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GERMANY CLAIMS ANOTHER SUCCESS OVER RUSSIANS ON THE EASTERN FRONT

Sixteen Thousand Prisoners Taken--- Germans Make Crossing of Dniester Belgians Advance Across Yser---French Suffer Defeat at Souchez Where They Lost Some Trenches Recently Taken From the Germans

London, June 14.—Germany today claimed another decided success along the eastern line, north-west of Mosca, in the region of Sienawa. The German report said that along the line extending over forty-three miles, the positions of the Russians were taken, and that 16,000 prisoners fell into their hands. The Russian official report, however, only mentioned the locality where the action is said to have taken place, in a paragraph which declared that the Austro-Germans, after heavy losses in the region of Mosca on Friday and Saturday did not resume the offensive. According to Petrograd, the Austro-Germans have made another crossing of the Dniester, where a brilliant cav-

The Residents of Tchesme in Panic

When French Ships Enter the Port and Bombard Telegraph Station AND SINK TWO SHIPS Bombardment Lasted Forty Minutes—Inhabitants Flee

London, June 14.—A report has reached Athens from the island of Shios, to the effect that two French warships entered the port of Tchesme, Asia Minor, forty miles south-west of Smyrna. According to this report the warships bombarded the telegraph station at Tchesme and sank two sailing ships. The bombardment lasted forty minutes. The inhabitants of the town fled in panic to the mountains.

Patriotism Should Be For Every Day Says Pres. Wilson

Washington, June 14.—President Wilson, speaking at the flag day exercises here to-day, urged the States' citizens to remember their patriotism on other days than national holidays, and carry the flag of their country over their hearts. The President made no direct reference to the European war or to the international questions, but was applauded whenever he made any reference to the patriotism of the people of the States.

SIR EDWARD GREY GOES FISHING?

This Time Expects to Land Roumania---Captured Italy as Cure For His Eyes---The Prediction is Roumania Will Throw in Her Weight Against Germany

New York, June 15th.—A despatch from a Staff correspondent in London to the 'American' says, Sir Edward Grey, who according to official announcement, is taking a vacation to rest his eyes not likely to get much rest if reports current in diplomatic circles here are based upon the truth. It is said that Sir Edward has gone to Bucharest to bring about the intervention of Roumania in the war on the side of the Allies. In the same way he went to Rome about Easter time to bring in Italy, although it was then announced he had gone fishing. He landed big fish on that visit, and is expected to be equally successful in the present venture. It is safe to predict that in a week or so something will be heard from Roumania, that will be pleasant for the Allies.

Intervention of Roumania in War Is Now Imminent

Greece and Serbia Decline Proposals of Quadruple Entente

RESPECTING BALKINS And Cession To Bulgaria Of Any Territory in Macedonia

Rome, June 15.—A despatch from Sofia says M. Filipesco, leader of the Roumanian Conservatives, declared to-day that the Quadruple Entente Powers (Britain, France, Russia and Italy) agreed to the demands of Roumania, therefore a definite conclusion and understand for the intervention of Roumania in the war is imminent. Greece and Serbia will send identical Notes to the Bulgarian Premier and his Cabinet, declining the proposals of the Quadruple Entente Powers for the cession of Macedonia territory to Bulgaria. The correspondent of the Giornale d'Italia in a despatch adds: "I am assured that Greece and Serbia are sending a Note of protest to the Great Powers, declaring it impossible to accept the Balkan understanding on such terms."

M. Rados Lavoff and his Cabinet will use pressure on Serbia and Greece, because in the end, the conception of the Quadruple Entente, based on a right and just consideration of national aspirations in the Balkans, must prevail.

VENIZELOS' PARTY RETURNED

London, June 15.—An Athens despatch says: So far as is known 172 Venizelos adherents have been elected, 69 Government candidates and independents returns 74 seats. Macedonia has not yet been received. Complete returns, however, are certain to give a majority for the Premier.

German Station In West Africa Surrenders to Allies

London, June 15.—Garua an important German station on the Venue River, German West Africa, surrendered unconditionally to an Anglo-French force on June 11, says the Governor-General of Nigeria, in a telegram to the Colonial Office.

A DAY'S DUTY IN A FRONT TRENCH

British Officer Tells of Exciting Movements On Observation Day

London, June 8.—Some of the exciting moments of "observation duty" are graphically described by a British artillery officer in the following letter home. "One of the little diversions of artillery officers is to take a turn as forward observing officers, right in the foremost infantry trenches. It is only by going out there for a day and making a very close scrutiny that one can be sure which is theirs and which is ours. So one night I found myself aroused from my first hour's sleep back in the battery, and told that by the hour before dawn I must be over in a certain trench and with a telephone communication to the battery. "It's rough going to cut straight across that desolate no-man's land in black night. Time and again you catch yourself back just on the edge of a circle—that is a hole which "Jack Johnson" or his brother, the "Woolly," has made, and which has filled up with water enough to drown a man or two in. "The constant buzzing and whistling of bullets which are kept flying over the trenches all night long is not a music which tempts the wayfarer to linger. We were warned about a fallen tree by that roadside, which looks an ideal spot for a breather, but for such as sit it is too often fatal. The enemy have marked down its position and give the locality special attention. There is probably a rifle "set" on it.

"The trench on our left had some shell poured fiercely into it; mud and turnips from the field behind came flying over to us. We saw dead soldiers in a red and blue uniform lying in the forbidden land between the two trenches; one with a whitened skull. "Aircraft came over from our side and were greeted with volleys of rifle fire; we reported this to our battery and they delivered a shower of shrapnel which made all heads keep under. Our periscope was "souvenired" later on with a rifle bullet clean through the tin sides. "Our day's journey was to finish in the afternoon, but not till the covering of darkness of the evening could we leave our post. For an hour or so we tried to sleep, the numbed sleep of the trenches—that sleep in which all the sense never share together, but always one or other seems to take it on itself to watch while the others rest. Then, as soon as it was dark enough not to be able to distinguish the trench opposite, we put our chilled limbs under us and "straggled out."

Enemy Fifty Yards Away. "The periscope is wonderful. To be seated where you can see nothing but the muddy sides of a hole and then by applying the periscope, and without having to rise an inch, to have the whole of this extraordinary countryside revealed—trenches and wire entanglements, sandbags, and shell holes showing up as if under a microscope. "What helped to keep us discreetly low was the sight of a loop-hole in the German trench fifty yards across the way; now it showed daylight through it, and now it was darkened. So we sat quite tight from morn to eve on that frosty day. "As long as the battery had no need for our eyes, we were able to watch the strange life of that hillside. Two most relentless riflemen in a trench to our right occupied our attention a lot. We envied them their activity. They seemed to be able to find targets when all the rest of the line was hushed, and we wondered if they took an enemy life for each half dozen of their carefully-sighted shots. "The trench on our left had some shell poured fiercely into it; mud and turnips from the field behind came flying over to us. We saw dead soldiers in a red and blue uniform lying in the forbidden land between the two trenches; one with a whitened skull. "Aircraft came over from our side and were greeted with volleys of rifle fire; we reported this to our battery and they delivered a shower of shrapnel which made all heads keep under. Our periscope was "souvenired" later on with a rifle bullet clean through the tin sides. "Our day's journey was to finish in the afternoon, but not till the covering of darkness of the evening could we leave our post. For an hour or so we tried to sleep, the numbed sleep of the trenches—that sleep in which all the sense never share together, but always one or other seems to take it on itself to watch while the others rest. Then, as soon as it was dark enough not to be able to distinguish the trench opposite, we put our chilled limbs under us and "straggled out."

Prince Discusses Greek Situation Rome, June 15.—"The elections will show the opinion and will of the people in regard to our national ideals and the means for realizing them," was the declaration of Prince George of Greece, in a statement discussing the internal situation in his country, issued before his departure from Bari and Foggia. We are on the eve of an understanding between M. Venizelos and M. Gounaris, he continued, which will settle the future attitude of Greece. Everyone in our country realizes this is no time for internal struggles.

An Aftermath Of the Air Raid On Brussels London, June 14.—The Allies' air-men who raided the Zeppelin sheds in Brussels, June 7, not only destroyed one Zeppelin, but one Parseval air-man, variously estimated from 7 to 11, came at 2 o'clock in the morning. German soldiers opened a violent fire, but failed to bring down a single airman.

Absolute Blockade London, June 15.—The Times Hague correspondent says that from midnight, June 15, the blockade of German and Austrian goods passing through Holland for the United States becomes absolute.

MONS. LANGEVIN DANGEROUSLY ILL Montreal, June 15th.—Monsignor Langevin, Archbishop of St. Boniface, Manitoba, is seriously ill here. Recovery is doubtful.

Peaceful Outcome Pending Negotiations States and Germany

Profound Relief Now Prevails—Amicable Understanding

MUCH BETTER NOW Than at Any Time Since the Sinking of the Cunard Liner Lusitania

Washington, June 15.—President Wilson feels encouraged by reports that the pending negotiations between Germany and the States most likely will have a peaceful outcome. Those who have discussed the situation with the President and other officials the last day or two, have found the belief prevalent that the chances for an amicable understanding with Germany are much better than they have been at any time since the Lusitania tragedy. This feeling is understood to be based both on official and unofficial reports from Berlin telling of the favorable reception there of the American Note, and on the hope too, that the despatches carried by Dr. Aaton Gerhardt for Count von Bornstorff, German Ambassador, will impress German officials with the American point of view. It is learned that the President does not plan to send another Note to Britain, protesting against interference with commerce between the States and neutral countries in Europe, until the discussion with Germany will have shaped itself more clearly.

Shelled Them While Getting Into the Boats Cardiff, June 15th.—The crew of the British steamer Hopemount, sunk by a submarine off St. Ives arrived here. The men report that the German shelled them, while they were taking to their boats and that the Captain and three members of the crew were wounded.

Italian Government Buys Many Horses In United States East St. Louis, June 14.—Representatives of the Italian Govt. have resumed the purchase of warhorses at the National Stock Yards here, buying 200 head daily. This is more than the number bought by the British and French Governments combined.

Labor Shortage On English Farms London, June 15.—There is a war shortage of 170,000 agricultural male laborers on the farms in England, Scotland and Wales, according to a report from the Board of Agriculture.

PORTUGUESE CABINET TENDERS RESIGNATION

London, June 15th.—A despatch from Lisbon says the Portuguese Cabinet has presented its resignation, but it has not been accepted.

American Intervention Brings Amelioration To War Prisoners England Agrees Submarine Captives Given Same Treatment

AS OTHER PRISONERS Germany Extends Like Conditions to the British Officers Berlin, June 15.—As a result of American mediation, exceptional treatment which is being accorded German submarine boat prisoners in England, and an equal number of British officer prisoners in Germany, has been discontinued. Germany today notified the American Embassy that British officers who were selected for retaliatory treatment here, would, like submarine prisoners in England, hereafter be confined with other prisoners of war and given the same treatment. With this incident out of the way it is hoped that negotiations between Germany and Britain for the release by them of enemy civilians, who are incapacitated for military service, which were interrupted when the captured crews of submarines were placed in confinement, may be resumed. Negotiations at that time were virtually complete.

British Steamer Hopemount Sunk West of St. Ives—French Steamer Diamant Goes Down off Pendine by SUBMARINE ATTACK

Crews Have Been Landed Safely at Plymouth London, June 15.—The British steamer Hopemount, 3,300 tons, was torpedoed and sunk to-day, at a point west of Saint Ives, England, by a German submarine. The crew were saved. The French steamer Diamant was sunk by a German submarine off Pendine, Wales. The crew were landed at Plymouth.

PRIZE COURT CONDEMNED "BELGIA" London, June 15th.—The Prize Court has condemned the Hamburg American line steamer Belgia, seized at the beginning of the war at Newport, Monmouthshire. The Captain of the Belgian contended he did not know war had been declared when he entered Newport.

OFFICIAL BRITISH. London, June 14.—The French Government reports violent artillery duels north of Arras. The ridge, north of the Souchez Sugar Refinery was carried by assault; also three lines of German trenches south-east of Herbutene. Over 100 prisoners were taken. The German losses were very heavy. The Russian Government report the enemy repulsed in North and West Poland. In a three days' battle near Zarawno the Russians captured in all nearly 18,000 prisoners, 79 machine guns and 17 cannon. The enemy are now crossing the Dniester on points between Nitzwyski and Zalezizkw on the Bukowina border. The Italian Government reports successful fighting and further progress especially on the Isonzo River. BONAR LAW. GERMANY. Berlin, June 14.—An official announcement made here this afternoon states that General von Mackenzon has occupied the Russian positions along the entire front in the Eastern area of fighting from Cyerniawa to Siedawa. These places are in Galicia. Siedawa is 18 miles north-west of Jaroslau on the River San.

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Discovery of the Dinosaur

Professor Sternberg Tells of His Find in the Alberta Bad-Lands

In the days when Canada was a sub-tropical swamp, perhaps some 3,000,000 years ago there roamed about the leafy marshes of Alberta, a fierce carnivorous monster known to scientists as the great spiked dinosaur. This interesting animal's playful habits are described in the following notes written by Prof. Chas. H. Sternberg, of Ottawa. The skull was discovered in the Red Deer river beds of Alberta.

"The skeleton is nearly thirty feet long, and we hope soon to have it on exhibition at the Museum. This dinosaur walked on his hind limbs; they are over ten feet in length. The feet alone are 44 inches long, armed with four powerful claws 8 or 10 inches long, in life, sheathed in horn. A blow from one of these massive feet would lay bare heart and lungs, and trail the entrails of our spiked dinosaur on the ground. They were indeed blood-thirsty tyrants of the grass and reed covered flats along the Cretaceous Ocean. Their wicked mouths were armed with four rows of long lance-like teeth. I can imagine that the moment a spiked-dinosaur was aware of the presence of his terrible enemy, he would immediately stand at bay with lowered nasal horn pointed towards his foe, and the crest horns bristling at right angles above his mouth beak-like, and sheathed in horn open for attack, presenting altogether a most formidable appearance. The head, like a great shield protected the vital organs.

"Although we know but little of the skeleton of the plant eating reptile, I judge from what we know of others of the same family that it must have been some 6 feet in height and 11 feet to the drop of the tail. The tail dragging on the ground was perhaps ten feet long. No matter how agile the carnivore may be, he always finds the shield and open threatening jaws prevented to him, instead of flank, as he would prefer. I suppose the herbivore would make sudden lunges forward with threatening beak. One snap of the horrid jaws would be match for the sharp teeth of the tiger. The reeds and rushes would be trampled in the mud, a great ring formed. Tired at last of useless effort, the blood thirsty tyrant of the everglades would sink off in hopes of catching his prey unawares."

TRAGIC END OF DARING SUBMARINE

Paris June 3.—The German submarine U-29, commanded by Commander Otto Weddigen, was the most famous of the German submarines. In fact, so famous was the craft that the German government has ordered that torpedoes hereafter shall be called "Weddigen" in honor of the commander of this submarine.

The U-29 was the submarine which torpedoed six steamers within two days. It was the submarine which torpedoed the British cruisers Aboukir, Cressy, and Hogue, all on the same day, with the loss of nearly one thousand five hundred lives.

Germans Admit Loss.

In the latter part of March the British Admiralty announced that it had good reason to believe the German submarine U-29 had been sunk with all hands. Later the German government announced that as this submarine had not returned to its port and as the British Admiralty had announced it had good reason to believe it had been sunk with all hands, the German government considered it as lost.

Since then there has been considerable speculation as to what has become of this famous boat and its crew.

One tale was that it had got into Portsmouth harbor and had been destroyed there. Various other tales have been told.

What happened was that a short while ago the British battle fleet was cruising in two parallel columns, the Iron Duke, the flagship of Admiral Jellicoe, leading one, and the original Dreadnought leading the other. There was a line of destroyers well to the front.

Bobs Up Amid Fleet.

The U-29 suddenly appeared on the flank of the column nearest the Iron Duke. It had evidently seen the fleet from a distance and dived before the

HIGH PRICE MAKES OFFER SUSPICIOUS

Boys Claim to Have Been Offered Extraordinary Sums to Enlist in Britain

Boston, June 10.—Federal investigation of the alleged activities of persons interested in obtaining recruits for the British army among Americans, has brought to light four cases in which inducements had been offered youths to ship abroad, according to a statement by Congressman Peter F. Tague.

Bonus of \$100.

Two young men, located by federal agents yesterday, said they were told they would receive a bonus of \$100 besides free transportation to England, if they would become British soldiers. Another boy, James Pope, who is 15 years old, said he crossed to Liverpool as a hostler on a transport steamer and enlisted there, but later deserted and returned home as a stowaway. He asserted that he and other young hostlers on the steamer who also enlisted were instructed by a recruiting sergeant to say that they were Canadians, and 19 years old.

The British consul-general at this port, Frederick P. Leay, disclaimed any connection with the matter, saying the responsibility lay with United States immigration officials.

Congressman Excited

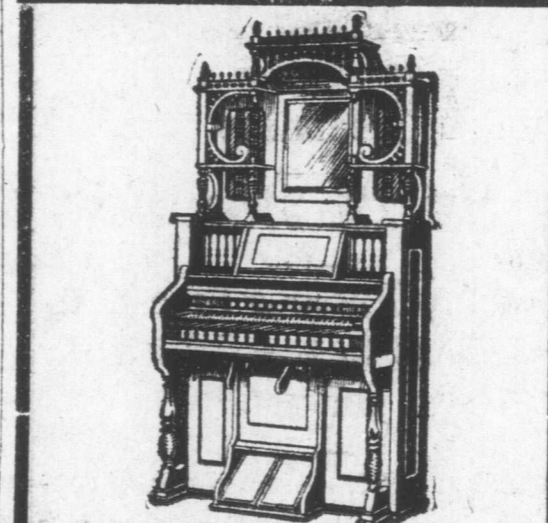
Congressman Tague announced that he would go to Washington to-day to discuss the situation with Secretary of State Bryan and officials of the department of justice. He said he had letters from the parents of 60 young men in this state who had enlisted in England.

Blonde or Brunette?

"Who is your favorite writer?"
"My typewriter."

Shortly before the outbreak of war, it was arranged that a train with British exhibits should tour the railroads of Canada, and this scheme was abandoned by order of the war is over.

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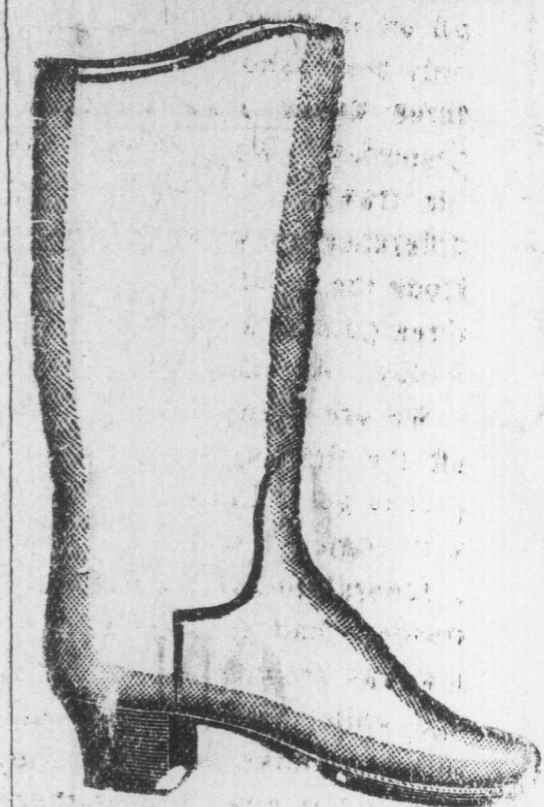
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To the Fishermen

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Dear Sister.—Just a few lines to let you know that I received your letter and postal to-day. We are all on trawlers now and I have only been ashore once for the last three weeks. We were paid off yesterday. We get more pay on the trawlers. Does it make any difference to what mother gets from the "Calypso"? I received three pounds and ten shillings yesterday. Am saving it up.

We are going to get four days off the first week in July. I expect to go to London or Aberdeen, with some of the crew. I was at a funeral to-day which all the trawlers had to attend. The fellow was drowned about six weeks ago while drunk. You can see lots of drunks here, but they are stopping it now, and neither soldiers nor sailors can get it till 5 o'clock in the evening. I don't look at it myself. When the rest go ashore, I get in the hammock with my best old friend—my pipe. I often wish we had a bit of home tobacco.

We are getting the best of living. We are allowed 10 shillings

a week for grub, and get plenty of ham and eggs, fresh meat, jam, etc. There is no work to do only around the ship when we are out. We have a sweep out for submarines with nine mines on it. When we get anything in it the beam tips and then we run and turn on the key and the mines explode whatever is in them. We also have a three powder gun for aeroplanes.

You would laugh sometimes if you were here to see us putting on the rig when we go on watch. My oilskin is something like the cosack I had once, only it has a big rubber collar, like a stocking, which is blown up after it is put on the neck.

Assuring you that I am not down-hearted yet.

Your loving brother,
FRED.

The writer of the above is Fred. Courage, son of Capt. Abel Courage of Catalina. He went over to England on March 20th and is now doing duty on H.M.S. "Strathdee" at Dover, England.

AT THE NICKEL

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East End

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West End

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GRAND POTTED PANTOMIME

Little Bo Peep and Boy Blue

In fine, delightful scenes. Great Farm Yard Scene. Beautiful costumes. All new songs and dances. Magnificent transformation scene. SPRING, SUMMER, AUTUMN and WINTER. And the prices remain the same.

NOTE—Get your tickets for Friday night, for a great surprise contest. Something to please the most fastidious, and don't all wait until you lose a good seat.

We Are Coming To It By and By

(Editor Mail and Advocate)

Dear Sir,—Will you be good enough to publish the account in connection with Railway Arbitration Awards paid out during election year 1913-1914. If you will do so, I would like to have every payment published, small and large, as we want to know to the cent what money was spent and to whom paid; many that received small awards should have received larger sums, and many who received large sums would be well paid with one-third of the amounts.

Yours truly,

ONE INTERESTED.

Bay de Verde, June 5, '15.

[In reply to our correspondent, we will endeavor to publish the statement asked for as soon as we finish publishing the Estimates. The amount expended for Railway Arbitration for the year July 1st, 1913, ending June 30th, 1914, was \$210,032.28. The publication in detail will prove an eye-opener to Toilers who reside at settlements tapped by the Heart's Content, Grate's Cove and Trepassy Branches.—Editor.]

Telegraph Line Badly Neglected

(Editor Mail and Advocate)

Dear Sir,—Kindly allow me space in your esteemed paper to say a few words about the telegraph line. The poles are all falling across the public road and the line repairers seem to be too much taken up with other work to attend to them.

I understand that they are supposed to call at the office twice a day, but they don't call twice a week. I have known the Post Mistress to go working at the wires herself and I have known her to pay other men to do the work which the line repairers ought to be doing. One pole was blown into the water for eight months and during all that time the line repairer did not see it.

It is time for someone to look after this work who will devote his whole time to the service. I do not blame the Government for this neglect for the Government knows nothing about it. I do hope now that it has been made public, that they will take steps to remedy this condition of affairs.

Yours truly,

UNION MAN.

Point Leamington, June 8.

Velvet pencils for commercial use.—ap12,1f

Next Election Will Tell the Tale

(Editor Mail and Advocate)

Dear Sir,—Allow me space in your valuable paper for a few words from Beaver Cove.

Sir Tax Morris must be well scared by this time. He and his party thought it was no trouble to talk over the Union members, but he has found his mistake. No, Morris, it takes Mr. Coaker and his party to show up party graft and hoodling.

Mr. Editor, I would like to know why the Governor's salary has risen \$2500 and why they have given him \$1500 more for travelling expenses. If a poor man earns \$200 in a twelve months, he thinks it very good, and sometimes he has to put up with \$100.

And now they are putting on what they call a War Tax. In my opinion it is money to pay for picnicking and hoodling for the Morris party.

Never mind, next election he will be like the man on top of the house, "he will be out of it."

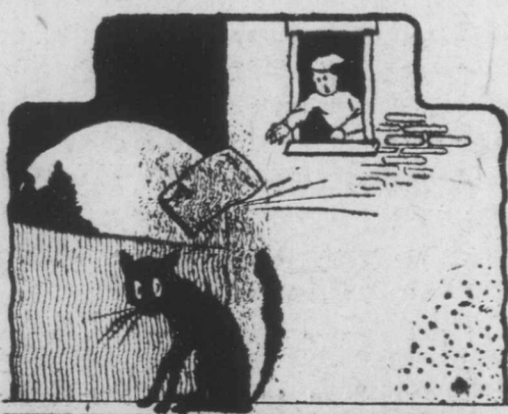
Go on, Mr. Coaker, we are at your back. Wrong must go under and Right must prevail. This is what will happen at the next election.

Wishing the Union and The Mail and Advocate every success.

Yours truly,

PEPPER.

Beaver Cove, May 31, '15.



FIRE INSURANCE

DON'T THROW AWAY

your chance to get insured because so far you have escaped a fire. Your turn may be coming to-night as far as you can tell. Come in to-day and let us write you a FIRE INSURANCE POLICY in one of the strongest and safest companies. The premium charged will be ridiculously small compared with the protection given.

PERCIE JOHNSON,
Insurance Agent.

CARD

P. O. Box 17.

Telephone 24.

JOHN COWAN

Consulting Accountant and Auditor

Special attention given to the preparation and examination of Financial Statements.

Kean Arrest Petitions

Additional From Notre Dame Bay

DANIEL RIDEOUT
JOSEPH RIDEOUT
ARCHIBALD RIDEOUT
JACOB HEWLETT
GEORGE RIDEOUT
GEORGE CROUCHER
SAMUEL CROUCHER
JOHN BROOM
ARTHUR PARSONS
AARON PADDOCK
SAMUEL HAWKINS
ALFRED SIMMS
LEN. NORMORE
A. D. ROBERTS
ABSALOM PERCKER
WILLIAM CAROVAN, JR.
THOMAS RIDEOUT
GEO. B. PADDOCK

POINT LEAMINGTON

JAMES THOMPSON
MARK STUCKLESS
MATTHEW PAYNE
EDWARD COOPER
WALTER SAUNDERS
JOHN C. SAUNDERS

FRANCIS SHIRRON

HENRY WHIRRAN
EPHRAIM ROWSELL
JOSEPH THOMPSON
GEO. W. ROWSELL
JOSEPH ROWSELL
GEORGE STUCKLESS
ELI STUCKLESS
OBED. STUCKLESS
W. G. ROWSELL
WILLIAM WARFORD
GEORGE TUCKER
HENRY SHEPPARD
JOHN SHEPPARD
SAMUEL WARFORD
GEORGE WARFORD
CHARLES WARFORD
JOHN ROBERTS
ABRAHAM ROBERTS
R. J. BALL
JAMES ANDREWS, SR.
JOSEPH WALKER
JABEZ EVANS
JAMES CURLEW
LEONARD THOMPSON
J. RICE
SAMUEL COOPER
GEORGE THOMPSON

Lamaline Boy In the Trenches

France, May 7, 1915.

Dear Sister,—Just a few lines to let you know that I am well and enjoying myself. I am now in the trenches, but none of our battalion have yet had the privilege of firing a shot at the Germans. In our trenches we have open fires, and shelves all around. Our ammunition is on the outside of the trenches.

I feel quite at home here and have never regretted that I enlisted in the Army. I am the first boy from Lamaline in the dug-outs. The only things I miss are tobacco and cigarettes. A smoke and a chat are the things we enjoy most.

Don't worry about me, for I hope to be home as soon as the war is ended.

Yours truly,

EDGAR HILLIER,
Of Lamaline.

The Belgian Crops

London, June 8.—The Daily Mail's Amsterdam correspondent says that the harvesting of the early June crops will begin this month in Belgium. These crops were planted earlier than usual with a view to speedy results.

Elastic Cement Roofing Paint will save you dollars and trouble. —ap14,eod

DESTROYERS OF THE ZEPPELIN

Italian Government Workshops Have Turned Out Immensed Heavily Armed Flier

Rome, May 31 (Correspondence).—An aeroplane, "destroyer," designed for attacking dirigible airships, has been perfected in Italian government workshops during the past few months. It is an enormous machine with three separate engines and with a total energy of over 200 horsepower. The aeroplane combines the tractor and pusher type of machines—that is, those which are drawn along by an air screw in front and those which are pushed by an air screw behind.

Like Two Biplanes.

It consists, in fact, of the bodies of two ordinary tractor biplanes placed side by side and far enough apart so that there is room between them for the propeller of a third engine. Each of the two main bodies has its own engine and tractor screw in front, so that it looks at first like two ordinary tractor biplanes flying hand-in-hand.

Fire All Ways.

On the section of wing which joins the two bodies is placed the body work of an ordinary pusher biplane, with the engine and propeller behind. In this way the body projects

We Aim To Please

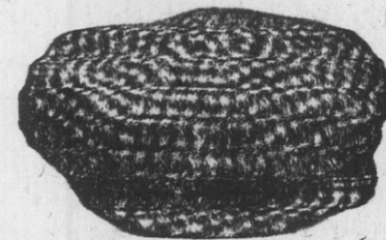
And we hit the mark every timewith good work at honest prices.

C. M. HALL,
Genuine Tailor and Renovator.
248 THEATRE HILL

NEW GOLF CAPS AND SOFT FELT HATS

Golf Caps

Gents Stylish, English and American Golf Caps, in Mixed Tweeds, light and dark, 40c to \$1.50

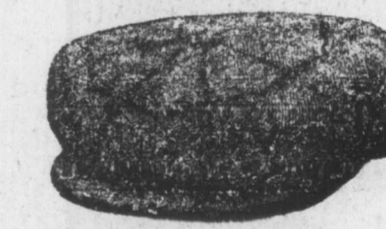


Soft Felt Hats

Two Special Lines.
LOT 1.—SPECIAL Line of Gents Soft Felt Hats, in shades Browns, Fawns, and Greens, 85c each.



LOT 2.—Spécial Superior line Gents Soft Felt Hats in shades of Bronze and Bottle Green, Brown Navy, Slate and Black, \$1.50 each.



STEER BROTHERS

well forward in front of the screws of the other two engines, so that it can carry a gun of considerable size and have a clear field of fire forwards, backwards and on both sides without danger of hitting its own screws or wings.

The tail ends of the two bodies are joined together by a very large tail stretching from one to the other, so that actually all parts of the machine are in proportion.

Heavy Armament.

The big machine is capable of lifting a huge cargo of bombs large enough to be certain to destroy a Zeppelin if they hit it, and even capable of doing serious damage to a battleship.

300 FIRMS ARE MAKING SHELLS

Canadian Industries Working Along Lines Advocated by Lloyd George

Over 300 factories in Canada are now engaged in turning out shells and munitions of war along the lines that the Rt. Hon. Lloyd George has urged greater industry in Great Britain. Shortly after the war broke out the Minister of Militia conferred with the Prime Minister on the subject and a committee known as the shell committee was appointed. It is announced that a splendid

spirit of co-operation has been manifested and the orders with which the committee has dealt or is now dealing aggregate at least two hundred million dollars.

The headquarters of the shell committee are at Ottawa where a very large staff is constantly engaged. Mr. A. F. Riddell, of Montreal has agreed to accept the duties of financial director of the committee's work

and to supervise its financial details. It is probable that a committee similar to the shell committee will be appointed in Great Britain to carry out Mr. Lloyd George's program. It is freely acknowledged that the example of Canada and the work so effectively performed in this country in utilizing our industrial resources for this purpose can be followed with advantage in the Mother Country.

THE CRESCENT PICTURE PALACE

MONDAY AND TUESDAY

"THE PASSING OF DIANA"

A Vitagraph Special Feature in 2 Parts.

"AN EMPTY SLEEVE"—A story in which old soldiers' adjust their family affairs.

"BROUGHT TO JUSTICE"

A Kalem Indian Feature.

"THE PARTICULAR COWBOYS" and "FOR TWO PINS" are two extremely funny comedies.

Good Singing! Good Music! A Cool and Comfortable Theatre!

ADMISSION—Afternoon and Evening—5 CENTS.

I want to purchase ONE HOUSE about \$500.00 —also— ONE HOUSE about \$900.00 in suitable localities

J. J. ROSSITER
Real Estate Agent



The Mail and Advocate
Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., JUNE 15th., 1915

OUR POINT OF VIEW
Time To Move

THE Premier from his place in Parliament promised the Opposition Leaders that as soon as the House closed the Governors for the Hospital, as provided by the law passed this session, would be appointed. He also promised that the Commission to enquire into the Postal-Telegraph Department would be immediately appointed.

Both matters are of the utmost importance to the public and we take the liberty to-day of calling the Premier's attention to the promises he made to Parliament.

The Labrador Service

WE again protest against the action of the Reid Mtd. Co., in taking the Kyle off the Labrador service and replacing her with the old sealer Erik. The Sagona is also a very unsuitable steamer for this service and would do much better work on some other route.

The fishermen now see that it was a piece of political bluff and intended to secure votes in Conception Bay, as this year, without serious reason, two totally unfit and unsuitable steamers have been dumped upon the public in order to please the interests of the Reid Mtd. Co., who desired to sell their best Gulf steamer in order to make a haul of \$200,000, irrespective of its obligations to the Country.

Of course the Government is to blame mostly, for they should not have permitted the Reids to sell a steamer so essential to the proper success of the Gulf service. They sold to make a grab. The Premier of course made no protest. Why should he?

The fishermen from Conception Bay who prosecute the Labrador fishery must therefore be content with Reid's pleasure and his choice of the old Erik as a Royal mail steamer to ply in place of the Kyle.

Truly this is a wonderful Country for tricksters and our people

are wonderfully law abiding and patient when they can be induced to accept the Erik in place of the Kyle in order to allow Reid to grab \$200,000.

Let Morris finish work was the cry of Graballism in 1913. Ain't he finishing it splendidly?

Gross Injustice

THE revelations which are now being made in detail of the wanton waste of the revenues of the Colony are causing people to sit up and rub their myopic eyes, and exclaim: "Sure, such things are impossible!" They lay the unctious to their souls, and feel self-satisfied that these "revelations" are only circulated to belittle and endanger the administration.

Now, to particularize,—if we are reckoning aright,—the town of Placentia has proportionately, the largest civil list in the country. Why? Nobody seems to know. Of course, we are all interested in historic memories; but the Old French Capital ceased to exist two centuries ago! The place is decidedly picturesque; but the public revenues of this Colony are not to be filched of thousands of dollars to preserve the dignity of sundry officials who have little to do but to draw their salaries.

For example,—it has several revenue officials, sundry justices, four telegraph offices, and a Ferry Service that is one of the most monstrous items in the civil list. Then, it needs a Bridge. This newest demand will only cost the Colony the paltry sum of Fifty Thousand Dollars! That of course is just a small item for a locality which had a Railway built to its backdoor at a cost of nearly Thirty Thousand Dollars per mile!

From published accounts the one item of Sinnott's Ferry costs the Colony money enough to link up the most prosperous section of eastern Placentia Bay with the Capital. The Cape Shore is the most important fishing section of the South Coast, i.e. for shore fishermen. But this section has not even a decent mail service!

St. Brides, Branch, and the Cape have absolutely no communication with the business world, except by schooner traffic. Here, during the fishing season, hundreds of fishermen are plying their dangerous avocation. Should mishap befall them, they have no means of even making known their troubles except by making a harbor where there is telegraphic communication; and such places are few and far between.

There should be a patrol kept there during the fishing season; and the expense would be less than the up-keep of the celebrated Ferry of Placentia Harbor!

By the way, now that the exams. are with us, would some hopeful primary candidate figure out for us what would be the actual cost of operating a 7 h.p. Mianus (burning kerosene oil) per month? Kerosene oil (bought outside of the Oil Trust) should cost—with the drawback—about eighteen cents per gallon. The estimated consumption of oil is about 1/2 pints per horse-power per running hour. Let us have the result by the old fashioned Rule of Three (we are not conversant with the improved (?) methods of figuring).

We are not asking anything about LABOR, STORAGE, HIRE OR ENGINE (when the regular engine is being repaired at \$20.00 per smash), nor do we ask any estimate for Travelling Expenses,—just the little sum of the amount needed for Oil.

We opine that the difference between the mathematical estimate and others would place a daily motor service boat between Placentia and the Cape Shore.

"How long, O Lord" (apologies to The Star) will this thing be allowed to continue?

The New Reid Deal

NOW that the big deal with the Reids whereby we have bartered away very valuable natural assets, has passed into the realms of things actually accomplished, it remains for the people to sit down in patience to await the coming of the sun of prosperity which the deal is going to bring to Newfoundland. Good times are assured us, because of the handing over of our natural wealth to this big corporation.

The big concern which the interested ones told us was going to turn our water and limestone into gold, has secured for itself through the legislature a good deal of protection in the way of exemptions from taxation, besides getting for nothing, that which should not have been given them under any consideration.

Newfoundland must bear the burden, which increased industry, if it does follow the concessions, is sure to place upon her shoulders, while the industry which is the cause of the added burden pays not a cent to the revenue.

Could infamy go further. We have given away millions upon millions of dollars worth and then placed upon ourselves the obligation of protecting the monopoly by exemption from taxation.

With a great flourish we are told that the establishment of the big industry will afford employment to a few hundred laborers.

Is this enough for Newfoundland. Must we be thankful for such a boon as the chance to grind as day laborers, when the very wealth that should be ours has made the industry possible.

Why should we be asked to give up our wealth to others, just because they have the dishonesty to demand it. Go, ask that question of the pawns of parliament who have through their support made the robbery possible. Maybe they can explain why they regard their country as legitimate prey for every grabber, and their countrymen as nothing better than slaves. Maybe they can explain why it is that the evil omen name of Reid was kept in the background in connection with the outrage and another put forward.

Carbide Wilson was introduced to the public, and as a placebo we were told that this gentleman was the inventor of Calcium Carbide.

This was done of course to allay suspicion and to convey the assurance as it were, that a great man of science, would not lend his name and influence to anything shady.

We questioned at once the position of Mr. Wilson, we denied his right to the claim of having discovered either the electric furnace or calcium carbide, which is a product of that furnace, and our challenge still remains, in spite of the venomous and ignorant attacks upon us by the new luminary in the newspaper sky.

Eager for a chance to assail us, he thought his chance had come, we dared to question the credentials of Mr. Wilson.

He ransacked all the bookstores in town for works of reference, and from a few cheap works, he caught what in his ignorance he believed was the whole truth and nothing but the truth.

Now the silly fellow must know that works of reference have a way of copying one from another, and that their contents are not always authentic, but merely express the views of individuals.

To have sought in cheap works of reference a refutation of what we stated on the highest authority shows that The Star man is not as well informed as he ought to be.

For a professional man he is lamentably behind hand. Wonder if he holds that suppuration is necessary to the closing of a wound. Should not feel surprise to learn that he does, seeing that he places so much confidence in cheap references.

Relieving Officer And the Game

IT is time for another investigation regarding the distribution of Relief in the outports. There are sinister reports relative to certain Relieving Officers and their *modus operandi*. Favoritism in the administration of the Widows' and Orphans' allowances is by no means rare.

We have known certain officers who kept shops which were supported almost exclusively by the proceeds of receipts from those whose circumstances were such as to debar them from making complaint. These canny dispensers of the Widows' Mite advance the supplies to applicants for relief; and the person to whose order the amount is supposed to be paid, never sees the color of a dollar; it passes at once into the till of the dispenser. This is unfair both to the poor and to the legitimate traders; the latter takes a chance against the relief peddler's certainty of payment. Were the amounts passed directly into the hands of the widow and the casually-needy, they could get better value for the amount and thus be able to live more comfortably.

Are all those to whom relief is given, actually entitled to relief? We say not; and we know, at least one instance in which the recipient is the mother of an outport merchant. This whole business should be investigated, and at once. When the investigation is made it may be found, as in a very glaring case some time ago, that there are supposed recipients of relief who were unaware that their names were on the Poor List. The dole was collected by a relative with whom the person was living; and the said relative (a very near one, too,) held a large number of Government Debentures!

F.P.U. Notes

Schr. J. M. Prince, Capt. Robt. Prince, of Princeton, is also taking supplies at the Union wharf.

Schr. Britannia is loading supplies for the Union store at Bay de Verde.

Capt. Rich. Mesh and Skipper Thos. Yetman, of Keels, are passengers on the schr. Henry Yetman.

Schr. Henry Yetman, Capt. Sam Yetman, of Southern Bay, is taking supplies at the Union wharf; also supplies for the Union store at Keels.

The rush for "Coaker" engines this spring has surpassed last year's record and every "Coaker" engine stocked by the Trading Co. have been disposed off. The Company hold in stock a few four and six H.P. Fraser engines, F.P.U. and U.T.C.

The Trading Co. will add a new Kero Oil engine to its engine agencies. This engine is suitable for large trap skiffs and runs solely on kero oil, and dispenses with batteries, spark plugs, coil boxes, etc. A sample engine is now installed and may be inspected on the premises.

The Gorgons

(Lippincott's)
A Philadelphia school teacher has lately been instructing her pupils in Grecian mythology. It is the plan to have the children read the tales aloud, and the next day recount them in their own language. One lad, to whom was given the assignment to render in his own language the story of "The Gorgons," did so in these terms:

"The Gorgons were three sisters that lived in the Islands of the Hesperides, somewhere in the Indian Ocean. They had long snakes for hair, tusks for teeth, and claws for nails, and they looked like women, only more horrible."

Cleveland Trading Co. are distributors of Coca-Cola Chewing Gum.

WHERE THE MONEY GOES

Expenditure Voted the Past Session by the Government—Every Elector Interested—Every Cent of All This \$4,072,000 Comes Out of the Pockets of the People

Public Charities—Continued		(f) Public Health	
(d) General Hospital		Salaries:—	
Resident Physician	\$2,300.00	Public & Medical Health Officer	\$2,000.00
House Physician	1,200.00	Inspector Public Health	830.00
Attendant Physicians, 2 at \$300, one at \$600	1,200.00	Inspector of Meats	250.00
Seamen's Physicians, two at \$40	80.00	Clerk and Typist	430.00
Superintendent of Nurses	600.00	Clerk	840.00
Asst Superintendent, 400	400.00		\$4,400.00
Electro-Therapeutist	400.00	Contingencies:—	
Matron	400.00	Printing and Stationery	
Night Superintd., \$350	350.00	Doctors' Reports on Infectious Cases	
Male Attendant	390.00	Disinfectants & Drugs, etc	\$2,000.00
Male Attendant \$330	330.00	Travelling Expenses	
Superintendent Cook	250.00	Laboratory Apparatus & Chemicals	
Cook	120.00	Sundries for Office, including cleaning	\$2,000.00
Kitchen Maids, 4 and 84	328.00	Conveyance—	
Kitchen Attendant, male	180.00	For Conveyance, etc.	\$1,500.00
Night Watchman	360.00	Tuberculosis Campaign	\$24,000.00
Seamstress	96.00	General:—	
Laundry Foreman	480.00	Quarantine	
Laundress	120.00	Doctors' Reports on Infectious Cases	
Laundry Maids, 4 at \$48	336.00	Medical Attendance and Nurses	
Maids, 2 Housemaids, 1 Telephone Girl	588.00	Medicines, Disinfectants, Fumigation	\$8,000.00
Additional help in Hospital and Laundry, only in case of illness	150.00	Provisions and Clothing Medicines supplied to H M Ships for Sick Poor around the Island and Bonus to Doctors of said ships	\$8,000.00
	\$10,666.00	Sundries	\$8,000.00
Nursing Staff—			
Housekeeper for Nurses home	350.00		
Head Nurses, 7 at \$240	1,680.00		
Staff Nurses, 6 at \$160	960.00		
Probationers, 36 at \$100, \$72, \$48, according to years	3,000.00		
Nurses Home—			
Six Maids at \$48, viz: 2 Kitchen, 1 dining room and 3 Housemaids	504.00		
Heat and Light Station,—			
Engineer	600.00		
Three Firemen, at \$540	1,620.00		
	\$19,330.00		
Allowance Resident Physician—			
Upkeep Horse, Carriage &c.	300.00		
Attendant	200.00		
	\$500.00		
Contingencies—			
Stationery	\$400.00		
Printing, Telegrams, Postage and Incidentals	\$400.00		
Supplies—			
Rations	\$33,500.00		
Medicines, Wines, Spirits	5,000.00		
Clothing, Bedding, etc	2,300.00		
Sundries	2,650.00		
	\$43,450.00		
Fuel and Light	\$13,000.00		
Total for General Hospital	\$76,730.00		
(e) Poor Asylum		Salaries:—	
Superintendent	\$500.00		
Allowance for horse hire	50.00		
Matron	240.00		
Attendant Physician	50.00		
Three Male attendants— one at \$400; one at \$230; one at \$40	770.00		
Ten Female attendants— one at \$150; one at \$120; four at \$90; four at \$84	990.00		
Nightwatchman	360.00		
	\$2,960.00		
Contingencies—			
Stationery	\$110.00		
Postage			
Sundries, including Telephone	\$110.00		
Maintenance:—			
Rations	\$10,850.00		
Clothing and Bedding	1,830.00		
Sundries, utensils, cleaning etc	1,800.00		
	\$14,580.00		
Fuel and Light	\$2,300.00		
Total for Poor Asylum	\$19,950.00		

BOWRING'S PATRIOTISM

Bowring Bros. are selling salt from the steamer's side at \$1.85 per hhg. The Trading Co. sold their salt from the steamer's side at \$1.60 per hhg. The Union's salt is now all sold and Bowring Bros. well know it, hence those who buy salt must pay Bowring Bros. 25 cents per hhg. more than the Union sold salt for.

This is the Patriotism that pays. It is easy for merchants to invest \$25,000 into a sinking fund such as The Daily Star, when such profits are secured, but the merchant, but the merchant's dealers. Bowring Bros. will stand to gain nearly \$9000 on the steamer load of salt now discharging in the stream.

SEEKING NEW LOBSTER MARKETS

Some months ago the firm of Robert Templeton of this city, in an endeavor to secure a new outlet for Newfoundland lobsters, sent a sample consignment to San Francisco with the idea of introducing the Newfoundland crustacean to the people of California. They went via the Panama Canal and it was with hopeful surprise that Mr. T. waited the report as to how the parcel was received by the people of this newest prospective market.

Only yesterday he received a report order for a far larger consignment of the goods than the first with the intimation that those who had tasted the lobsters liked them very much. A new shipment will be sent on immediately.

There are now some 7000 cases of lobsters pack in the hands of local dealers or nearly half of the whole of last season's catch. The prices obtainable in California, though of course not as high as those heretofore to be had in Germany, are satisfactory, and it is hoped to dispose in future of a fair amount of our goods there.

THE NEED OF AMMUNITIONS FOR RUSSIANS

Is Being Met by Authorities Organizing All Possible Forces—Factories Run Night and Day

Petrograd, June 10.—The Times' Petrograd correspondent describes how the Russian authorities are organizing every possible industry for the production of ammunition, running factories day and night with three shifts of men and engaging every available specialist, and in addition all students of the technical colleges. A consultative Board, presided over by M. Soukhomlinoff, the Minister of War, has been appointed. It includes representatives of manufacturers and of the two legislative chambers. Its purpose is to stimulate and co-ordinate the participation of industry in war supplies. It has also been suggested that a sort of ministry of munitions be appointed to take full charge of army contracts.

A Case in Point.
The need of explosives, the correspondent adds, is pictured in an account by the correspondent of the Novoe Vremya of the operations at Radymno where he says that within 24 hours the Germans fired several hundred thousand shells.

Ware of High Shells.
"The wave of high explosives," the correspondent of the Novoe Vremya is quoted as saying, "swamped our trenches, broke among the divisional staff and reserves and even among the remote transport columns. The curtain of bursting shells rendered the enemy's trenches invisible and it became impossible to bring up teams to remove our guns."

Don't forget to ask your grocer about LaFrance & Satina Tablets.—ap12,tf

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

Seed Potatoes

—Ex Train—

200 Bags BLUE NOSE POTATOES

200 Bags WHITE ROCK POTATOES

By the Barrel, 1/2 Barrel or Quarter

Also by S.S. "Carthaginian"—

GORGONZOLA CHEESE

SMALL DUTCH CHEESE, 4 to 5lb. each, 25c. pound

INNIS KEAN IRISH BUTTER, 45c. pound.

SPRATT'S DOG BISCUITS

MOLASSINE DOG BISCUITS, CAKE-OMA

LYLE'S GOLDEN SYRUP, 1, 2 & 4lb. tins.

FRENCH PEAS, ITALIAN STRING BEANS

CALIFORNIA ASPARAGUS TIPS

ONE CASE PEARS UNSCENTED SOAP

'Phone 379

W. E. BEARNS

COAKER ENGINES

are THE BEST Motor Engines for Fishermen

W. F. Coaker, Esq., M.H.A.,
President Fishermen's Union
Trading Company Limited.

Dear Sir,—

Last Spring I purchased a 6 h.p. COAKER Engine which has given me every satisfaction.

I certainly consider it the best Motor Engine for fishermen to-day on the local market.

With my trap boat I am able to make seven knots an hour. Last Summer I had my trap set four miles away and I made two trips daily with three dories in tow, and never had the slightest mishap.

I would advise any fisherman who requires an Engine that can be operated easily and give good results to buy a 6 h.p. COAKER Engine.

Yours truly,

WALTER HILLIER.

Point-aux-Gaul, Lamaline,
April 1915.

GREAT RAILWAY DISASTER AT GRETNA

Three Trains On Fire—Terrible Fate of 7th Royal Scots—Death Roll Estimated at 162—200 Injured

An appalling catastrophe occurred on Saturday morning on the Caledonian Railway about ten miles north of Carlisle. Three trains were involved in the disaster, one of them carrying 500 officers and men of the 7th Royal Scots Territorial Battalion. The scene of the accident was Quinstinshill Siding, near Gretna. A double collision was followed by an outbreak of fire, exacting a toll of life and suffering unprecedented in the annals of British railways. The troop train was carrying the A and D Companies of the First Battalion of the 7th Royal Scots from Larbert to Liverpool. At Quinstinshill it dashed into a local train which was on its way from Carlisle to Glasgow, and had been shunted to the south-going line to allow of the passage of the midnight saloon express from London due in Glasgow at 8.15. The collision threw the wrecked trains across both lines, and the London express, which was rounding the curve at the time at a speed of 60 miles an hour, ran into the obstructions. The great majority of the victims were in the troop train, only a comparatively small number out of between 450 and 500 who started on the journey answering the call after the rescue operations were completed. Three of the officers of the regiment are amongst the killed—Major Dundas Hamilton, Captain J. N. Mitchell, and Lieut. C. R. Salvesen, a son of Colonel J. T. Salvesen, Lieut. N. G. Salvesen, a son of Mr. Theodore Salvesen, was severely injured. A sleeping car on the London express was completely destroyed, and a number of its occupants killed.

The disaster is without parallel on British railways in respect of its heavy toll of life and the suffering entailed by the outbreak of fire. Not only were there two distinct collisions in which in each case the oncoming train was travelling at full speed, but the plight of the passengers was rendered perilous in the extreme by an immediate outbreak of fire. Many of the passengers, a doctor states, must have been killed outright, but the fate of others was less merciful. Imprisoned in the interlocked carriages, scores of them were either burned to death or suffered terrible injuries from the flames before they were rescued.

The 7th Royal Scots is a Territorial unit, with headquarters at Leith, Musselburgh, and district. The contingent which was involved in the accident comprised A and D Companies, under the command of Colonel Peebles. The London express also contained a large percentage of military and naval passengers. Most of these were on their way home, after serving abroad to spend a few days with relatives and friends. Included in their number were several Army officers.

The King has telegraphed to the general manager of the Caledonian Company expressing deep sympathy with those who have lost relatives and friends, and inquiring as to the condition of the injured. The circumstances of the disaster will be the subject of an inquiry conducted on behalf of the Board of Trade by Lieutenant-Colonel Drutt, R.E., Inspector of Railways. Sir Charles Bine Renshaw, Bart., chairman of the Caledonian Railway Company, visited the scene on Saturday and made a brief statement on his return. Questioned as to the cause of the accident, a leading official of the company said that he was satisfied that it was "capable of simple explanation."

How the Accident Happened.

The scene of the disaster was Quinstinshill Siding, about 10 mile north of Carlisle. It is less than a mile north of Gretna Station and within sight of the romantic village of Gretna. The disaster thus occurred only a few miles from the Border. Passengers on the ill-fated trains state that it was about a quarter to seven when the trains collided. Various accounts of how the accident happened were current, and, while no official statement is yet available a responsible official of the Caledonian Company furnished a press representative with the facts as ascertained by the company. The troop train, it appears, was one of four which were being run from Larbert to the South early on Saturday morning. The hours of departure of these trains were 12.45, 2.15, 3.45, and 5.15. The train that was wrecked was the third one, leaving at 3.45. When the journey was started the atmosphere was hazy, and the speed of the train was accordingly limited. As the train neared the Border the conditions improved, and the pace was increased to make up for lost time. Before Quinstinshill was reached the local

train leaving Carlisle at 6.10 was drawn up there to allow of the passage of the midnight express from London to Glasgow. The Edinburgh connection from the south had passed through some time earlier. Had the London train for Glasgow been up to scheduled time she would have left Carlisle five minutes before the "local." But she had been delayed owing to congestion of traffic. It was necessary that her progress should not be further impeded, and consequently the local train had to be shunted from the north-going line. The siding at Quinstinshill was already occupied by a goods train, and the local train was simply transferred from the north-going line to the south going line. While she was standing there waiting for the express to pass for Glasgow the troop train dashed into her. The impact was such as partially to wreck both trains, and to foul both the up and down lines. At the moment the collision occurred the London express was rounding the curve. Passengers state that she was going at 60 miles an hour, the signals of course being clear for her. There was no time to pull her up, and before her speed could be appreciably slackened she dashed into the two shattered trains, completing the wreckage and adding greatly to the loss of life. Her two engines ploughed through the stationary carriages, and lay in a heap alongside the single engines of the troop train and the "local." Four engines thus lay derailed among the debris, the first of the four being overturned and the second partly on the top of it. Frank Scott, the driver, and James Hanna, the fireman of the troop train, both of whom resided in Carlisle, were killed instantaneously, and the two drivers of the London express and the drivers of the local train also Carlisle men, were injured.

Scenes of Horror.

The confusion that followed the collision was indescribable. It has been stated by some passengers that minor explosions took place, due, it was supposed, to the ignition of small quantities of ammunition. While it is possible that this happened, the reports heard according to a military eye-witness, were due to explosions in the engines' boilers. Four huge engines dominated the heap of wreckage, and from one of these there belched forth, accompanied by loud reports or rather snorts, big pieces of metal which crashed from a considerable height to the ground, rendering perilous the approach of would-be rescuers. From the wreckage arms and legs were seen to be projecting here and there, sometimes from under prostrate beams, sometimes through apertures on the topmost side of the debris. Insistent and heart-rending cries for help had in many cases to go unheeded, so terrible was the fire. Where rescues were at all possible there were many eager helpers, but in too many cases, alas, the rescuers were powerless. Some of the bodies recovered even in the earliest stages were frightfully scorched. The civilians in the express included a proportion of women, and the fact that a lady's hand, with a bangle still dangling on the wrist, was seen hanging from an aperture after the fire had spent itself in that part of the wreckage show that the disaster has claimed at least one woman among its victims.

Troops' Splendid Behaviour.

The spectacle was one such as would have unerved the boldest of men. Throughout all the terrors of the scene the admirable discipline and courage of the British Army were displayed by the troops. The comparatively small portion of the Royal Scots contingent who, escaped—not necessarily unhurt—from the wrecked and burning carriages behaved magnificently. Set a splendid example by their colonel and officers, they forgot their own minor sores in their anxiety to rescue others or to relieve the suffering of any who were at hand. Colonel Peebles himself was to be seen at the height of the tragedy with his jacket off and his sleeves rolled up turning his hand to whatever task was for the moment most urgent. Nor was the spirit of the Army manifested alone among the rescued soldiers. The behaviour of the injured, even those at death's door, was even more remarkable. One Tommy on being removed in a hopeless condition, lay so motionless on the stretcher that his bearers thought he was already dead. "It's awfu'," he groaned; "we hadna a sportin' chance there, onyway." More remarkable even was the exclamation of a man who had just had his foot amputated, and whose face, according

to a clergyman stretcher-bearer, was "like a butcher's shop counter." This man started all those around him with the exuberant query—"Are we downhearted?" And he died within a few minutes. Faced with the prospect of being burned alive, it was no wonder that one or two sought relief in a swifter and more merciful end. There was one imprisoned soldier who shouted through an aperture—"For heaven's sake, shoot me, Jock."

A Doctor's Bravery.

There was one man whose left hand was pinned to the ground by a fallen bogey. A score of stalwart men threw their strength behind as many crowbars in an attempt to lever the weight off and so liberate the victim. It was useless. He was only released when the surgeon's knife was employed; and this case was similar to others. Of Dr. Edwards, of Carlisle, a story of conspicuous bravery is told. Responding to a soldier's cry, "For God's sake, take me out," the doctor, at great personal risk, crawled underneath the burning carriage, with the hose playing on him, and amputated the leg of the sufferer that was holding him prisoner.

For hours the work of rescue and succour was continued under a broiling sun. Officers and men of the Royal Scots hurried hither and thither with caps and jackets off and sweat pouring from their brows, turning to whatever task offered itself. Members of Voluntary Aid detachments, many of whom were railwaymen in uniform, took up the work of stretcher-carrying of the injured, as well as the more gruesome task of removing the charred remains of the dead. Meanwhile ambulances and private motors lent for the occasion rushed to and from Carlisle and other hospital centres, while on the railway embankment itself firemen attached to local brigades played the hose continually on the burning embers. By the early afternoon the fire had practically spent itself, except for the coal in the engine tenders, which was still alight. The injured had all been removed for treatment.

Disaster Scenes.

The narratives of passengers travelling by the trains involved in the disaster shed many vivid lights on a scene which was frequently described as comparable only to the general conception of a battlefield. During Saturday afternoon and evening a number of trains from the South brought to the Central and St. Enoch stations, Glasgow, passengers who had been fortunate enough to escape from the collision unscathed, or with only slight injuries. In some instances they had witnessed. Personal experiences, were, however, freely given, but as a rule the confession was made that words could not be found to convey an adequate picture of the agonising horror of the scene and the intensity of the human suffering involved. They transcended description. Instances were mentioned of victims who were caught in the burning wreckage in such a manner that help was out of the question. In some cases resort had to be made to amputation to release passengers from a situation which otherwise would have meant inevitable death. There were of course many remarkable escapes. Two Glasgow ladies were after a struggle lasting twenty minutes, and some soldiers were extricated from a carriage in which they had been imprisoned for two hours. The persons interviewed gave a modest account of the effort they had made to render what assistance they could to the unfortunate sufferers, but many tributes were paid to the unsparing exertions of bands of soldiers and sailors who took part in the heroic work.

FOR SALE—At a Bargain, Schr. "Madeline," 30 Tons. Apply to the undersigned at Salvage or 5 Atlantic Avenue, St. John's. KENNETH BURDEN. —jnc9,3i.eod.



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THE NICKELS

ROSSLEY'S EAST END

Last night Rossley's was crowded to the door and its safe to say that the pantomime will be the talk of the town for it is positively beautiful.

ROSSLEY'S WEST END

There was a large audience at the ever popular little theatre last night, and all enjoyed the good show provided.

CRESCENT

At this very entertaining movie palace among to-night's shows are included "The Passing of Diana," a special Vitagraph feature film in two parts.

Our Volunteers

Up to yesterday 1918 names were on the roster of our soldier boys. There enlisted yesterday—Wm. Cheater, Plymon Pollard, Albert Stride, Botwood; Aubrey Parsons, Cat H.R.; Daniel H. Sullivan, St. George's.

Prospero Sails

The Northern coastal steamer Prospero, Capt. A. Kean, sailed at 6 o'clock last evening and will make another attempt to get to Quirpon. The steamer took a full cargo of freight and the following passengers:—F. Win sor, J. Tillier, G. Shea, J. Moore, Rev. Dr. Curtis, J. Davies, L. Fallon, W. French, A. Mercer, J. Joseph, J. Andrews; Misses Gard, Perry, March, Green, Huber, Constock, Palmer, Tremills, Newmann; Mesdames Hudson and Crocker in saloon and 40 in steerage.

Girls Friendly

Thursday will be observed as the annual day of intercession for the Girls' Friendly Society. There will be a celebration of the Holy Communion in the Cathedral at 7 a.m.

A meeting of the parishioners of St. Patrick's was held at Holy Cross Schools, Sunday, to deal with the matter of decorations for the consecration fetes. A committee of 30 was formed with Inspector M.L. Bambrick elected chairman and Mr. Jno. J. Doyle secretary.

ADVERTISE IN THE MAIL AND ADVOCATE

Association Football

B.I.S. Win the Opening Game—Score: B.I.S. 4 Goals; Saints 0

The opening game of the League Fixtures was pulled off last evening on St. George's Field before a large gathering of spectators, with the result as given above.

First Half

The kick off was advertised for 7 o'clock and it was just at 7.08 that Referee Congdon got the teams together in the following order, the Saints' captain who won the toss, electing to defend the Western End.

SAINTS—Goal, L. Ewing; backs, E. Spry and A. Foster; half-backs, Reid, Munn and Elton; forwards, Ferguson, Kerr, Bastow, E. Ewing, and Smith.

B.I.S.—Goal, R. Walsh; backs, J. Kavanagh and D. Hogan, half-backs, W. Duggan, T. R. Jackman, and E. Kavanagh; forwards, Constantine, Simms, R. Jackman, Duffy and McGrath.

From the kick off the game opened at a rather slow pace, with fairly even exchange for some ten minutes of time, when from a free kick for an Irish infringement Munn placed the ball nicely and Smith missed a nice chance to score by shooting high. Two minutes afterwards from a nice pass of Elton's, Bastow all but beat Walsh. This stirred the Irish lads a bit and they rushed matters to the other end where a corner was conceded which was however placed behind. A few minutes afterwards, from a free kick, for a foul throw-in, Duggan placed the ball nicely and Dick Jackman getting an opening netted first goal for B.I.S. 15 minutes from the start. Immediately afterwards another corner was conceded the Irishmen, which was well placed by shot over. Play continued with fair exchanges—the B.I.S. securing another fruitless corner—without further scoring till half time, the teams crossing with the score, one to nothing in favor of B.I.S.

Second Half

The Saints pressed at the re-opening and secured a corner. This was nicely placed and Foster essayed a shot, which Walsh just cleared to J. Kavanagh, who drove the leather well down the field. An off-side infringement however, gave the Saints a free kick, and play was transferred to the other end where it raged for a few minutes.

B.I.S. then combined and brought the ball east, and after some hustling in the goal-mouth, Duffy got a chance and banged the ball past Ewing, No. 2 for the Irishmen, 8 minutes from the re-start. Right from the centre the B. I. S. forwards came again and all but netted, and then play got a little bit wild, with erratic kicking over the touch lines, and continuing so for a few minutes. Again, Foster in trying to clear, had to concede a corner which was well placed, but cleared to mid-field, and from a throw-in the Saints had another look-in at Walsh who was all but beaten.

Play continued at a moderate pace with even exchanges for a short time, then from one of Billie Duggan's famous throws-in, Dick Jackman got possession and netted No. 3 for his team, after 20 minutes play. Two minutes after Smith had another try at beating Walsh but shot past. The B. I. S. forced matters from this till the close of the game, and just before the final whistle, from a corner kick, well placed, and after quite a bustle in front of the Saints' goal, Billie Duggan added the fourth goal for his team. Final result, B.I.S. 4 goals, Saints Nil. Referee, J. Congdon. Linesmen, E. Power and L. Calvert.

The Breach of Promise Case, Snow versus Faulke, was withdrawn from the Supreme Court docket at the request of Plaintiff's counsel, the matter having been settled between the parties involved.

Went To Japan

Yesterday Mrs. Newman Ebsary whose son Fred is in the 3rd contingent received from him a letter dated at Edinburgh, April 9th. Its delay in delivery was caused by its being sent to Tokio, Japan, by mistake.

In a recent letter received Mrs. Ebsary learns from her son that he had not received one of the many letters she wrote him, nor the several parcels forwarded him.

DEATHS

KNIGHT—Died at his residence No. 5 Military Road, on Monday 14th. Inst at 5.45 p.m., Arthur W. Knight, aged 53 years. Funeral Wednesday at 3 p.m.

SHIPPING

S.S. Tabasco leaves London to-day for here.

Barq. Alembic has been delayed in loading, and wont get away for a day or two.

S.S. Fortia sails west to-morrow at 10 a.m. and takes at all cargo of freight.

Schr. Little Mystery entered at Rose Blanche yesterday to load codfish from Harvey & Co. for Gibraltar.

The schr. R. J. Devereaux, Capt. W. V. Burton with 80 qtls fish, arrived at Bay de, Lern Friday.

S.S. Carleton left last evening for Quebec via Sydney and will likely return here from Montreal with general cargo.

A large schooner arrived at Bell Island, Saturday, with a full cargo of produce from P.E.I. for the co-operative stores.

The schr. Ida M. Zinck, Capt. Zinck, finished loading for West Indies yesterday at Goodridges. She takes a large composer of coal, herring, salmon trout &c., shipped by various firms and sails the first opportunity.

Police Court

(Before F. J. Morris, K.C., J.P.)

A drunk and disorderly, farmer of the Torbay Road had to find bonds for fifty dollars for his future good behaviour.

Thos. Brown, a fisherman of Salvage, charged with the larceny of \$390.00 from the premises of the Martin Hardware Co. last October, was remanded for eight days.

A carpenter of Duckworth St, drunk and disorderly and violently resisting arrest, had to find bonds for \$50.00 for future behaviour.

Two citizens, for loose and disorderly conduct, had each to contribute two dollars or take 5 days imprisonment.

8 boys of the East End were charged with loose and disorderly conduct in Bannerman Park and their case was postponed till Thursday.

After the business on the docket of the Court had been gone through Mr. Morris said:—It is my sad duty to announce officially here to-day that since this Court last sat the Judge of the Central District Court has passed away.

Judge Knight's death terminating a very short illness was not unexpected by his friends as the malignant character of the disease from which he suffered gave no hope of recovery, still now that death has come, the knowledge of its approach has not made it easier to bear. The late Judge Knight occupied the position of Acting Judge of this Court for many years and it was only very recently after the death of the late Judge Conroy, that he received his full appointment, and it is said to say he was never privileged to enjoy the full fruition of his life's labours in the position he had attained. The problems surrounding human life, altho oft times probed, have never yet been solved by the deepest thinking philosophers, and one of us can say what guided the dispensations of Providence in taking our friend from us.

When the call came he was full of energy and life, occupying a prominent public position and with what we all supposed many years of good work and usefulness before him. In his case it can be truthfully said of him that he was a true friend, a good citizen and an upright Judge. The sympathy of the whole community, I feel sure, will go out to his bereaved wife and children in this their hour of deep affliction, and out of respect to his memory I adjourn this Court until after the obsequies.

Mr. Morine, K.C., the senior member of the Bar present, stated that on behalf of the profession he wished to add a tribute to the memory of the late Judge Knight, who conducted the business of the Court as Acting Judge for many years.

The late Judge whilst not being possessed of some of the brilliant characteristics of some of his predecessors, still he believed that had he been spared a length of years, that by reason of the broadness of his views, his knowledge of human nature, combined with his legal ability, he would have succeeded in establishing a record for himself equal to any of the Judges who had preceded him. He agreed with the bench as to the late Judge's qualities as a friend and a good citizen.

It is likely that the work of developing the Snow's Pond iron mine will soon start at Clarke's Beach. Yesterday by the express, an American expert arrived to look over the property and it is said there will be a chance later for the owners of the property to sell to an American concern.

OBITUARY JUDGE KNIGHT

With regret we chronicle to-day the passing of Judge Knight, whose death occurred shortly before six o'clock last evening at the family residence on Military Road.

Whilst it had been apparent to all that the summons to Cross the Bar could not be long delayed, the news of his death last evening was hard to realize as it seemed like only a few days ago that Judge Knight presided at the Central District Court in the discharge of his magisterial duties.

Arthur W. Knight, K.C., was the youngest son of the late Capt. Wm. Knight, and was born in this city in 1862. After a brilliant career at the Methodist College, where he studied, he was articled to the late legal firm of McNeilly and McNeilly. In due course he became a Barrister, forming a partnership with Hon. S. D. Blandford, and afterwards with Hon. D. Morison.

He subsequently accepted the position of Clerk of the District Court and Acting Judge, filling that office with marked ability and dignity all through the illness and absence of the late Judge Conroy. When the latter passed away, the deceased was appointed as his successor, and few appointments have been made to any position that was more generally approved of in the community.

However, man proposes, but God disposes, and Arthur W. Knight was never privileged to fill the appointment, as it was in the capacity of Acting Judge that he presided for the last time in Court, when the fatal malady seized him in its grip.

There are left many to mourn, for Judge Knight had a large circle of friends and acquaintances who will miss his genial company and kindly advice.

The immediate family circle consists of the widow, formerly Miss Dicks, and three children, two girls and a boy. On them the blow falls with terrible severity, for Judge Knight lived for his family. To them the sympathy of the public will go out in their great sorrow, and also to the sisters, Mrs. Fannie Pratt and Miss Sophie Knight, and the brothers, Mr. Allan Knight, of Regina, Mr. Arch. H. Knight, Contractor of this city, who accompanied the Judge on his sorrowing visit to Montreal, and Mr. Edwin Knight, of Smallwood's.

Judge Knight was a member of St. John's and Whiteway Lodges, A.F. & A.M., having joined the former Lodge over 30 years ago.

The funeral will take place to-morrow afternoon.

Fogota Here

The Fogota, Capt. Dalton, with the S.S. Bloodhound in tow, arrived here at 8 a.m. to-day. The ship met an ocean of heavy ice at Cape Freels, could not get down to Change Islands and only went as far as Fogo. Fogo is surrounded with ice, which extends all around as far as the eye can see. Those jammed are the Earl of Devon, Erik, Newfoundland and Ingraham, with quite a number of schooners bound for the Labradors.

Her passengers were:—Revs. J. Jones, Legge, Hiscock, Walker; Messrs. L. Carroll, J. Critch, W. LeDrew, N. Parsons, E. Wornell, W. Bemmister, Lance Corporal Bemmister, Pte. J. Coish, B. Hann, Magistrate Wheeler, Mrs. L. Earle, r.M.S. E. Leman, Mrs. McGrath, Misses Rogers, Abbott, Wellon, W. Penny, E. Penny, W. Bowden, M. Leman and 12 steerage.

U can get Elastic Cement Roofing Paint in 1, 2, 5 and 10 gallon tins from your dealer.—ap14, eod

Arrested For Theft

Just before dinner to-day Mr. Crosbie while on board the Fogota found one of the firemen who had been in the habit of getting supplies for his mess, taking without leave from the saloon pantry some provisions, &c., which he had not been asked to procure by those on board.

Sgt. Mackay was called and arrested the man who it was found had a lot of goods secreted and these were taken along with him to the Police Station.

Kyle's Passengers

The Kyle arrived at Port aux Basques at 6.55 to-day, bringing Mrs. Hy. Neissant, Mrs. T. R. Prince, B. M. Shipman, Mrs. M. Pike, Rev. Mark Pike and J. J. Lacey.

LOCAL ITEMS

The owner of a gold brooch recently picked up, can get it by applying to Sgt James Mackey of the Police Force.

Matters are more than ordinarily quiet in police circles of late, yet three unfortunates made the acquaintance of the cells last night.

Wallace's Chocolates R most excellent.—ap12,tf

By the Shore train yesterday Mrs. Capt. Tucker arrived from Hr. Grace and was taken to Hospital, she recently accidentally broke her leg. Capt Tucker, her husband, we are sorry to hear is also very ill.

Mr. Stephen Angel, wharfinger at Bishop & Son's had his hand badly crushed yesterday afternoon between two barrels of herring. The wounds received were stitched at Dr. O'Connell's surgery.

Venus Drawing pencils are perfect.—ap12,tf

At all the R. C. Churches next Sunday collection will be taken up for the up-keep of Belvidere and Mount Carmel cemeteries.

Something like 700 men will fish out of this port this season, being the greatest number for years. The majority are supplied with motor boats and will found with fishing gear.

Venus and Velvet pencils will give you satisfaction.—ap12,tf

Lieut. Gilbert Gordon and Lieut. Hugh LeMessurier have been in the trenches at the front for the past six weeks, the former with the Gordon Highlanders and the latter with the Oxford and Bucks Regiment.

The Wanderers and B. I. S. will hold a practice match in Stacombe's Field this evening to get in order for the opening of the baseball season to-morrow. Then the Cubs and Wanderers will meet and Mayor Gosling will throw the first ball. A keenly contested match is looked for.

Ask your dealer for Wallace's Souvenir box chocolates. Three pictures of 1st Nfd. Contingent on cover—Quality "Most excellent."—ap12,tf

Last night the Committee in charge of the decorations to celebrate the consecration of His Grace Archbishop Roche, met in the T. A. Armoury and considered their work. The decorations and illuminations will be of an elaborate order.

People who arrived here from Rose Blanche and contiguous places yesterday, say that the bank fishery there the past winter has been the best on record. The shore boats did not do as last year. The good prices for cod now obtaining will render the voyage a profitable one.

READ THE MAIL AND ADVOCATE.

J.J. St. John

When Prices are Right stock goes out the door

—OUR WAY—

We have a large stock of FEEDS pur chased when prices were easy.

White Cattle Feed, Bran, Yellow Meal, Mixed Oats

—and—

Calf Meal, in 25lb. Bags, 5c. lb. Boneless Jowls, Pork Loins, Ribbed Pork, New York Beef, Sinclair's Spare Ribs, the best.

J.J. St. John

Duckworth St & LeMarchant Rd

S.S. Prospero left Catalina at 10.40 a.m.

Caplin made its first appearance at Holyrood last evening and to-day the fishermen are all busy casting them.

Sunday's west-bound express arrived at Port au Basques on time yesterday.

Yesterday's westbound express left Gambo at 9 a.m. to-day.

The incoming express left Port au Basque on time to-day and is due here at noon tomorrow.

Some of the Volunteers absented themselves without leave yesterday and last night and a picket is looking for them to-day.

The Volunteers marched to-day to Bowring Park where they are being given a dinner.

Miss Florence G. Dawe, though but 12 years old, and daughter of Mr. Alf. Dawe, foreman with the Horwood Lumber Co., made her fourth successive pass in the Trinity College Musical exams. this year. She is a pupil of Mrs. T. Nurse.

DEMOCRATIC CONTROL

(Winnipeg Voice)

In an able sermon last Sunday night, the Rev. Dr. Horace Westwood, pastor of All Souls' Unitarian church advocated the principles of the Union of Democratic Control. As most labor men probably know, the organization has been founded in England with a view to creating public sentiment in favor of a peace settlement on a democratic and therefore stable basis. It deserves the support of every working man, because it teaches political doctrines which, if followed, will absolutely ensure the peace of the world. In other words, it advocates the submission of every kind of international dispute to a concert of nations, and lays down the principle that no government must be forcibly imposed on any people. Obviously, the whole motive of war is to impose the will of one group forcibly on another. If the civilized nations of the world could begot to recognize the social value of creating governments solely "by the consent of the governed," there could never be any more war.

WEATHER REPORT

Toronto (noon)—Moderate winds, cool and unsettled to-day and Wednesday, local showers.

Cape Race (9.30 a.m.)—Wind East North East, fresh dull and raining, nothing passed in this morning.

Roper's (noon)—Bar 29.95, Ther. 52.

Land Values Created by Community.

The land therefore of every country is the common property of the people of that country.—J.Bishop Nully, of Meath, Ireland.

Everybody's doin' it now. What? Selling Elastic Cement Paint. Your dealer sells it in 1, 2, 5 and 10 gallon tins, also in barrels.—ap14, eod

L. JOHN STEVENSON, MACHINIST & BRASS WORKER. Wishes to Announce to the Public that he has opened a Machine Shop where he is prepared to do all kinds of Marine Engine, & Boiler Work and solicits a share of the public patronage. Satisfaction guaranteed. L. JOHN STEVENSON, Corner Water & Cochrane Streets

SALT! SALT!! JUST ARRIVED Ex S.S. Carleton, One Carload SALT, in 1, 3, & 5-lb. bags George Neal PHONE 264.

LIBAU PROVES OF LITTLE USE

Russians Held it While of Use for Mobilization, Not As a Fortress

London, June 7.—A Reuter dispatch from Petrograd says:

"Statements appearing in German newspapers to the effect that Libau (on the Baltic sea) is a fortress and naval base are denied here. It is stated that in 1910 Libau was abandoned as a fortress, that its forts were completely dismantled, and that it is now an open sea port.

"That the Germans expected to find there important war material is proved by their sending many steamers to carry away booty but they were disappointed as at the beginning of mobilization all important or valuable property was removed.

"The Russians assert they intended to maintain Libau only while their fleet there predominated, but from the time the German naval forces became superior no serious attempt was made to remain masters of the city which is outside the region for the deployment of land and sea forces and would not have justified the necessary disposition of troops."

STRAD. VIOLIN

(Pall Mall Gazette, London)

A record price is expected for the Strad violin which Lord Newlands has placed at the disposal of the British Red Cross fund. To break the existing record, however, the instrument will need to fetch a handsome figure, for five years ago Kubelik raised the Strad record at one bound from \$10,000 to \$50,000, by giving the latter amount for the famous "Haddock Strad." Babelik's Strad, by the way, attains its bicentenary this year, Antonia Stradivari having made it in 1715. A century later, in they ear of Waterloo, it was brought from Brussels to London, and in the subsequent 100 years it had only been heard in public twice until Kubelik bought it in 1910 from Messrs. Haddock for \$50,000. It has been estimated that altogether Stradivari made between 1,100 and 1,200 violins during the 75 years he labored at Cremona, and the average price he received for them was four louis d'or, about \$17.50. Making allowance for the greater purchasing power of money two hundred years ago Stradivari received for his entire output of violins about half what Kubelik gave for one specimen.

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