besides the men they had one horse on the job and our boys used to say that the horse used to laugh every time anyone mentioned war times, for you wouldn't think it was war times here when the steamer was loading at Roberts' wharf.  
 Sometimes I think we folks always look on the black side of everything. We should remember that every cloud has a silver lining and as I was saying to Jim we cannot tell how good things will be when this dreadful war is over.  
 The ice on our coast was a blessing in disguise for it gave labor to our men, and a chance for Mr. Crosby to make a few dollars off of Earle's fish. Poor man, I expect he needs the money, he has only been in the Government a few short years.  
 Talking about bad times, why I can mind the time of the last big war, when we had to buy our flour in small sacks and half barrels instead of stocking up barrels of it as our men are doing to-day. Them were bad times and no mistake. I hope it won't get as bad as that this time. Let every one be saving and watch the dollar, for I am afraid next winter will be a hard one for us all, if the war is not over by that time.  
 The boys were having a great chat last night about something when Slippery Bill came in and they waited until he went out again before setting down to their talk. It's strange what a dislike you can take to a fellow without a reason. We never knew anything bad about Bill but somehow or other he looks slippery and that's the reason our boys are careful when he's around.  
 After he left Jim took charge of the talking and in loud voice and a lot of arm swinging he told the boys that Mr. Hoff Esquire was looking for a job and that Morris was going to give it to him because he thought Mr. Hoff would look nice in brass buttons. Then the boys asked Jim if he knew anything about the check that was signed by a man whose name was as hard as a rock or "A Stone", and that the check was given to Johnny Ginn of Dog Bay and was no good. Jim sed he heard that Mr. Coaker telegraphed to say he was going to sue the merchant who pawned the check off on a poor man.  
 The man who gave the check for a good one says he is not going to give Johnny good money for a bad check but if that merchant is as wise as an old namesake of his, he will pay up and look pleasant. The check is for \$76 and as I sed before the man who signed it had a hard name and if you don't know who signed the check think of a man with an ancient name who used to cause lots of trouble to the good people of Change Islands not many months ago.  
 Did I tell you in my letter about poor Tom Scammell, who fell down the hold of the Fogata when he was coming from St. John's this fall. He was coming out of the storeroom place, when he fell down the hold and on account of the accident he is only able to cripple around now. I heard Jim say that Mr. Crosby will have to pay up and look pleasant.  
 We are longing for the House to open when Mr. Coaker and his gallant crew will have another chance to give an account of themselves for we cannot forget what good they did in the Assembly last year.  
 Is the Heart's Content railway running yet? Has the train running through Bay de Verde district killed many cows belonging to the people there? I wish some good Union friend at Heart's Content and Bay de Verde would write and tell us about the beautiful trains and things they have now that the railway is complete and Morris has "finished his work."  
 I notice by one of the papers that one of the Government members paid a flying visit to his district not long ago. Will someone please write and tell us what kind of a flying machine he used.  
 In such an out of the way place as this we would like to hear of all these things, for in the winter time we like to talk them over for the benefit of the boys and girls and old people who

**U.S. UNDER NO OBLIGATION TO INTERFERE IN TRADE WITH THE BELLIGERENTS**

**Allies Are Benefitting Most by the American Open-Door Policy Because They Control the Seas**

**THE U.S. ITSELF SET PRECEDENT**

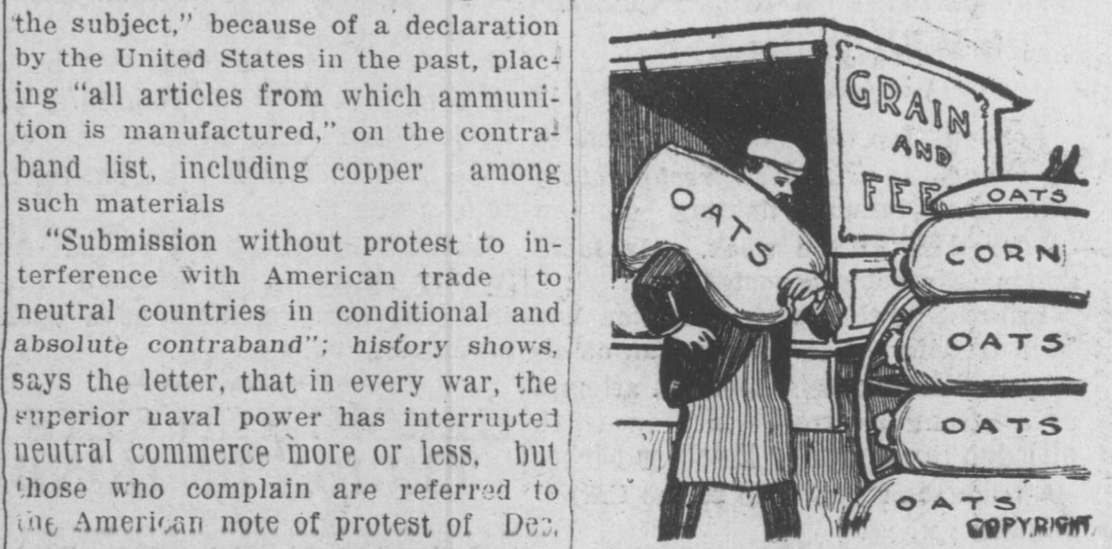
**As Far as Copper is Concerned—Washington Authorities Straitly Define Position of the U.S.A.**

(Continued from page 1)  
 During the course of the letter's discussion of the various charges made, some facts hitherto undisclosed were revealed for the first time, among them that the Canadian government recently had asked the United States for permission to ship "war equipment" across Alaska to the sea, and the request was refused.  
 In a general way the letter sets forth that rules of neutrality have been promulgated by the American government without discrimination and have been applied with equal fairness to all concerned.  
 Some of the complaints as summarized by Senator Stone, are answered in the letter, point by point, substantially as follows:  
 "Freedom of communication by submarine cables versus censored communication by wireless."—It is set forth first, that a wireless station on a neutral coast cannot be interrupted by a belligerent but the latter has an unrestricted right to cut a cable on the high seas. Germany's cutting of the British cable near Fanning Island, is cited to balance Great Britain's interception of the cable between Germany and the United States. The point is made that wireless messages can be sent direct to warships at sea, which can prey upon public or private vessels and make neutral territory virtually a base of naval operations, "to permit which would be essentially unneutral."  
 "No General Agreement."  
 "Submission without protest to British violations of the rules regarding absolute and conditional contraband as laid down in the Hague Conventions the Declaration of London and international law"—There is no general agreement between nations as to articles to be regarded as contraband, the right of neutrals and belligerents being opposed and no tribunal existing "to which questions of difference may be submitted."  
 "Acquiescence without protest to the inclusion of copper and other articles in the British lists of absolute contraband."—It is here stated that every seizure of American copper has been followed by a prompt protest, and that the inclusion of "unwrought copper" in the lists of absolute contraband, is under consideration, though the government "necessarily finds some embarrassment in dealing with the subject," because of a declaration by the United States in the past, placing "all articles from which ammunition is manufactured," on the contraband list, including copper among such materials.  
 "Submission without protest to interference with American trade to neutral countries in conditional and absolute contraband;" history shows, says the letter, that in every war, the superior naval power has interrupted neutral commerce more or less, but those who complain are referred to the American note of protest of Dec. 26th, despatched to Great Britain.  
**Conditional Contraband.**  
 "Submission without protest to interruption of trade in conditional contraband (consigned to private persons in Germany and Austria) thereby supporting the policy of Great Britain to cut off all supplies from Germany and Austria."—Again the letter calls attention to the note of Dec. 26th, to the British government "contending that for the principle of freedom of trade articles of conditional contraband are not to be treated as contraband."  
 "Submission to British interference with trade in petroleum, rubber, leather, etc."—As petroleum can be used in propelling submarines, and rubber is essential for big motors used by armies, the United States government "has not yet reached the conclusion that they are improperly included in a list of contraband."  
 "The United States has not interfered with the sale to Great Britain and her allies of arms, ammunition, horses, uniforms, and other munitions of war, although such sales prolong the conflict."—No obligation, it is contended, exists, either in international law, or in the domestic law of the United States, to prohibit private trade in these articles.  
 "In the past, the present belligerents, when neutral, maintained no such prohibition."—In fact it is only necessary to point to the enormous quantities of arms and ammunition furnished by the manufacturers in Germany to the belligerents in the Russo-Japanese war, and in the recent Balkan wars, to establish the general recognition of the propriety of the trade by a neutral nation.  
 "Failure to prevent transshipment of British troops and war material across the territory of the United States."—No proof of this ever has been furnished and a request of the Canadian government to send war material through Alaska was promptly denied.  
 "Treatment and final internment of German steamship Geier and the collier Lecksun at Honolulu."—The circumstances are a review and the action taken is held to be in accordance with the usual international practice.

**Coaling of Warships.**  
 "Unfairness to Germany in rules relative to coaling of warships in Panama Canal zone."—Although the regulations were not proclaimed until Nov. 13, no belligerent warships are known to have coaled previously at the canal, and the action was taken "without the slightest reference to favoritism to the belligerents."  
 "Failure to protest against the modification of the Declaration of London by the British government."—The notification of this government that it could not accept piecemeal adoption of the Declaration of London, is recalled with the statement, also that the modifications by the belligerents in that code of naval warfare "are no concern to the United States," except as they adversely affect the rights of American citizens as defined by international law. In so far as these rights have been infringed, the department has made every effort to obtain redress for the losses sustained.

**TENDERS.**

Tenders will be received up to Saturday, February 6th, included for the Stock in trade of Jackman The Tailor Ltd. Tenders may be made for the whole stock or suits and clothing, Tailors Trimmings, Hats and Caps, Boots and Shoes, Gloves, Collars, Ties, Suspenders and general Gent's outfitting, etc. Undersigned is not committed to accept the highest or any tender. Stock can be inspected each day from 9.30 a.m. to 6 p.m.  
 P. C. O'DRISCOLL, Liquidator.  
 Jan 27, 15



- 500 Bundles No. 1 Hay.
- 2000 Bush. Heavy Black Oats
- 500 Sacks Bran.
- 300 Sacks Whole Corn.
- 100 Sacks Crushed Corn.
- 50 Bags Oil Meal Feed.
- 50 Bags Gluten Meal.
- 200 Sacks Yellow Meal.
- 300 Sacks White Hominy Feed.
- 50 Sacks Molassine.
- Also Feed for Poultry, etc.
- Scratch Feed.
- Chicken Feed.
- Development Feed.
- Parrot Food, 20c. large pkg
- Canary Food.
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