

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

THE MAIL AND ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. II. No. 72.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, MARCH 30, 1915.

Price:—1 cent.

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We can offer a special value garment, medium weight, to fit small and medium-size men. Would be very good value at 75c. **OUR PRICE..... 55c**

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Men's Clothing Department. **G. Knowling** Men's Clothing Department.

HORRIBLE SCENES WITNESSED WHEN GERMAN SUBMARINE TORPEDOED BRITISH STEAMER

Russians Pour Thro' Dukla Pass Have Captured Five Towns —Other Russian Victories Reported

Petrograd, Mar. 29.—Pouring through the Dukla Pass, three Russian corps of 12,000 men have captured five Hungarian towns in the district of Saros, according to advices received at the War Office from the Carpathian front.

Two new Russian victories in Poland are officially reported, one on the Sikwa River, another near the Pillicia. The Russians drive through the Dukla Pass has resulted in the occupation by Russian troops of Buscov, Alt Poly, Anka Sora, Komaruk and Oseter, all north of Bartfeld and Szvidrak, important railway towns, against which the Russian troops are marching in force. An advance Russian force entered the Northern outskirts of Szvidrak on Sunday, but met determined resistance and were compelled to retire, to await the arrival of the main force.

Bad Bartfeld, a suburb of Bartfeld, was entered by the Russians also. Hard fighting is reported in progress there.

Germans Retake A Lost Trench On Meuse Heights

Paris, Mar. 29.—There is nothing important to report along the eastward line of the Meuse heights, apart from our losing a portion of a German trench captured on Saturday. At Hartmansweilerkopf we consolidated our positions.

Total prisoners taken during engagement which gave us possession of height, estimated at 6 officers, 34 sub-officers, 353 men non-wounded, and also a large number of German wounded fell in our hands.

Thrown Into Icy Water, Many Die From Exposure---Story as Told by Survivors

Cardiff, Wales, Mar. 30.—One of the Falaba's passengers, in telling of their experiences, said that when the submarine ordered the passengers to take to the boats, the boats were lowered immediately and the passengers were served with life belts, but no one was allowed to take any personal effects.

"Then followed a horrible scene," said the passenger. "Some of the boats were swamped and the occupants were thrown into the sea. Several were drowned almost immediately. Hardly ten minutes after we received the order to leave the ship I heard a report and saw the vessel heel over. The Germans had actually fired a torpedo at her at a range of about one hundred yards, when a large number of passengers, captain, and other officers were still distinctly to be seen aboard."

"All the passengers and officers say that the submarine fired the torpedo before all the boats were lowered, while many persons were still aboard the steamer."

One officer said, "I was sitting in a boat, which was suspended from the davits, and was waiting for two women passengers, when another officer shouted, 'Look out,' and I saw bubbles marking the track of a torpedo. There was a tremendous crash, the boat fell from the davits and turned over, throw the passengers and crew into the icy water. The water was frightfully cold. There were many who died from exposure."

The Falaba, which was torpedoed in St. George's Channel on Sunday afternoon, carried a crew of 90 and 160 passengers. Of this total, only 140 were rescued. The captain of the Falaba, who was one of those lost, was given five minutes to save his passengers and crew into boats, but according to survivors, before this was possible, a torpedo was fired, striking the engine-room and causing a terrible explosion. Many persons were killed and the steamer sank in ten minutes.

Trawlers, which happened to be in the vicinity, rescued most of those who were saved. Others got away in boats which were ready for launching, which were quickly lowered when the order was given to abandon the ship.

The Agulla was attacked off the Pembrokeshire coast. The submarine, which in this case was U-28, opened fire with her guns, shells from which killed a woman passenger, the chief engineer and two of the crew. Even after the crew had commenced to lower the boats, according to survivors, the Germans kept up their fire, some boats being riddled with bullets. The captain of the trawler Otilie, whom the commander of the submarine told of the sinking of the Agulla, went to the rescue and picked up three boats containing 19 of the crew. The fourth boat, which contained other members of the crew could not be found. It is presumed she foundered. Another steamer, the Amstel, 853 tons, has been blown up by a mine off Plamborough Head, but the crew were rescued.

150 Lives Lost--- Three Steamers Sunk Russian Black Sea Fleet Active---Big Battles in Carpathian Passes---Germans Claim Some Successes Over Russians

London, Mar. 30.—Outside of the sinking of three steamers with 150 lives lost, the only event of importance is the news which was received during the day were the renewal of activities by the Russian Black Sea fleet, which bombarded the forts on the Bosphorus and the announcement from Petrograd that the Baltic Sea fleet had been reinforced by modern fighting units, presumably dreadnoughts, which were built in Russian yards.

Battles for Carpathian passes are proceeding with ever increasing violence. Russians are in complete possession of the western passes, and are advancing into Hungary, but the eastern passes remain in the hands of the

Germanic allies, who, however, are being strongly pressed by their reinforced adversaries. The situation is unchanged in East Galicia and Bukowina and North Poland.

The Germans claim to have driven the Russian from Taurigen, which they stormed. In the West there is no warfare, without any important change in the positions of the two armies.

At the request of shipowners, the British Chancellor of the Exchequer, promised to submit to the Cabinet a proposal to prohibit the sale of intoxicating liquors in Britain during the war.

Bulgaria Gets a Bid For Her Neutrality

Paris, March 30.—The Athens correspondent of the Havas agency, declares he has received from diplomatic sources a confirmation of the report that Field Marshal Von Der Goltz has been authorized by Turkey to offer Bulgaria Enos-Midia as a new boundary, in exchange for her continued neutrality in the war.

Ammunition And Artillery Held Up

Geneva, March 30.—Despatches received from Sofia state that Bulgaria is holding up shipments of German artillery and large quantities of ammunition destined for Constantinople.

The Turks Busy Repairing Damage To Dardanelles Forts

Paris, March 30.—Operations in the Dardanelles on Monday consisted only of an intermittent bombardment of several Turkish positions with the co-operation of aeroplanes, says a despatch from Athens. The Turks reported to have replied feebly to this fire, they are actively engaged in repairing the damage done to the fortifications. Large bodies of Turkish troops, it is said, are being concentrated at Smyrna to oppose a landing by the Allied forces.

General Von Kluck To Be Superseded

London, March 30.—Von Kluck, according to travellers from Berlin, was wounded while recklessly inspecting trenches at the most dangerous point on the line, after a stormy interview with Emperor William, says an Amsterdam despatch to the Express. It is learned from the same source that the opinion is expressed in Berlin, that as a result of the incident the Emperor will entrust the command of Von Kluck's army to Prince Eitel Frederick.

FRENCH SUCCESS IN ALSACE

Russian Fleet Active in the Bosphorus---British Steamer Torpedoed in St. George's Channel---140 Lives Lost

London, Mar. 29.—The French Government reports the capture of Hartmansweilerkopf in Alsace, the enemy abandoning important material and leaving many dead. About 400 wounded prisoners were taken.

The Russian fleet has bombarded forts at the entrance of the Bosphorus. Obstinate fighting favourable to the Russians, continues in Northern Poland. In the Carpathians in the direction of Bartfeld, a new line of heights was captured on a twenty-three mile front.

The British West African steamer Falaba was torpedoed and sunk yesterday, south of St. George's Channel. About one hundred and twenty lives were lost.—HARCOURT.

4 Dreadnoughts Have Been Added To Russian Fleet

London, Mar. 29.—Reuter's correspondent at Petrograd telegraphs that the Russian fleet in the Baltic has been reinforced by the addition of modern fighting units. This addition to the fleet is believed in London to consist of 4 Dreadnoughts, laid down in Russian yards in 1909, which were nearing completion at the beginning of the war.

It may also include another division of 4 capital ships laid down in 1912, armed with nine 14-inchers each.

London, Mar. 29.—A statement of the Admiralty to-night says, the Dutch steamer Amstel had been blown by a mine.

London, Mar. 29.—The British steamer Agulla was sunk by a submarine to-day off Bishop Rock. Her crew of 23 men were saved. She was a vessel of 1,204 tons net, and was 275 feet long.

Rumour Confirmed Steamer "Falaba" Torpedoed Off Milford Haven

Many Lives Lost—Fishing Boat Picks up 140 Pas- sengers and Crew

London, Mar. 29.—A report yesterday, that the British steamer Falaba had been sunk by a German submarine, was confirmed to-day. She was sent to the bottom yesterday afternoon off Milford Haven, on the coast of South Wales. The loss of life is probably heavy.

The Falaba was considerably larger than most of the British merchantmen which have been sunk by the German submarines. She belonged to the Elder line and was owned in Liverpool, and engaged in the African trade.

She left Liverpool on Saturday for the West Coast of Africa with 140 passengers, and crew of 120 men.

Her officers stated that when the German submarine appeared it whistled three times as a signal for the steamer to prepare life boats, but he led three times as a signal for the steamer to prepare life boats, but he struck the ship near the engine-room. Three lifeboats were swamped and many persons aboard the vessel were thrown into the sea, where they struggled, while the submarine circled about, offering, according to stories told by those rescued, no assistance. A fishing boat appeared on the scene and saved 140 of the passengers and crew.

Capt. Davis was picked up dead, and eight other bodies were recovered. The survivors were landed at Milford Haven.

The survivors relate that the liner was 70 miles to the southwest of Milford Haven when the submarine ap-

peared. She called to the captain of some of the engine room staff of the Falaba to leave to, but he ignored the order, and promptly started at full speed ahead. The liner was a fast one, and for half an hour the chase was kept up before the submarine overhauled her and compelled her to stop.

The passengers and crew were given five minutes to leave, and although this time was very brief, most of the boats were launched before the submarine craft fired her torpedo.

The projectile struck the Falaba in the engine room, and a terrific explosion followed. The ship settled down and sank very quickly. Some of the lifeboats were smashed, and scores of people were struggling in the water when a trawler appeared on the scene and rescued 105 of them, transferring them to a destroyer. Thirty-three were picked up by a fishing boat.

Three persons rescued had sustained injuries by German shrapnel, and

the skipper of the fishing boat Eileen Emma, which participated in the rescue work, reported that no effort was made by the crew of the submarine to assist persons who were struggling in the water. The Eileen Emma sighted the submarine shortly after noon, her skipper said, and followed the craft for more than an hour.

The Elder Dempster Co., owners of the Falaba was one, announced to-night that apparently about 125 persons had lost their lives by the sinking of the vessel.

Wells Knocked Out

London, Mar. 29.—Frank Moran, of Pittsburg, knocked out Bombardeur Wells, English heavyweight, in the tenth round of their twenty round match here, to-night.

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of the Outport trade, or do you think you should have more?

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That is the position of **The Mail and Advocate**, as each issue sees a larger sale. What about **WANT ADVT!**

Petitions Asking Kean's Arrest

SQUID TICKLE, B.B.

To His Excellency the Governor in Council:-

The petition of the undersigned residents of Squid Tickle and electors of the electoral district of Bonavista Bay, humbly sheweth that on March 31st and April 1st last, seventy-eight sealers of the crew of the sealing steamer, "Newfoundland" died on the icefloes from exposure, and that in the opinion of your petitioners, Capt. Abram Kean, Master of the "Stephano," was guilty of criminal negligence in relation to the said men, wherefore your petitioners humbly pray that Your Excellency be pleased to direct the Law Officers of the Crown to take the necessary steps to test before the Courts the liability or otherwise of Captain Kean. And as in duty bound they will ever pray.

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LIFE ON A BRITISH CRUISER

As Told to The London Morning Post By An Officer on Duty With Fleet

I SUPPOSE you want to know a little of how we are getting on and what we are doing. Of course, I can't tell you any details, but it is the same thing—waiting and watching. We know we shall get our chance eventually; then we hope to be in the limelight a little.

The point that is so aggravating to us is that, to the unthinking person, we are doing nothing. Herr Ballin, the manager of the Hamburg-American line, says that we are lurking in our harbors. That may be so, but how does that statement coincide with this one of mine.

From the first week in August to the middle of November my ship has steamed no fewer than 17,000 miles, and that in the North Sea? And, of course, we have not been alone. The Grand Fleet have been with us, and, although they have not covered so many miles, yet they have been at sea just as long as my ship, but owing to our high speed and the duties we have to perform—scouting, reconnoitering, &c.—we have naturally travelled many miles.

Herr Ballin need not worry; if they want us, well, they know where to find us. Of course, the Germans can say the same to us, that we know where to find them. Oh, yes, we know exactly. Kiel, Wilhelmshaven, Cuxhaven, and Heligoland. People who don't understand will say:—“Why don't you go there and attack them?” Not much! We have our plans,

and they are certainly not to take our splendid fleet into their mine-infested areas and under their fortresses. Every mile of their coast bristles with heavy guns.

Think we are going to attack them in narrow waters, giving their submarines just the opportunity they are so anxiously looking for? We play our game; not theirs. Their fortresses and shore guns and all the money and skill that have been expended on them are all wasted as far as the British fleet is concerned. We are not out to fight fortresses; at all events not stationary ones. We don't mind their floating fortresses—to wit, their ships.

Besides, what do you put guns in a ship for? Simply so that you can move from place to place. Ships, after all, are only movable fortresses. If they elect to remain in their defended harbors, well, they must; but no matter how long they stay they will not wear down our vigilance. That they will be bound to come out sooner or later there can be no doubt. They are not increasing their efficiency by remaining in harbor, and it is well known in naval history that to remain in harbor is fatal to your chances of success.

We are adding to our efficiency every day. We take every opportunity of practice, gunnery, torpedo, &c., and also battle tactics, accustoming every one to his exact duties. Our ships know exactly what our commander-in-chief's plans are. Constant practice under varying conditions of weather, light, and position have enabled every captain to know exactly what to do under each condition in which we might find ourselves.

Don't you think that is something? The enemy cannot do that, bottled up as they are. Don't you worry. Our Admiralty and the commander-in-chief of the home fleet know exactly what they are about, and if you are asked “What is the navy doing?” all you have to tell them is that we are simply doing what our navy was built for, “to rule the waves and to defend our shores.”

Only Union Candidates Need Apply

(Editor Mail and Advocate)

Dear Sir,—Just a few lines from this little settlement to let you know that we are still progressing and the Union today is stronger than ever, and we have every reason to feel proud of the Union and especially the men who are representing us. Messrs J. G. Stone and Archibald Fargett, our two worthy M.H.A.'s whom we had the pleasure of meeting a short time ago. Men with whom you can talk and reason with and who will do whatever lies in their power for the district.

We held a splendid meeting here in which our two members took an active part, and the proceedings of that meeting will be long remembered. There are a few families here who were in rather poor circumstances, but with the assistance of the neighbors they are still hanging on. Mr. Stone also sent us a few dollars when he went to St. John's, which we are very grateful for, as it was badly needed at the time to help us over our troubles.

The principal topic of the day is what about the railway and all the work which was promised by Morris. We all know alright. The why is that Sir Tax Morris got the country husted and now there is no money. In other words the “chest is empty,” and even the “Surtax” which is placed upon the poor cannot add anything to the chest, because there are too many bootlers pulling it out, and in spite of all the bootle nothing can be done to relieve destitution. But when it comes to increasing salaries, why that is easy.

\$2500 extra on the Governor is only a flea bite anyway. Therefore this one man's salary is only \$12,500. Not much of course considering a poor old worn out fisherman who only gets \$50 per year, and only a very few is fortunate or rather unfortunate enough to get that. Therefore gentlemen who is Surtax Morris and the People's Party after all.

UNION FOREVER.
New Chelsea, T.B., March 16th, 1915.

A Hint to Squires

(Editor Mail and Advocate)

Dear Sir,—Please allow me space for a few words concerning doings here. There are a few of the Morris gang here who are doing their utmost to down the Union but there is too much Union fire here for them to handle.

I would like to ask why it is that the public waiting room built here for luggage going to and coming from the Ss. “Ethie” is never open when that steamer arrives. Last summer there was a passenger for Port Rexton and he had to put his trunk on a man's stage because the waiting room was locked. Instead of its being used for the purpose for which it is built, the man who is in charge uses it for a general store house. The Tories must certainly be getting good picks out of the Government or they would not be against the Union so much. We are having some fine Union meetings here. I wonder how poor Squires is getting on and if he is going to try to come out for Trinity Day any more. It would not be much use for him, for it is the Union members we are after.

Wishing you a long life and prosperity in your work, I am,
Yours truly,
HOOK AND LINE.
Champneys, March 19th, 1915.

Sees Benefit of Union

(Editor Mail and Advocate)

Dear Sir,—Just a few lines to let you know that we are not asleep down here in Lark Harbour. Ours is a new Council but the young men are becoming very much interested in the work, and already we have fifty members on our roll. Before the summer is over, we hope to have fifty more. I am looking forward to the day when Lark Harbour will be a good old Union Harbour, for it is the Union we want. Last Fall when fishermen were getting six dollars for their fish everywhere, we got only five dollars here, and there were some who sold for four dollars. It is the poor man who has to stand the loss, while the merchant makes all he can every time. Wishing you and the Advocate a full measure of success, and assuring you that Lark Hr. is at your back.

I am,
Yours truly,
MONKEY ROCK.
Lark Hr., March 21st.

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Some Remarkable Events—Interesting Stories of a Generation Ago

By James Murphy

When a bill, relating to the seal-fishery was introduced into the Assembly in 1891, asking for the modification of that one time lucrative industry, the Hon. Dr. Skelton, of the Upper House, remarked that 50,000 seals taken by handsmen would be of more benefit to the people generally than the largest voyage ever yet taken by the steamers. There was more truth than poetry in the remarks of the hon. gentleman, who, I am glad to remark, is still in the flesh. Many a man in days gone by had built up a lucrative business, and many families were rescued from the iron grip of poverty by the will of an All-wise Providence, who permitted the wealth of the ice-floes to come within their reach. The spring of 1841, thousands of seals "struck in" near the land, the Methodist clergyman at Grate's Cove succeeding in killing and sculping nine and hauling them to the shore "like a man." Four springs afterwards twenty thousand seals, were hauled ashore by the men of Bonavista, while it was computed that about 20,000 more were caught by the inhabitants of the Bay generally. One spring the ice was so tightly packed against the land that the seals came ashore as they could find no means to get through the ice. It is said that a number of men killed 1,500 seals in the bushes where they had gathered the said spring.

The spring preceding the fire of June 9th, 1846, seals were numerous off the Narrows of St. John's. A vessel named "William Warren," called after her owner, the grandfather of William Pearce, Esq., First Clerk of the Department of Public Works, contrived to get a load about five miles from Cape Spear. Two well-known pilots, Messrs. Cantwell and Vinicombe, boarded the "William Warren," James Carroll, master. They informed him of a body of seals close by. Carroll gave orders to his crew to get on the ice, one part of them went ahead killing, the other kept sculping.

The residents of Notre Dame Bay "struck it rich" in 1862. The spring of that year over one hundred thousand seals were hauled ashore by landsmen. It is known in sealing parlance as the "First Green Bay Spring." Some say "the spring that the women and dogs made forty pounds a man." Women took part in the tussle, and did noble work. Knives were very rare and it is recorded that a man gave another a seal worth two dollars and fifty cents for a sheath knife. The "Second Green Bay Spring" was the spring of 1864, when a number of vessels were lost. My father was out that spring in a Harbor Grace vessel and he didn't get back to port until well up in June. All their fat then "run to oil." This spring first saw steam prosecuting the seal-fishery. Two steamers were fitted out at Dundee, Polynia and Camperdown. The former broke her propeller, got one seal, and brought in the crews of the Roxana and Capt. Peter Cummings' vessel.

Desertion prevailed at St. John's. Hundreds of destitute sealers, who had lost their ships, were here seeking employment. Soup kitchens were established to help the starving citizens.

Mutiny in Przemysl Before Surrender

Petrograd, March 23.—Mutiny broke out in the starving garrison at Przemysl, and General Kusmanek surrendered to the Russians to prevent a disgraceful revolt, according to dispatches to the war office this afternoon.

On Sunday afternoon the Austrian commander ordered 20,000 of his troops to participate in a savage attack upon the Russian lines on the south. His object was a desperate dash that would cut a gap through the line of the besiegers and enable at least part of the garrison to fight its way to safety.

Several units refused to move. Officers dashed back and forth along the Austrian lines, threatening to execute the mutineers. They stood their ground, however, and were joined by other groups who threatened to march out and lay down their arms to the Russians unless they were given food. In a futile effort to arouse his troops to one last dayonet charge, the Austrian commander issued a most stirring appeal. A copy of his last order, wired here afternoon, follows:

Commander's Final Appeal

"Heroes of the Austrian army. I now announce my last summons. The honor of our army and our country demands that I lead you to pierce with points of steel the iron circle of the enemy. Then we shall march on until we join a nearby Austrian army. We have shared our last provisions. We must open the way. We shall open it!"

General Kusmanek called a conference of his commanders. At a meeting that lasted until nearly midnight it was decided to surrender. Hasty efforts were made to destroy the inner forts before the Russians entered the city.

The war office today insisted that the Russian force investing Przemysl was "never large and composed of territorials and reservists," but gave out no figures. It was stated that the number of Austrians captured when the city fell "exceeded our expectations," but no exact figures were given.

Following a night of hysterical demonstration the Petrograd populace continued to parade the

SOME TIPS FOR NEW TOMMIES

Little Hints That Should Be of Use To All Recruits

Always carry a tin-opener with you.

Hold your breath for a second just as you fire.

It is very inadvisable to borrow caps or helmets.

When passing a military funeral, always salute the coffin.

Don't forget to swing your arms while you are marching.

Always place the butt of your rifle in the same position on your shoulder.

Practice "sweeping" the cartridges from the clip in one movement only.

Always wash new woollen socks before wearing them—if you want to avoid blisters.

Remember that careless use of the "gauze" will wear out the bore of your rifle sooner than anything else.

Should your pull-through break while in the rifle, don't try to remove it yourself. Take it direct to the armorer.

Bring your right elbow well to the fore when aiming your rifle, and a better hollow will be formed in the shoulder to receive the butt.

Never place flannelette in the third loop of your pull-through. That loop is only to be used to remove the pull-through if it should jam.

Get one of your lady friends to fit cotton neckbands to your woollen shirts. Cotton won't shrink, and so your collar won't half strangle you after it has been washed.

You will find a woollen cap and a woollen muffler will come in handy at night. If you haven't room for both, take the muffler, as then you can use it for either purpose.

Always keep the "lines" clean while you are camping. Regard the throwing of waste matter on the ground as a crime. It really is, for the waste soon decays, and may cause disease.

One of the best methods of cleaning cooking utensils is to wipe them with a tuft of turf and water, for turf is a splendid cleanser. Never leave food sticking to pans, for it soon decays.

When you are given a piece of tough fatigue work that necessitates you rolling up your sleeves, always roll them up the wrong way—that is, turn the cuffs "outside in." They will stay up longer this way.

Be sure to take some extra buttons with you. Use the usual sew on ones. Patent buttons are less likely to stand the strain which will be imposed upon them when you are marching with heavy equipment.

Indigestion is frequently caused by bad teeth. Bad teeth cannot masticate the food properly, and so indigestion follows as a matter of course. Every soldier should buy a tooth brush, and use it well. Clean the teeth after every meal, and especially at night.

When firing at 100 yards range, aim—

One foot in front of a man walking.

Two feet in front of a man trotting.

Three feet in front of a horse-man galloping.

Four feet in front of a horse-man galloping.

These distances should be increased or lessened proportionately for different ranges.

If Russia had gone in for the good-roads movement the Germans would probably be in Warsaw now.—Charleston News and Courier.

streets today, waving the allied flags. Crowds formed in front of the newspaper offices singing hymns.

Austrian Spy On Canadian Transport

Through the watchfulness of the cruiser Essex a spy was caught on the Canadian transport Megantic, which arrived in Liverpool March 8, with the 22nd Battalion of Artillery, recruited at Kingston, and containing a number of men from Toronto. The culprit captured was an Austrian, who when the steamer was in Queenstown harbor, signalled with an electric torch through a port hole. The treachery was discovered by men on the battleship, who, in turn signalled to the Megantic and the offender was placed in custody.

The incident is mentioned in letters which have come to hand from the artillerymen, among them being one from Gunner Albert Patrick, who, writing on the Megantic on the date of the boat's arrival, states:

"The 22nd Battery and colors have arrived safely at Liverpool after an exciting trip across from Queenstown in which we were surrounded by cruisers and torpedo destroyers. We stole out of Queenstown under cover of darkness, leaving the Missanaie and Southland at Queenstown. I believe they were very anxious about our cargo, as well as the troops aboard. But, anyhow, Britannia still rules the waves, and we got here safe. The boys are all well.

How Spy Was Caught

"There was one spy on board, but he did not belong to the artillery. From investigation, it appears that he was caught in the act of signalling with a small electric torchlamp out of a porthole, by the cruiser Essex, in the early hours of the morning of the 4th of March. The Essex signalled the Megantic, and they caught the spy red-handed. He is believed to be an Austrian, and was caught at his game just as we were rounding the 'Old head of Kinsale,' just outside the harbor of Queenstown. More news later."

Major W. R. Riordan, a native of Belleville, commanding the 22nd Battery, writing on board the transport, states:

"We have had a very fine winter's voyage across the Atlantic so far, and expect to be in England Friday or Saturday, March 5th or 6th. We left Halifax Tuesday morning at 8.20 on February 2nd. Just before leaving port I received 12 dozen cholera belts from the Woman's Patriotic Association of Madoc, for my men. This will enable me to give one to each of my men, an article most acceptable to all."

A LITTLE MORE LIGHT DESIRABLE

Mr. Lloyd George perhaps did not throw as much light upon the result of his negotiations with the Finance Ministers of France and Russia as was desirable. But he said enough to make it fairly clear to the well informed what has really been agreed upon. He told the House of Commons on Monday that the first practical suggestion the three Ministers had to consider was that of a joint loan. They rejected the suggestion on the ground that the credit of the three great states is not equal; and that therefore, it would be a costly, and even a wasteful proceeding. At the moment, at all events, the credit of the United Kingdom is the best in the world. Only a few weeks ago she was able to borrow 350 millions sterling, the largest sum ever raised in a lump by any government, at a rate which, including everything, such as repayment at par and the like, did not exceed 4 per cent. Where as Russia at the beginning of this week raised 10 millions sterling of one-year Treasury bills at 5 1/2 per cent. It is perfectly clear, therefore, that Great Britain can borrow much more cheaply than Russia. Similarly, it would be easy to show that as things stand at the moment she can likewise borrow more cheaply than France. There seems, therefore, a strong argument in favor of the decision arrived at by the Ministers. While however, a joint loan for the three great Allies was put aside, it was agreed that advances should be made to the small states. The three Ministers decided that each of the great allied countries should contribute a portion of every loan made to the small States who were either in with us now or propose to come so later on; that the responsibility should be divided between the three countries and that at an opportune moment a *tabac casa* should be floated to cover the advances either already made or to be made to those countries outside the three great Allied European countries.—London Statist.



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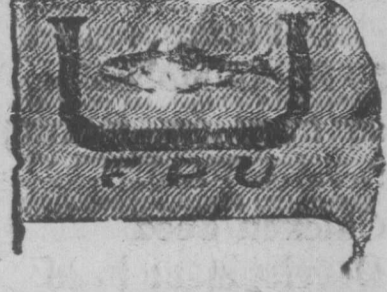
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OUR POINT OF VIEW
Education the Need

WE understand that at the coming session of the Legislature a petition will be presented asking for an extension of time when it will be permissible to export pit props. The plea being put forward that the one year allowed is not enough to warrant men going into the business.

The introduction of such a plea is just what was expected, for having introduced the thin end of the wedge, the grabbing crew think they can drive it in to the head.

A dangerous precedent was established when permission was granted to export timber for a short time. Let us not commit the blunder of allowing any extension of time. We must put a stop to the destructive practice, and furthermore there must be no more timber limits leased, until we will have made a thorough survey of all that appertains to our forest areas, and wherever possible all licenses must be annulled.

It is high time now that we take hold of our affairs with a firm hand, and it is time that scientific methods be made to take the place of the slip shod practices that up to now have obtained.

It is a shame and we blush when we think of it, that we are drifting in an imbecile way, whilst other and younger countries have adopted the methods of educated men. Such countries have had statesmen, whilst we have had party politicians. And whilst we have, without any real knowledge been shouting of mineral and forest wealth that we possess, other countries have been applying knowledge, and carefully investigating their natural wealth.

It is positively revolting to take up some of those empty and optimistic reports which from time to time meet our eye, and to read of the vast mineral wealth of Newfoundland, when you enquire the particulars respecting those wonderful deposits or ask the silly vaporing writer to tell you where the great mines are, he is unable to tell you. He does not know. He cannot know because they have never been discovered or investigated if found.

What applies to mines applies also to timber areas. We know nothing of them, except in a vague sort of way. We have never had a survey of our forests made, or any enquiry made regarding them that a sensible people would have made long ago. The same with our water powers, our peat or our other natural resources.

Oh, it is fine to get up and to spout of our great mineral wealth, but it would be finer still and much more intelligent and to the purpose to be able to lay before us some facts based on exact knowledge.

For years we have been urging the need of reform, a casting off of the old unintelligent ways, and the adoption of more modern methods, but without avail.

We have been lacking in men—men of intellect and love of country. We have drifted, drifted for

generations, till today we find ourselves Britain's oldest but at the same time one of the most backward of colonies.

Politicians have from time to time promised reform but none have been forthcoming.

Sir Edward Morris fairly carried the country off its feet by a regular cyclone of promises, and indeed doings. But his doings lacked that intelligent direction which should have guided them.

A more stupid and foolish policy than his agricultural policy it is hard to find, and the same may be said of all his endeavours. He spent hundreds of thousands of the people's dollars on that pet policy of his and to what avail?

Go ask of the winds, in vain to search us for a proof that that agricultural policy has been anything but a gigantic fraud.

The farmer knows that to raise a crop of anything he must prepare the ground carefully and sow good seed after.

Morris might have taken a lesson from this, and before he attempted to force agriculture he should have by a campaign of education first prepared the ground.

'Apropos of all this, we have before us the fourth interim report of the Royal Commission, kindly sent to us by the Colonial Secretary, and a more disappointing document you cannot find.

In a sense though it does not disappoint us, for to tell the truth it contains no more than we expected.

Those men composing that Commission even if qualified to make independent research had not time to do so. They merely had time to ask questions, and questions of whom? men who have perpetuated the very backwardness of which we make complaint. The report is then but a reflex of all that we have been so long accustomed to.

Respecting agriculture, to take just one head as an example, we find under the title of sheep raising, the old, silly assertion, that if you kill out the dogs, sheep will multiply very greatly. In fact the dog is the great hindrance to sheep raising in this country.

We will say no more. Comment is unnecessary, and indeed, it would be putting ourselves on a par with the mental sterility of the perpetrators of that outrageous folly.

That Royal Commission might just as well have remained a home, for all the good it has done. Whatever good it recommends we have long ago written and spoken on, and as for the follies, well we have often exposed them, and the recommendations have become monotonous.

Forestry's Place In Warfare

The fighting in Europe has drawn attention to the possible place which forestry may have in warfare. Recently, the United States War Department has asked the Department of Agriculture to make working plans for planting screens of trees near the principal coast defenses of the East. Experts of the United States Forest Service have already completed plans for artificial forests that will screen the coast defense batteries which have been installed for the protection of New York harbour, Long Island sound, Boston harbour and Pensacola, Fla. Congress has not yet made appropriations for the planting work, but it is believed that this will be done at the coming session, now that the value of forests has been demonstrated by the European war.

Army officers point out that the retention by France of certain forests along the eastern border has a profound influence upon the movement of troops, the placing of batteries and the concealing of war manoeuvres in general. The planting of forests in France has been carried on so as to make the result appear as much as possible like a natural forest, without any attempt whatsoever to place the trees at regular spaces apart. The forests of Germany are parklike and while they offer many advantages in lumbering operations, they would not give the same concealment to army manoeuvres as the French forests.

The effect of the war on the forests of Europe is, of course, destructive. Trees have been cut without reference to further needs, in order to form fortifications and protective works of various sorts, to build bridges and to make corduroy roads through boggy places. Many trees have been cut down for firewood to be used in camps, and even the rifle and artillery fire has resulted in tree destruction. In some cases also, forests have been burned intentionally. It will undoubtedly take many years to repair the havoc wrought by war in the forests of Europe. "Conservation"

Disastrous Sealing Voyage— The Main Patch Missed

Ships Passed Inside Main Herd

No Judgment Used in the Matter—Captains Rely on Telegraphic Reports

THE die is cast and March 30th has come, finding the northern sealing fleet without seals, deluded by the cry of seals at Cape John which has been flashed from shore to ship daily since they left port. Had there been no telegraphic communication with LaSoc or Tilt Cove, and the captains were depending solely upon their own resources and reasoning they would not have been jammed all the spring at Cape John.

The large body of seals passed south by Gull Island March 6th and 7th and when the fleet passed Fogo the whitecoats were east from them in abundance. They left the big body of seals outside of them when they rounded Cape Fogo and passed into Green Bay to be jammed because a few thousand seals split by the Horse Islands had sheered inside of the Horse Islands and became jammed by Gull Island.

Had the ships proceeded to the Funks and held on there as the steamers formerly did—as Capt. Sam Blandford in the Neptune did when he secured his big trip—they would have found seals around them in abundance by March 20th. Last year observations taught us that the ice travelled south at the rate of 12 miles per day, forced along by the Arctic current.

The ice that the ships entered on March 18th last year when the seals were struck had drifted to Trinity Bay on March 30th. We know this from the fact that we were off Trinity Bay March 30th and in the ice which contained the carcasses of seals pelted at Belle Isle.

The body of seals this year pupped on the inside ice along the French Shore where a little water existed during the last few days of February and the first three days of March. The N.E. and N. winds which prevailed from March 17th to the time the ships sailed forced the ice which was off Cape Bauld and the lower French shore along south and pressed it against the Horse Islands.

The ice passed south outside of the Grois Islands. Horse Island brought up the floe. Green Bay being packed with ice, the main body sheared and drove with the unning ice south propelled by the northwest and north wind and the current.

The seals did not pass south until they rounded Fogo, and he nearest ship to the main patch today is the Neptune. The Bloodhound also must have been very near the main patch. Had the lead ships struck off north or northeast from Cape Fogo in stead of rushing across Green Bay at the behest of the telegraph messages the history of the seal-fishery of 1915 would read success and not the worse failure in the whole history of the seal-fishery.

Last year the Stephano led on Mar. 17th and 18th and the other ships in the fleet followed. On the 18th the four ships—Stephano, Nascope, Bethoic and the Bell—sped along the French Shore from Grois Island in clear water. The Stephano, Bethoic and Bell were together—being a few miles ahead of the Nascope—and went on north to Cape Bauld. The Stephano sent ashore to the light-house to learn where the seals were. They were told the seals had passed south of Belle Isle.

The three ships had passed the seals going north about 10 o'clock that morning. The ships turned and went back over the same ground they had passed over. The Nascope seeing the three steamers returning, guessed the reason and steamed east and reached a spot south of Belle Isle, about five miles, and was the first ship to strike the whitecoats. The other three ships passed west of the Nascope and steered S.E. and entered the Nascope.

Had there been no daily message stating seals were passing Belle Isle in thousands for several days, the ships would probably have steamed north or northeast on the 17th or the morning of the 18th and struck the southern end of the main patch.

The Nascope steamed through thousands of old seals on the evening of the 17th, just after she was released from the nip she encountered that morning, which enabled the other three ships to get ahead a few miles, and had the Nascope steamed N. or N.E. on the morning of the 18th the seals would have been struck before she steamed 10 miles and she would have had the main patch to herself for two or three days and secured 50,000 seals.

The installation of wireless and the fact that the landmen have taken some of the seals the last two years, has caused the captains to give up thinking and reasoning about winds and conditions and they have been content to follow the easiest leads to a point they were told the seals were before they left port.

It is now too late for any of the big ships to secure any large quantity of seals even if seals were plentiful at Cape John. They may if they get free soon, secure a few beaters during the next few days if the weather is clear and sunny in order to coax the young seals on the ice.

The fact that the ice is tight won't aid the ships to secure seals, for when the ships can move the ice will be loose enough to permit the young seals to run for the water as soon as approached by the men.

It will take a gale of S.W. wind to open the ice at Cape John. West wind won't help much in Green Bay when the ocean is blocked outside with ice. We have seen the southside of Green Bay fill with ice during a westerly gale; the northside will clear a little with a west wind.

If the whole northern fleet bring in 50,000 seals this year it will be as much as can now be expected.

They wanted a close season. It has come, but only because the men commanding the steamers refused to be led by reasonings that gave Jackman and Blandford seals in steamers when they had to be guided to the patch by the dictates of common sense and experience.

In former days the fleet separated and each took its own course, but nowadays the order of the day is to follow the leading ship which is of course the most powerful, and when one miss the patch all must miss. This year's experience will prove an eye-opener to some of the supposed Grabbal wisecracks.

We told John Munn in November that Kean had 50 men in his crew last year who could find seals just as easily as Kean did. They almost cried from the thought of sending such a ship as the Stephano or Florizel out to the seal-fishery without Capt. Ab. Kean in command for they were very doubtful of the success which would result, if Kean did not go, but now they will know that any man they sent as captain of the Florizel could do no worse than go out and force away towards the land until jammed and remain jammed until the seals had taken wings.

There was a day when every great seal-killer did his utmost to get as far from the land as he possibly could, but that rule prevailed when captains sought seals according to the dictates of common sense.

Capt. Ab. Kean erred gravely last spring and it caused the death or crippling of 100 men. This spring he erred—erred commendably—as Justice Johnson would say, and that error will cost the Colony the loss of 200,000 seals, valued at \$400,000, and few will now doubt which error is mostly resented by the local agents of the S.S. Florizel.

"God moves in mysterious ways, His wonders to perform, To teach the owners of the Florizel That Kean isn't lord of all."

The Fogo is still jammed off Greenspond, and may not get clear for some time yet. The little steamer has now been in the ice some 12 days.

Sergeant O'Leary How He Won V.C.

(From Harper's Weekly.)

Sergeant Michael O'Leary is the hero of the British Empire to-day. For his exploits at Cuinchy, France, he won the Victoria Cross and was promoted from lance corporal to sergeant on the field. The terse official report of the Irishman's bravery follows: "For conspicuous bravery—When forming one of the storming party which advanced against the enemy's barricade, O'Leary rushed to the front and himself killed five Germans who were holding the first barricade, after which he attacked the second barricade, about sixty yards further on, which he captured after killing three of the enemy and making prisoners of two more." O'Leary was formerly in the Canadian Northwest Mounted Police.

You may talk of the Rebels of Ulster And the shindy we had to chime; But we don't give a rap for a family scragg When the Prooshuns is running amuck.

Did you hear how Lance Corporal O'Leary, Mike O'Leary of the Guards, Wid his own two mit's, tore a fortress to bits Like a blissed contraption of cards.

Hed'd a shmile, had Mike, that 'ud span a dyke, And a fist that 'ud fell a horse, And he ripped through the mire of blood and barbed wire, Like a bull through a bunch of gorse.

Whin he waded in, sure 'twas a sin, The way that he bashed and bruk 'em; He dropped on thim Huns like forty tons, And they niver knew what had struck 'em.

"Poor dears," says he, "I'm middling well," All the news they've been told is lies, So it's up to me 'ere its kilt they be, To put the poor devils wise.

"Thim Huns, I'm told, white outrageous bold, Is over a trifle dull, Sure, it that's a fact, 'tis a friendly act To hammer it through their skull.

"So here's for insulting old Erin, By thinking a thraitor she'd be; And here's for your imperor sneerin'! 'Contemptible army,' says he.

"Here's one for the mothers whose pleadin' You stopped with a shot and a curse, And one for the girls dead and bleedin' And the girls that you spared—for gorse.

"For the churches you shelled and the priests you felled, Here's one! And the women, too, You held for a shield on the battle field,

"And the innocent babes you slew," Whin O'Leary had done, there was a still a one Left to tumble to what he said— Barrin' only ten, which I'm wrong again,

For eight at the ten was dead.

Great Battle Opened In Poland

Germans Using Illuminating Shells At Night

Petrograd, March 22.—Another great battle has opened in Poland on the front extending from Myszenico to Kasido, according to reports from the front today. The war office admitted that the Germans had reached Kasido, which is only ten miles from the fortress of Ostrolanka, located at the junction of the Narew and Omuleu rivers, but declared that the Russians had halted their foes.

Despatches from Siedlec state that the Germans attacked the Russian positions at Kasido with great valor, advancing to the wire entanglements in close formation that enabled the Russians' rapid fire guns to mow them down. The German batteries in this district are firing new shells which illuminate the battlefield at night and this reveals the positions of the defenders.

Immediate Need Of Large Output War Materials

London, March 22.—David Lloyd George, Chancellor of the Exchequer, placed grave emphasis upon the immediate necessity for a tremendous increase in the output of war material, in an interview granted by him to a representative of the Daily Citizen.

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To Boston (Plant Line)	29.00	51.00
To Boston (D.A.R.)	30.00	51.00

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

HARVEY & COMPANY, Ltd.
Agents Red Cross Line.

Children's Carriages and Folding Go Carts

These are selling cheap as we want the space. We will crate them in wood and send them to any part of the Island. Come early and secure one.



The Strongest and Lightest Carriage Made.
ALL RUBBER TIRE WHEELS.

POPE'S Furniture Show Rooms
GEORGE AND WALDEGRAVE STS.

Remnants of Tweed

By the Pound at
Removal Sale Prices

COME in to-day and look through our tweeds by the pound—you'll pick up a bargain here in an excellent quality—better than are usually sold by the pound.

We are showing some high-class pure-woollen tweeds that we have priced to make a complete clearance before removing to our New, Modern Store, in the West and are offering them now at a third less than the original price.

Come and see the patterns—we are sure the qualities will give entire satisfaction—you can select a piece here to make a man's coat, a pants, or a pants and vest and it is just possible that the piece you'll select will give you from two to five years constant wear—you know how a well-woven piece of pure-woollen tweed wears, better than we can tell you.

When you call take your time and look through the lot of eight hundred pounds, because the very pattern you are needing may be at the bottom of the pile—we'll wade through them and help you to be suited—a piece large enough for a man's pants may weigh 2 pounds and perhaps much less.

Removal Sale Price a pound \$1.00.

Splendid pieces amongst this lot suitable for making garments for sturdy school boys.

We also have a special lot of Union tweeds, in Men's Suit Lengths, in a variety of neat dark patterns. Regular a pound 90c.

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

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.

Financing This Great and Most Expensive of All Modern Wars

Lloyd-George's Explanations to British Commons of the Conference in Paris

The Tremendous Burden Bourne By France

Great Britain, However, Has to Raise Much More Money Than Any of the Allies, and Has to Help Finance the Smaller Nations

M. R. LLOYD-GEORGE made a notable speech in the House of Commons the other day on war finances.

The Chancellor, who was received with cheers, said: The arrangements made by the three Finance Ministers of France, Russia and Britain—recommendations to their respective governments commit us to heavy engagements, and it is therefore important that I should report them in detail and assign some reason why we should undertake such liabilities.

This is the most expensive war that has ever been waged—in material, in men, and in money.

The conference in Paris was mostly concerned with money. For the year ending December 31 next the aggregate expenditure of the Allies will be not far from £2,000,000,000 (two thousand millions). The British Empire will be called upon to spend considerable more than either of our two great Allies—probably from one hundred and fifty million more than the highest figure spent by either of the two great Allies.

World's Richest Countries

We have to recruit a new army; we have to maintain a huge navy; we are paying liberal separation allowances; we have to bring troops from the ends of the earth; we have to wage war not merely in Europe, but in Asia, in North, East and South Africa.

Britain and France are two of the richest countries in the world—in fact, they are the great bankers of the world. We could pay for our huge expenditure on the war for five years, allowing a substantial sum for depreciation, out of the proceeds of our investments abroad. France could carry on the war for two or three years at least out of the proceeds of her investments abroad; and both countries would still have something spared to advance to their Allies.

This is a most important consideration of the present moment. The Allies are fighting the whole mobilized strength of Germany with perhaps less than one-tenth of her own strength. The problem of the war for the Allies is to bring the remaining two-thirds of their resources and strength into the fighting line at the earliest possible moment. This is largely, although by no means entirely, a question of finance.

Russia's Natural Resources

Russia is in a different position from either Britain or France. She is a prodigiously rich country in natural resources—food, raw materials. She has a great and growing population, a virile and industrious people. Her resources are overflowing and she has the labor to develop them in abundance.

Moreover, since the war began, Russia has enormously increased her resources by the suppression of the sale of alcoholic liquor.

It is hardly realized that by that means alone she has increased the productivity of her labor by something between 30 and 50 per cent. (Cheers.) It is as if she had added millions of laborers to the labor force of Russia without increasing the expense of maintaining them. Whatever the devastation of the country may be, Russia has more than anticipated its passage by the great act of national heroism and sacrifice.

Capital Not Available

But the peculiar difficulty with Russia is that, although she has these great natural resources, she has not yet been able to command the capital within her own dominions to develop these resources even during the time of peace, and in times of war she has additional difficulty. France also has special difficulties. I am not sure that we quite realize the strain put on this gallant country. For the moment she bears far and away the greatest strain of the war in proportion to her resources. She has the largest proportion of her men under arms. The enemy are in occupation of part of her richest territory. They are within 55 miles of her capital. It is exactly as if we had a huge enemy army at Oxford. It is only a few months since the bankers of Paris could hear the sound of the enemy guns from their counting house, and some of them can hear the same sound now from their country or the money markets of the country are not at their very best.

There is a wonderful confidence, notwithstanding these facts, possessing the whole nation. (Cheers.) There is nothing that strikes the visitor to Paris more than the calm and serene courage, which is supposed to be incompatible with the temperament of the Celt—by those who do not know him. (Laughter.) There is general assurance that the Germans have lost their tide, and that now German arms have as remote a chance of crushing France as they have of overrunning the planet Mars.

That is the feeling which pervades every class of the community there. Belgium, Serbia, and—

But we have a number of small States which are compelled to look to the greater countries in alliance with them for financial support. There is Belgium, which, only recently, was a very rich country, now devastated, desolated and almost entirely in the hands of the enemy; with an army and a civil government to maintain, and with no revenue. We have to see that she does not suffer until the period of the restoration comes for her and compensations.

There is Serbia with the population of Ireland; a peasant people, maintaining an army of 300,000, fighting a third great power within two years, and fighting with great force and great courage and brilliancy—(Cheers.)—but with no resources of wealth and no exports with which she could buy munitions of war outside. She has hardly any manufactures of her own. That is the position so far as the small States are concerned. But there are other States preparing for war. (Cheers.) It is obviously our interest that they should be well equipped for the purpose. They can only borrow in the French and English markets.

Our Own Problem

But we have our own special difficulties. Two-thirds of our food supplies are brought abroad; enormous quantities of raw material for our manufactures and industries are largely absorbed in war equipment; and our ships are in use for war transport.

We cannot pay as usual in exports and freights and services. Our savings for the moment, are not what they would be in time of peace. We cannot, therefore, pay for our imports in that way. We have to buy abroad for war purposes, and in addition to that we have to create enormous credits to enable other countries to do the same thing. The balance is therefore heavily against us for the first time.

There is no danger, but in a conference of the kind we had in Paris I could not overlook the fact that it was necessary for us to exercise great vigilance in regard to war finance. These are the complex problems we have to discuss. We have to determine how we can best mobilize the financial resources of the Allies so as to give the greatest help to the common cause.

It was obvious that it was desirable that all resources of the Allies should be brought into the common stock. An alliance of this kind cannot be conducted on limited liability principles.

The first practical suggestion we had for consideration was that of a joint loan. We discussed that very fully, and came to the conclusion that it was the very worst way of utilizing our resources.

Sharing the Burden

We decided, after a good deal of discussion and reflection, that each country should raise money for its own needs within its own markets, in so far as their conditions allowed, but if ever help were needed by any country for outside buying those who could best afford to help for the time being should do so. There was only one exception we decided to recommend: that was in the case of borrowing by small States.

We decided that all the three great allied countries should contribute a proportion to every loan made to small States who were either in with us now or prepared to come in later on; that responsibility should be divided between the three countries, and that at an opportune moment a joint loan should be floated to cover the needs either already made or to be made for these countries outside the three great allied countries.

Up to the present very considerable advances have been made by Russia, France and ourselves to other countries. It is proposed, if this an opportune moment in the market, that they should be consolidated at some time or another into one loan; that they should be placed on the markets of Russia, France and Great Britain, and that the liability should be divided into three equal parts.

Grain From Russia

With regard to Russia, we have already advanced thirty-two millions to that country for purchases here and elsewhere outside the Russian Empire. Russia has also shipped eight millions of gold into this country; so that we have established credits in this country to Russia to the extent of forty millions. France has also made an advance in respect of buyings in that country.

Russia estimates that she will still need to establish credits for what she buys outside her own country between now and the end of the year. If she is able within the next few weeks or months to export a considerable quantity of her grain, as we have in fact made arrangements that she should, there will not be the same need to borrow, because she can do her own financing to that extent.

The two governments decided to raise the first fifty millions in equal sums in the French and British markets respectively. That will satisfy Russian requirements for a considerable time. As to further advances the allied countries will consider when the time arrives how the money should be raised, according to the position of the money markets at that time.

Our Guarantee

We give a guarantee to Russia that she need not hesitate to give orders for any goods necessary for the war from the fear of there being any difficulty in raising money.

Our gold import every year comes to something like fifty millions, excluding what comes here by exchange. The suppression of the rebellion in South Africa ensures us of large and steady supplies; and there is no need for apprehension.

Still, it would not have been prudent to overlook certain possibilities, and we therefore husbanded our gold, taking care lest it should take wings. We made arrangements at this conference that if our stock of gold were to diminish beyond a certain point—a fairly high point—the banks of France and Russia should come to our help. We also made arrangements that France should have access to our markets for treasury bills issued in France. We also made arrangements which we hope will restore exchange in respect of bills held in this country against Russian merchants.

We also received an undertaking from the Russian government that its port of Russian produce of every kind required by the allied nations, that I believe will be one of the most fruitful parts of the arrangement entered into.

An arrangement was also made in respect of the purchases by the allied countries in neutral countries, concerning which there had been a good deal of confusion and extravagance as we were all buying against each other and putting up prices. An arrangement was made to eliminate that element of competition and to co-ordinate our orders.

Fishermen!



Get Smallwood's Hand-made Tongue Boots, Wellington's High and Low Three Quarter Boots. These Boots have been tested and proved to be waterproof. By who? By the Fishermen who have worn them.

P.S.—All our Hand-made Boots have the name Fred Smallwood on the Heel plate. Beware of Imitations!

F. Smallwood, The Home of Good Shoes.

Newfoundland Poultry Association

With a view to encouraging the breeding of pure bred poultry in Newfoundland, the following gentlemen—members of the above association—have consented to offer for sale stocks, baby chicks, and eggs for hatching from thoroughbred stock at reasonable prices. Intending purchasers are requested to apply to any of the following for prices, when a pamphlet containing information as to housing, feeding, etc., will be supplied free of charge.

White Leghorns.
G. B. Williams, Florence Grove, St. John's.
Howard Parsons, c/o Royal Stores, Ltd., St. John's.
H. McNeil, McNeil St., St. John's.
R. B. Goodridge, c/o Alan Goodridge & Sons, St. John's.
P. J. O'Reilly, Long Pond Road, St. John's.
F. Perry, 258 Hamilton Ave., St. John's.

Buff Leghorns.
S. Emberley, 14 Wood St., St. John's.

Silver Campines.
G. W. Gushue, 216 LeMarchant Rd., St. John's.

White Orpingtons.
Jno. Duff, c/o Steer Bros., St. John's.
G. B. Williams, Florence Grove, St. John's.
J. J. Kjelley, 47 Monkstown Road, St. John's.
S. White, 8 Freshwater Road, St. John's.

Black Orpingtons.
S. White, 8 Freshwater Road, St. John's.

White Wyandottes.
M. McLeod, Allendale Rd., St. John's.
John Duff, c/o Steer Bros., St. John's.
H. McPherson, "Westerland," St. John's.

Rhode Island Reds.
S. Emberley, 14 Wood St., St. John's.
H. W. LeMessurier, Winter Avenue, St. John's.
R. B. Goodridge, c/o Alan Goodridge & Sons, St. John's.
G. W. Gushue, 216 LeMarchant Road, St. John's.

Barred Plymouth Rock.
R. B. Goodridge, c/o Alan Goodridge & Sons, St. John's.

White Plymouth Rock.
R. B. Goodridge, c/o Alan Goodridge & Sons, St. John's.
S. M. Walsh, 37 O. Box 471.


Pekin Ducks.
G. B. Williams, Florence Grove, St. John's.
H. McPherson, "Westerland," St. John's.

Muscovy Ducks.
A. E. Fayn, 4 Cabot Street, St. John's.

Indian Runner Ducks.
G. W. Gushue, 216 LeMarchant Road, St. John's.

Bronze Turkeys.
Jno. Duff, c/o Steer Bros., St. John's.

Belgian Carneaux Pigeons.
G. B. Williams, Florence Grove, St. John's.



Patriotic Association of Newfoundland

There will be a meeting of the Patriotic Association of Newfoundland in the Board of Trade Building, Water Street on Thursday, 30th inst., at 8 p.m.

V. P. BURKE,
Hon. Secretary.

mar25,29,30



"THE LOSS IS COVERED" by insurance with Percie Johnson, means much to the sufferer by fire. To the layman it means the rebuilding of his home. To the business man it means the retention of his credit and ability to resume.

LET US COVER YOUR property with a policy which will cost you little, but may be the greatest blessing of your life.

PERCIE JOHNSON,
Insurance Agent.

J. J. St. John

When Prices are Right stock goes out the door

—OUR WAY—

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

White Cattle Feed, Bran, Yellow Meal, Whole Corn, Mixed Oats—and—**Calf Meat,** in 25lb. Bags, 5c. lb.

Boneless Jowls, Pork Lions, Ribbed Pork, New York Beef, Sinclair's Spare Ribs, the best.

J. J. St. John
Duckworth St & LeMarchant Rd

We Aim To Please

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

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

IMPERIAL OIL CO. LIMITED.

Lubricating Illuminating OILS

Gasolene, &c. Illuminating and Heating. Devices of all Kinds.

JAMES DUFF
Manager Nfld. Branch.
Office: Commercial Chambers. Room 45. —mar29,15

FAMOUS HOFFMAN HOUSE CLOSED ITS DOORS

New York, March 20.—The famous Hoffman house which in fifty-one years has sheltered many widely known men, closed its doors today. The building will be demolished to give place to a commercial structure. The Hoffman House was opened in 1864.

FRENCH RESERVE OFFICERS RECALLED UNDER THE COLORS

Rome, March 19.—(delayed in transmission), via Paris, March 21.—The official Military Journal today published an order recalling under the colors, until December 21, all reserve officers born between the years 1882 and 1887.

LOCAL ITEMS

For the last few weeks recruiting for the Naval Service has been slow. There are but 60 men now in training on board the Calypso.

Nine of our buyers who have arrived at Halifax from England on the Scandinavian, will leave there by the Stephano for St. John's.

The express due to arrive this afternoon has an English mail for here, and some interesting correspondence may be looked for.

A big shipment of paper came from Grand Falls by last evening's freight, some of it is for our local press and the remainder is to go to England.

At 11 o'clock this morning there was not a ticket for to-night's lecture to be had at the Atlantic Bookstore, showing the very great esteem in which the Rev. lecturer is held.

Fr. Cox S.J. will probably return to Montreal about next Tuesday by express. He is returning about June to be present at the consecration of His Grace-Elect Archbishop Roche.

The local passenger and freight train, via Brigus, arrived into the city at 12.30 p.m., bringing only a few passengers, who will return to their homes again this evening.

His Excellency the Governor has received a message from Capt. O'Brien, from Liverpool saying, the Third Contingent had arrived there at 11 o'clock this forenoon. All well.

Our local fishermen are now preparing for the coming season's voyage, and the last couple of days have been given up to installing motor engines, and making everything "ship shape" to hunt the friendly cod.

To give an idea of the very bad season in trade along Water St., a large wholesale supplier there only received one dollar and fifty cents yesterday for sales made.

Fr. Cox who has pleased us all so well by his sermons and lectures, has a noted career from the fact that he preached and lectured in London, Eng., in conjunction with the late famed Jesuit, Fr. Bernard Vaughan.

The Ss. Prospero which has just been repaired at a cost of \$20,000, having been in Reid's Dock for nearly two months, replaces the Portia on the Western route, sailing tomorrow at 10 a.m., the latter steamer going on dock for her annual overhauling.

The firemen belonging to the Bruce now on dock have been paid off, as the ship will probably be detained here for a month. In the meantime the interests of the men will be looked after by their energetic delegate, Mr. Frank Woods.

Special Evangelistic services will be held every night this week, except Saturday, in George St. Church, and will commence at 8 o'clock. A special effort is being made to make these services inspiring and helpful. A cordial invitation is extended to all.

Bell Island, which a little while ago was alive and bustling is now like a good many other similar mining towns—going slow. The companies there are giving no great work and preference in employments naturally leans to those who have families depending on them.

During the past week 3 cases of diphtheria were reported to the Health Authorities. Four residences were disinfected and released from quarantine. At present in the hospital there are 15 cases of diphtheria, 3 of typhoid, and one of smallpox, and one sufferer from diphtheria is being treated at home.

It looks as if landmen will make the sealing bills this year, and clear of freight rates to St. John's, will own the price product of every seal captured. The men at Cape John and Gull Island, who have up to date taken as many as seven and eight thousand will do particularly well.

In our Police Court report of yesterday, two prisoners were set down as having to pay as fines \$10,000 and \$5,000 respectively. These are quite costly typographical errors, as the figures should be of course have read ten dollars and five dollars. Judge Knight is not so severe as our Hino-type man.

The schooner Fiona which lies suken in the harbor bids soon to become a total loss to her owner, Abraham Stratton of Valleyfield. B.B. if not soon moved from her dangerous position. Last week the booms and gaffs which had broken away were drifting about the harbor. We understand that her sails and other gear on board.

ENLISTED

Yesterday was one of the busy days at the Armoury. In the morning the distribution of kit was made, and the different platoons put through drill. Some of the men were sworn in during the afternoon, and at night some "signal" instructions were given by Mr. Galt. Seven young men joined the ranks, bringing the total up to 1467 names on the roll. Those who enlisted were:— St. John's.—John Hemerburg, Ronald H. Hogan, Geo. W. Pardy, John A. Meaney. Hr. Main.—Matt. Woodford, Bernard Cleary. Holyrood, C.B.—Augustus J. Walsh.

MUTUAL IMPROVEMENT ASSOCIATION

St. John's Mutual Improvement Association Swimming Club begin the season's operations tonight at the swimming pool in the Seamen's Institute.

Owing to so many of the active members having joined the First Nfld Regiment, all the members left behind are urged to attend regularly in order to ensure a successful season. All who intend becoming members will be heartily welcomed and every assistance given beginners by efficient instructors.

A gala night of "water sports" will be held in the course of a few weeks, should the attendance warrant it, and a series of races will be run off during the season.

A Serious Accident

The two-year old daughter of Mr. and Mrs. Strangell, Pouch Cove, met with a painful accident on Saturday afternoon. Her mother left her with another little one in the kitchen for a short time, while she went out to get some frowood, and was only gone a few minutes when she heard the elder child scream, and hastening in found the little one in flames on the floor. Dr. Richards was summoned from Torbay, and did all possible for the sufferer.

It is supposed that the child opened the stove door and that her pinafore caught fire. She does not seem to suffer much and being a very healthy child, there is a possibility of her recovery. Her father is out at seal-fishing in the Ss. Nascope.

Billiard Tourney

In the B. I. S. Billiard Tourney, Plain is now leading by 273 points. At the last meet Mr. T. Halley defeated Mr. Peter O'Mara by 11 points (not such a beating after all, Peter.) About 12 or 15 games have yet to be run off.

GOSLINGS RULE

The Evening Herald, a couple of issues back, published a summary or synopsis of the proposed new Council Constitution, and which a day later was repudiated and termed incorrect and unreliable by Chairman Gosling. This knowing gentleman further stated that the people would be informed after the whole matter had been arranged.

Of the Herald's pre-information, or precipitancy in giving it forth I have nothing to say, but it would seem the nighty Gosling was going to run the city, the people, the press, the constitution, the independence of citizenship, the rights of knowledge, the Magna-Charta, and in a word the whole show.

The Herald may be wrong in being too premature but Gosling is not a bit too right in seeking to conceal from the people, and the public knowledge which belongs to them. I have been informed by one who knows, that the Herald is not so far out in its anticipated programme, and that I do not esteem the Hon. P. T. more than I can help, I get hold, that of the two worthy compatriots, he is a better man than the Gosling—and the Gosling is the limit.

"VERITAS" To Raise the Desola And now rumor has it that an American Wrecking Company will undertake to raise the submerged Desola. Talk about the U-2's, the Desola has her beaten all to pieces, though it is an "acid" supremacy.

We wonder if Michael Carrolls' prophesy is coming to be realized. He wrote in his history of the "Seal-fishery of Newfoundland," published in 1873, "that the seal-fishery may soon, and very soon dwindle away to such a character that it will not be worth the risk of money to prosecute it."

An exchange says there is a big market in England now for canned fish goods and lobster particularly is a scarcity. This is owing to the fact that packing industries all along that coast have been closed down by large war enlisting.

SEALING NEWS

From Ss. Neptune, March 29th, 1915.—Monday evening our position as follows, 5 miles S. S. W. Cape Fogor; jammed.

From Ss. Nascope, March 30, 1915, nine Tuesday.—"Our position same as last reported also others; light breeze from West; snow squalls; ice tight as far as can be seen; drifting out slowly." (Sgd) JOB.

All the steamers, North and in the Gulf, are reported "still jammed" up to midnight last night. The following messages were received last night by Bowring Bros:—

From Ss. Florizel—"Still jammed; wind N. W."

From Ss. Viking—"Ice tight as far as can be seen; position 20 miles west of St. Paul's; Erik and Diana, North West, jammed."

From Ss. Eagle—"Steamed one and a half miles today; ship jammed; nothing new to report."

SHIPPING

The Stephano is due to leave Halifax for here to-day. The vessels Attila and Clutha are now due into port from Pernambuco.

S.S. Kyle arrived at Port aux Basques at 6.40 this morning. S.S. Stephano, up to noon, had not left Halifax.

Tobasco arrived at Halifax at 12.30 p.m. yesterday and leaves there on Saturday for this port.

The S.S. Prospero sails for the westward at 6 p.m. tomorrow. S.S. Durango is down to leave Liverpool for this port on Saturday, 3rd April.

The schr. "Waterwitch" reached Bahia yesterday after a trip of 40 days across from this port. Meigs arrived at Placentia at 2.10 p.m. yesterday and sailed for west again this afternoon.

The S.S. Ethie was due to leave Placentia this morning for western ports. The Kyle express, with passengers and mail, is due to arrive at 3 o'clock tomorrow afternoon.

Schooner Arthur H. Wright with cargo of coal, 6 days from Louisburg, arrived last night to the firm of C. Campbell.

The Sagona arrived at Port aux Basques from Louisburg at 3 o'clock this morning. No mail matter was brought across.

Schr. Arthur H. Wright with a cargo of coals to Colin Campbell, from Louisburg, reached port yesterday afternoon.

The S.S. Kyle from Louisburg arrived at Port aux Basques at 6.40 this morning with the following first class passengers:—

Ss. Tabasco arrived at Halifax at 12.30 p.m. yesterday, and is scheduled to leave again for here on Saturday next.

The schr. Nellie M. Taylor, has arrived at Barbados from Pernambuco after a trip of 14 days. She will take a cargo of molasses at the latter port for here.

The Ss. Meigs arrived at Placentia at 2.10 p.m. yesterday with the following passengers:—Mrs. B. Larner, Mrs. Pike, Miss R. Bradley, J. Moore, J. M. Connors, M. Peary, and several in steerage.

Bowring's coastal steamer Portia, Capt. J. Keon, arrived at 6 a.m., bringing a fair cargo and the following passengers:—Miss H. McDonald, Messrs. P. E. Lake, G. M. Goddard, J. Nolan and P. Power in the saloon; also 16 second class.

Weather Conditions

Messages received today by the Marine and Fisheries Department: Seal Cove—Wind S.S.W.; weather stormy, bay still jammed with ice; no seals.

Change Islands.—Wind West, fair, cold; ice on land; three old harps taken here yesterday.

LaScie.—Calm, snowing; ice loose between Cape and Gull Isld; 1500 seals landed yesterday. Horse Islands reports crew reached seals 10 miles E. of Gull Rocks last week but 40 seals got on the island; bad ice and distance too great.

Last Night's Lecture

The lecture of Fr. Cox in the Star Hall last evening was delightful from start to finish. Introduced by Chairman Lacey, the lecturer for nearly two hours depicted the history of the Jesuit from the hour when the young man first enters the ranks of young students to the finish when he goes out into the world as a preacher and teacher and writer.

A Jesuit Priest must put in 15 or 16 years in the making—years of hard study, deep reading, and prayerful instruction. This, too, is a life of poverty, the order does not permit its Priesthood to own any personal property, neither in money or goods. All that they may call their own is their book of rules, their cross and the manuscripts which they produce.

The story as told by Fr. Cox, was a most interesting one, and throughout its recital was intersected by humorous and witty remarks and stories which we enjoyed immensely by the big audience. Hundreds of people who could not get admittance, will be pleased to hear that Fr. Cox will repeat the lecture tonight, a most kindly consideration on the part of the Rev. Gentleman.

At the finish of the lecture a vote of thanks proposed by Mr. J. T. Martin and seconded by Mr. W. J. Higgins, M.H.A., was cordially paid as tribute to Fr. Cox by chairman J. J. Lacey.

PERSONAL

Manager Kiley, of the Nickel, is on the express due to-morrow.

Mr. Ed. Parsons, M.H.A., of Hr. Grace, is in the city.

Mr. Frank Coady, of the G.P.O., is to-day seriously ill, and hopes of his recovery have been given up.

Messrs. P. E. Lake, of Fortune, and Geo. M. Goddard, of Burin, came as passengers by the Portia, which arrived this morning.

Mr. P. Power, of the West Coast, came to the city by this morning's coastal boat, and will return by the next steamer west.

J. H. Kiley, W. R. Gooble, J. and Mrs. Dawson, Miss S. Pike and J. and Mrs. Davis.

The Hon. J. R. and Mrs. Bennett are passengers by the Stephano, due to arrive on Thursday next.

Dr. L. S. Pritchard, formerly of the city has gone to Bay Roberts, and will in future practice at that place.

Magistrate's Court

(Before Judge Knight) A youthful laborer of the West End charged with the larceny of 6 pcks. tea valued at 75 cents on the 28th inst. was convicted and sentenced to 30 days imprisonment.

A 22-year-old laborer, of Barter's Hill—drunk and disorderly—had to pay \$2 or to be below for 7 days.

In an assault case on Saturday list, the defendant was fined \$10 and had to sign bonds to keep the peace in future.

General Von Kluck Slightly Wounded

Berlin, Mar. 29.—A report of the progress of the fighting issued from headquarters to-day, relates among other things that General Von Kluck has been slightly wounded by shrapnel fire while inspecting advance positions of his army. His condition is described as satisfactory.

Saw Steamer Delmira Torpedoed

Steamer Lizzie Runs Over Submarine U-27 London, Mar. 28.—The captain of the steamship Lizzie, which arrived at Llanelly, Wales, on Saturday afternoon, stated that he was close by when the British steamer Delmira was torpedoed on Thursday by a submarine in the English Channel. He said the submarine proved to be the U-27. It was some distance ahead of the Lizzie, which ran over it at full speed. The German then disappeared, and from all seen on the surface of the water, the Captain concluded that the underwater boat was either seriously damaged or sunk.

WEATHER REPORT

Toronto (noon) Fresh W. to N. W. winds, few local snow flurries, but mostly fair today and on Wednesday.

Roper's (noon) Bar. 29; Ther. 48.

LATEST

London, Mar. 30.—The effectiveness of steel submarine traps which have been put down to guard British rivers and harbors has been shown by the fact that two German submarines have been caught in the Firth of Forth, in addition a third has been sunk off the coast of Haddingtonshire, and a fourth was rammed last Wednesday, disabled, captured and towed into Leith, where the crew were taken prisoners.

The first of these submarines, of a very large type, was caught in a net in the Firth of Forth, which held it at the bottom, until it was found by inspectors, engineers and divers, with dredges, which succeeded in lifting the machine and towing it to a dock when hatches were opened. Investigation showed twenty-five dead German sailors and their officers. In addition there were four Scotch fishermen, today, names of whom stand very high in their native land. It was apparent that submarine bound on a voyage destruction came upon men fishing. She took them prisoners and ordered them steer their craft safely up the point where they could accomplish their mission. It has been asked, did fishermen knowing of traps deliberately steer submarine into one of them.

New York, March 30th.—C. F. Bertell wires an American from Paris that the Allies after numerous conferences have decided to give Constantinople to Belgium as compensation for wholesale ruin of her country.

Fighting Germany, Austria and Drink

London, Mar. 29.—"We are fighting Germany, Austria and Drink, and so far as I can see, the greatest of these three deadly foes is Drink," said David Lloyd George, Chancellor of the Exchequer, replying to-day to a deputation from the Shipbuilding Employers Federation.

The members were unanimous in urging that an order to meet the national requirements of the present time, should be the total prohibition during the period of the war, of the sale of intoxicating liquors. This should apply not only to public houses, but also to private clubs, so as to operate equally with all classes of the community.

It was stated that despite the fact that work was being carried on night and day, including Sundays, the total working time averages in nearly all British shipyards was actually less than before the war. The average productiveness had decreased. There were many men doing splendid, strenuous work, probably as good as men in the trenches, but many did not even approximate their full time, this disastrously reducing the average.

Notwithstanding the curtailment of the hours they are allowed to keep open, the receipts of the public houses in the neighbourhood of the shipyards had greatly increased, in some cases forty per cent.

As an instance, one of many similar cases, that of a battleship coming for immediately repairs, was cited. She was delayed a whole day through the absence of riveters, who were drinking and carousing. In one yard, riveters had been working on an average only forty hours a week, and in another yard only thirty-six hours.

In conclusion the deputation, which included representatives of the leading shipbuilders in the country, drew attention to the example set by France and Russia and urged upon the Chancellor the need of drastic and immediate action. The Chancellor, in the course of his reply said, there were reasons why the government had not heretofore taken more drastic action on the liquor question because it was not good to adverse to public sentiment, otherwise more harm would be done than good. The government must feel that it had every class of the community behind it when taking action which interfered severely with individual liberties, but now he was sure the country was beginning to realize the gravity of the situation.

"I have a growing conviction, based on accumulating evidence" continued the Chancellor, that nothing but root and branch methods would be of slightest avail dealing with the evil. I believe it is the general feeling if we are to settle German militarism we must, first of all settle with drink."

Lloyd George intimated that Lord Kitchener, Secretary for War and Field Marshal French, in command of the British expeditionary forces in the continent, were of the same opinion. He promised to lay statements of the deputation before the Cabinet.

He said in conclusion, "I had the privilege of an audience with His Majesty this morning. I am permitted by him to say he is deeply concerned on this question, very deeply concerned, and a concern which is felt by him. I am certain it is shared by all his subjects in this country."

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