

## Gasolene and Kero. Oil

We are Headquarters for

### Gasolene

in wood and steel barrels and cases

### Kero. Oil

in barrels and cases

Get our Prices

## Colin Campbell

ap29,6,100

## Easter Shoe Sale



Special Easter Footwear is now ready.

The season's best models for Men, Women and Children.

High or low cut styles that any man or woman would be proud to wear.

Shoes for men and women that are classy and different. Black or tan leathers.

Not a Shoe in our whole stock is priced too high or beyond reach. Our prices are always pleasing.

Men's Shoes, high or low cut, bright or dull leathers and tans. New high toe or low receding toe. Prices: \$2.40 to \$5.00.

In our Women's Shoes are the new military boots in colored tops, Gun Metal and Patent Leathers. Prices: \$1.50 to \$3.00.

Youths' and Misses' Shoes. Prices: \$1.25 to \$2. Children's and Infants'. Prices: 39c. to \$1.40.

We cordially invite you to come and see

### The White Shoe Store

304 and 306 Water Street. S. B. KESNER, Prop.

ma17,29,120

## SMART NECKWEAR FOR MEN

ON your way down town drop in and look over our splendid stock of Men's Ties. We have them in the leading shapes, in the newest fabrics and designs.

Before the GREAT FIRE that destroyed MacGregor's Stock, Mr. MacGregor had contracted for goods to be delivered during March and April, and we have purchased from him all his new goods to arrive.

Today we received a shipment of Silk Scarfs, each one stamped

### "Macgregor's, St. John's"

These are certainly distinctive, hand some, refined and entirely correct—the wide-end slip-easy band of a rich quality.

You owe it to yourself to see them and buy a variety. MacGregor's regular 95c. Scarf. OUR SALE PRICE 75c. EACH.

Come in today and see our general stock of Neckwear, we can surely please you in varieties, styles, qualities and prices.

Anderson's, Water Street, St. John's

## SALT AFLOAT

To arrive per S.S. 'Mounthy' about 28th April. TORREVIEJA Fishery Salt. Will be sold Cheap whilst discharging

### Job Bros. & Co.

ap27,29,ma4

## LOG OF S.S. "NASCOPIE"

AT THE ICE :: By a Sealer

ON March 13th, 1914, five steel ships sailed out from St. John's full of merriment and filled with the hope of a successful voyage and a good bill. For the first two hours we went East through very mild ice. Later we met heavy ice through which we steamed till midnight when we changed around to the North.

Sunday the 14th was fine overhead and foggy. In the morning the wind changed to North-East. The Beothic finding a slack piece to the East of us, got ahead, the Nascope following in her wake, and all five ships got together again until midnight. While the ships were together and the men could invite their friends from ship to ship, we had a right good time and one could see that there were good men on board as well as good food.

On the 15th we got ahead of the other ships, passed the Eagle at 4 p.m., and at 6 p.m. got nipped in the ice again. The Beothic then came alongside, and as Capt. Winsor was feeling sick, our Doctor went on board to see him. The Florizel then cut across our heads, going East. At 7 p.m. we got clear again and turned East, following in Kean's wake, and again that night, the five ships burned down for the night together. Mr. Oke came down with Mr. Coaker's gramophone and entertained the crew for two hours before we turned in.

On the 16th the wind still remained East and the five ships stuck together. After dinner the ice became slacker and in the evening we saw a family of hoods. The Florizel, passing us quite near, killed one young hood but having lost it again, the Beothic got it in the night. Mr. Job and the Doctor came down in the hold with a map of Germany and gave us a talk on the War which we very much appreciated.

On the night of the 17th the five were still together in thick ice and making very slow progress. I went on board the Florizel and had a chat with some of my friends, and was told that they were not getting very good food. On the Nascope it was all the other way, for every day the crew would say, "What's going to be the end of it? How long will it stand?"

On Sunday we had fish and brewer for breakfast, fresh meat and figgy pudding for dinner, and jam and blancmange for tea and tea made with milk, and all through the week we had just as good, meat three times, and beer, smoked herring, and smoked caplin the other times. Our Chief Cook, Mr. S. Tiller, would often come down among the men and ask if everyone had had enough. Our good Cook kept good to the end and we hope that he will always be Commodore of Job's cooks.

At 1 a.m. on the 18th the ships started again, the Florizel leading. Going North-west from us, she got within five miles of the Funks, when a message was received saying "Got one white coat off Cabot Island." The people heard young seals howling at Fogo Island. At two p.m. the ice slackened again and the ships worked about three miles through, and at sunset were three miles further South from the Funks than at daylight.

That morning we were nipped again and at night we started to put in ice to make our ship heavy for butting. The only thing to do was to work all night, and all the next day we worked hoisting ice aboard.

On the next day the Doctor got out on the ice to stretch his legs, and, to my surprise, to soak his skin. He got in the water, but it was so cold that he did not stay very long.

The Beothic was still on our side, and the Florizel still jammed North of us. Got clear at midnight and nipped again at daylight, then pushed along slowly through a patch of hoods. At 9 a.m. we got in slack ice and saw plenty of old seals. The Beothic followed us all day but we saw no sign of the Florizel.

We got a message from Kean saying that the ice was thick and heavy and they were not doing much, so we went down aft with the master watch and spent a very enjoyable evening.

At midnight a message came from Kean saying he was in clear water and at 5 a.m. we were in the water. We went East trying to find a lead to get North, but seeing the Bellaventure jammed and the booking should be heavy shortly.

We steamed along till 3 p.m. the next day, when the ice began to get thick, and after pushing along for an hour, we came across some seal carcasses which looked sun-burnt. Some thought they belonged to the shore men and all were filled with joy at the thought of coming across a big patch. We afterwards learnt that they were Kean's carcasses and one of the stowaways jumped out and got a whitecoat which had been left behind.

After we had steamed for about ten minutes we discovered, through the fog, the Florizel and Beothic. How to point the ship to get ahead or to get a place where the ice would be likely to open would try the brain of a good captain.

On Sunday the 21st the three ships were again together, jammed. After supper we got a few friends together and held prayers in the hatch.

Monday brought with it no hope. It was dirty all day. At 5 p.m. the ice began to ruff. After supper we were down with the first mate having a lively time of it when suddenly there was a crash and a shock, and rushing to the deck, we discovered that the ice had ruffed and struck our rudder, pushing it so far to the starboard wheel in which the chain worked, that it went to pieces. It did not take the engineers long to get to work, however, and in a very short time she was ready for action again.

On the 23rd three ships were in danger of being ruffed together about twelve miles South East of Jull Island. The Captain thought he saw seals about two miles from the ship and sent seven men to make a search. After travelling two miles, however, they saw only seven or eight old seals around a lake, and there was no prospect of young seals, so they returned to the ship.

(To be continued)

## Racy Letter From St. Lawrence

(Editor Mail and Advocate)  
Dear Sir,—Just a few lines from this little settlement to let you know that although we are seldom in touch with our Northern friends, yet we have great faith in their work, as we know that the Union is the only means by which we can get a square deal.

We have a branch here but the chairman is rather slack, therefore we don't have very many meetings, and if we want a good branch here we must get somebody else to conduct the meetings who will take an interest in the work. Our people might have had some cheaper flout here if the chairman had done his work properly, or at least we heard that he was consulted re flour for this place. But he, as far as we could find out didn't take an interest in the work.

There are lots of room for improvement at St. Lawrence and the only way to improve the condition is to get the Union in full swing. This will mean better times for the poor underdogs who are at present only living from hand to mouth. There are some fine homes here but not very many of them are owned by the fishermen, as a matter of fact those who live in the houses and more than this, they try to control all public affairs as well as crowd over the fishermen. But the fishermen of this settlement are now getting the seals removed from their eyes and want to know how things are going in general, and are now going to make a break for money and for their own good.

I hear so much about. But sorry to say that we were always considered too small to ever enjoy anything, but keep our nose to the grinding stone. That day is now past, all thanks to the President of the F. V. U. Therefore get together men and help the Union which is helping yourself. Wish the Union every success.

I remain,  
Yours truly,  
A TOILER.  
St. Lawrence, April 22nd, 1915.

The mule that gets in the first kick usually wins the scrap.

The Turks used to say: "When we are driven out of Constantinople we will go to Broussa: when we are expelled from Broussa we will go to Paradise." Broussa, in Asia Minor, is fifty-seven miles from Constantinople, and the booking should be heavy shortly.

A FIRE INSURANCE POLICY is

### Practical Economy

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Desires of all kinds.

### JAMES DUFF

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Office: Commercial Chambers, Room 45. —mar12,15

STEBAURMAN'S OINTMENT

To Whom it may Concern:—

I was troubled very much with "Eczema," and was obliged to discontinue working, but after using Stebaurman's Ointment I am able to do my work as well as ever, being cured of this disease. I would strongly advise sufferers by this terrible complaint to give this ointment a trial.

Yours faithfully,  
(Sgd) PATRICK BRENNAN.  
1 Waldegrave St., Dec 29th, 1914.

Stebaurman's Ointment, 25 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 651 or 15 Brazil's Square.

### The Steel Company of Canada, Ltd.

MONTREAL.

Manufacturers, at right prices, of Bolts and Nuts, Horse Shoes, Railway Spikes, Bar Iron, Barbed Wire and Staples, Mild Steel, Galva. Telegraph Wire, Galva. Bar Iron, Pig Iron, Lead and Waste Pipe, Iron Pipe, Fence Wire, Tacks of all kinds, Shot and Lead.

FOR SALE—Schooner

"King Ed. VII. 35 Tons. Well found, in Anchors, Chains, Sails and running gear. Schooner in first class condition for the fishery. For further particulars apply to R. STONE, White Rock, T. B., or GEO. KNOWLING, St. John's. ap23,6,15

FOR SALE—A Single

ton good as new, cost \$80.00, will sell for \$30.00. Apply to H. SMITH, care New Tremont Hotel (during meal hours).—mar6,15

## RED CROSS LINE.

INTENDED SAILINGS.

FROM NEW YORK—S.S. Stephano, April 29.

FROM ST. JOHN'S—S.S. Stephano, May 6.

Passenger Tickets issued to New York, Halifax and Boston.

FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

	1st CLASS	2nd CLASS
To New York . . . . .	\$40.00	\$70.00
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To Boston (D.A.R.) . . . . .	30.00	51.00

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

HARVEY & COMPANY, Ltd.  
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## NEW MOLASSES

Just Received

### 2 Cargoes

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### BARBADOES MOLASSES

Puncheons, Tierces and Barrels

Fancy and Grocery

### To Farmers:

JUST ARRIVED

100 SACKS

### PERUVIAN GUANO

'PHONE 647

### STEER BROS.

## SALT ADVANCING

We have a cargo due to arrive from Cadiz, about 30th April, per s.s. "STEGELBURG." Book your orders early and take advantage of lowest rates.

### Baine, Johnston & Co

## 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.