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THE MAIL AND ADVOCATE

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OFFICIAL

BRITISH.

London, July 26.—General French reports the successful repulse of German bomb-attacks.

General Hamilton reports Turkish attack on the northern trenches, repulsed, the enemy leaving about fifty dead.

In Aden Hinderland, Sheikh Othman has been recaptured, and the Turks pursued for five miles.

The French Government report success in Vosges at Ban de Sapt, where a powerful defensive organization was carried. Over 800 prisoners were captured.

The Russian Government report desperate fighting at various points on the Narw front. In the sector of Roshan-Pultask, part of the enemy's forces succeeded in crossing the left bank. Between the Vistula and the Bug on the Lublin-Cholm front, the enemy's offensive has ceased, except in Grabieszow district.

The Italian Government report enemy attacks in Montenegro region, repulsed with great losses. Action on the Carso Plateau is developing favourably.—BONAR LAW.

ST. PIERRE BULLETIN

Paris, via St. Pierre, July 26.—On Sunday in Artcis, between the Oise and Aisne, the usual artillery duels took place. On the northern banks of the Aisne in Troyon district and in Champagne on the Perthes-Beauséjour front, mining operations continued to our advantage.

In Southern Woivre, intermittent cannonading.

In the Vosges our troops consolidated, in spite of a bombardment, the positions gained at Ban de Sapt, Friday. The number of German prisoners taken was 11 officers and 825 men, of which 79 only are wounded. There were numerous corpses in the trenches. We only had engaged on our side two battalions of an infantry regiment. Six machine guns have been found so far in the trenches taken.

American Steamer Sent to Bottom Torpedo Route

London, July 26.—A despatch from Kirkwall to the Central News Agency, says that after the members of the crew had left the Leelanaw, about a dozen shots were fired at the steamer, but failed to hit her. However, she was ultimately sent to the bottom by a torpedo.

The members of the crew were taken aboard the submarine, the despatch adds, and were well treated. When in sight of the Orkney Islands, the men were ordered to return to their boat, and the submarine disappeared.

Germans Raid Vistula Bridge at Warsaw

London, July 26.—A despatch from Petrograd to Reuters Telegram Co. today, says:—

"German air raid on the Vistula bridge at Warsaw failed in its object, though the bombs caused several casualties among the civilians. The German advance from the Narw River is now 24 miles as a crow flies from the Warsaw-Petrograd main railroad, but the Germans still have to fight their way across the Bug river, as well as sixteen miles of virtually roadless country between the Narw and the Bug.

The fate of Warsaw really depends on the Bug River, which is a much more formidable obstacle than is the Narw crossing, which by the Germans was facilitated by an islet in the middle of the river near its confluence with the Orytza river."

Canada's Offer Of Machine Guns

London, July 26.—From information in the hands of the Military Headquarters, it is announced that funds sufficient to purchase more than 1000 machine guns, are already contributed at various points in Canada.

This means nearly forty guns for each regiment of two Canadian divisions to be maintained in the field.

British Submarine Enters the Harbor of Constantinople

Torpedoes Transport, Two Gunboats and Sends to Bottom

AMMUNITION CARGO

Submarine Was Fired Upon by Turks but Made Good Her Escape

New York, July 26.—A News Agency despatch from Athens published here today, says:—

"For the second time since the operations in the Dardanelles began, a British submarine has penetrated the harbor of Constantinople, sinking a Turkish transport and two gunboats, and a steamer loaded with ammunition.

Advices reaching here from Constantinople said that the submarine first torpedoed the Turkish transport in the Sea of Marmora. Proceeding to Constantinople, the British raider sank the gunboats and an ammunition steamer near the wharves. One of the submarine's shots damaged the wharf of Tophane, a suburb of Constantinople, where the Turkish arsenal and barracks are located. Turkish soldiers fired several rifle shots at the submarine as she disappeared.

"British aviators bombarded Smyrna yesterday, destroying the gas works and petrol depots, according to a Mitylene despatch.

"A French aviator destroyed a Turkish convoy near the port of Aivali, Asia Minor.

Big Falling Off In Shipbuilding

London, July 26.—Lloyd's shipbuilding returns which, owing to the war, are confined to details of merchant vessels, shows that there were 434 steam vessels of 1,505,925 gross tonnage, and eight sailing vessels of 1,900 tons under construction in the United Kingdom during the quarter ended June 30th, 1915, or 81,000 tons less than at the end of the previous quarter, and 215,000 tons below the figures of the corresponding period last year.

During the quarter ended June 30th this year, 74 steamers of 147,964 gross tonnage were launched.

Submarine Sinks Two Steamers In The North Sea

London, July 26.—The British steamer Grangewood, 3,442 tons, from Archangel for Havre, has been torpedoed and sunk in the North Sea by a German submarine.

The crew was landed at Lerwick, Scotland.

The American steamer Leelanaw from Archangel for Belfast, with a cargo of flax, was sunk yesterday by a German submarine off the north-west coast of Scotland.

All the members of the crew were saved.

Pres. Wilson Hears of Sinking American Steamer

Cornish, N.H., July 26.—Unofficial word of the sinking of the American steamer Leelanaw by a German submarine, was conveyed to President Wilson today, but he declined to make any comment for publication, pending the receipt of full official details.

News that the crew of the steamer were saved was received with relief by the members of the Presidential party.

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SINKING OF AMERICAN SHIP BY A GERMAN SUBMARINE

Sends a Shock Through United States Officials—Will This Act Cause Rupture Between Two Countries—Belligerents Have Rights to Sink Neutral Ships Carrying Contraband—This Consideration May Avert Rupture as Well as the Fact That No Lives Have Been Lost

Washington, July 27.—The torpedoing of the American steamer Leelanaw is a shock to American officials, who see in the incident further aggravation of the situation between Germany and the United States, although they hesitated to-day in the absence of details, to construe the act as coming within the warning of the last American note, which pointed out that further violation of International Law affecting American citizens was to be regarded as "deliberately unfriendly."

The view taken that German note in effect had ignored the earlier note sent regarding the sinking of the American sailing ship, William P. Frye, by the German cruiser Prinz Eitel Frederick.

In that communication the States vigorously asserted the position that even though the American ship carried contraband of war, it was peculiarly protected from destruction by the stipulations of the Prussian-American treaty of 1828.

Flax, which was being carried by the Leelanaw was declared absolutely contraband by Germany on April 18 in retaliation against the British contraband declaration, while precedents in International Law in recent years, supported particularly by the Declaration of London have recognized the right of a belligerent to sink neutral vessels carrying contraband if the ship is certain of condemnation by Prize Court action, has been limited to extreme cases of necessity, when the taking of the prize into port would involve danger to the vessel making the capture.

London Discusses The Sinking Of American Steamer

London, July 27.—The announcement of the sinking of an American ship by a German submarine, off the Orkney Islands, Sunday night, has created widespread discussion in Britain, coming as it did almost coincident with delivery of the American Note to Germany.

Only meagre accounts of the destruction of the Leelanaw has been received here, but it is said the submarine gave command of the steamer ample warning, even permitting the crew to collect part of their effects before taking them aboard the underwater craft, which then, through the combined use of shell fire and bombs, sent the vessel to the bottom.

Cargo of Ore From Bell Is. Sent to Bottom

Hallfax, July 26.—The Norwegian steamer Fimreite, in the service of the Nova Scotia Steel Company, was torpedoed by a German submarine, and sunk within one day's run of Swansea, She was bound from Wabana with a cargo of ore. The fate of the crew is not mentioned.

The steamer was 2,724 tons net. The news came by cable to General Manager Cantley.

You don't need bank references in order to borrow trouble.

"Unfriendly Act" Says English Papers

London, July 27.—All the crew of the American steamer Leelanaw are expected to reach Dundee to-morrow when it will be possible to obtain a full account. London evening papers telling of the incident of the incident employ in some cases, suggestive captions, such as "An unfriendly act," but because the American note laid such stress on the demand that American lives on merchant ships should not be jeopardized without warning, it was difficult to the English mind to determine whether the sinking of the ship after the crew were taken off constituted what America would regard as a repetition of the acts she insists must cease.

Allies Ships Bombard Forts Inside Dardanelles

Paris, July 27.—A Havas despatch from Athens says the bombardment of Turkish positions inside the Dardanelles continued for the past three days the object of the Allies being to destroy the enemy's positions on the Asiatic shore.

Negotiations with the British Government on the subject of search of Greek ships is said to have reached a satisfactory conclusion, in consideration of the rigorous measures taken by Greece to prevent the shipment of contraband.

Russians Retreating Towards the Bug, Germans Pursuing

Fall of Warsaw is Now Regarded as Matter of Time—Climax to Come

WITHIN FORTNIGHT

By Simultaneous Attack Up on the City North and South

London, July 26.—Field Marshal von Mackensen's sustained effort, through an army of a considerable body of Austro-German troops astride of the Lublin-Cholm railway, having to date met with no success, the Germans are now centering their main offensive north of Warsaw salient, having crossed the Narw River along the forty mile front, driving the Russians to-ward the Bug, where it joins the Narw north of the Polish capital.

Warsaw still holds out, but the general belief here is that its loss by the Russians is only a matter of time. Despatches reaching London to-night from Petrograd, predict that the much discussed climax of the great struggle with simultaneous attacks on the city from north and south.

In the meantime, Von Buelow's troops are driving south from Courland, and are thirty-five miles south-east of Shavil, having reached Poni Wesch railway junction, which is linked with the Vilna-Dvinsk line, and which the German cavalry are attempting to seize preparatory to cutting the more important K vno-Vilna line. The effective German cavalry in this area is estimated at Petrograd to be thirty thousand.

IS KITCHENER'S ARMY ON MOVE TO THE FRONT

New York, July 20.—The Tribune this morning publishes the following:

"London, July 10 (From a special correspondent of the Tribune).—The great British advance will begin about the first of August and Britain will make her great throw in the war, was the confident declaration to-day of one of Kitchener's new army, a man equipped with information, although he is only a private. A year ago he was a newspaper correspondent, as well known in New York as in London, although now he is merely a man in the ranks of the Royal Fusiliers.

"We are off to the front next Wednesday (July 14) he went on 'and we are almost the first of the new force. Kitchener's great army of 2,000,000 men is at last on the way. Within a couple of weeks after that there will be another 750,000 British troops in France.' A glance at the speaker would convince one that he was the very type of man needed for an officer. But he thought differently.

"I, and many like me," he said, "want to get to the front and in the midst of the fighting as soon as we can. We don't want to wear the stars of an officer and train recruits in always some hole fifty miles outside the world. Us for France.

"This is the great move," he continued. "We are in London now for two or three days' farewell leave. Then away we go, and if the Germans are about to try to make the great smash for Calais, we shall be there in time."

Censorship Is Tight

"This Kitchener soldier was telling the real truth. For two weeks past, although no word has been allowed by the censor's to be sent abroad, mighty preparations have been going on throughout England to get the main body of Kitchener's army out of the country by July 20. These plans have been in readiness for the past three months and the departure of the Gordon Highlanders for Flanders on July 4 was the match laid to the train.

Trained to the Minute

"These troops now departing include all those who enlisted between the outbreak of war and last January.

ary. The remainder stay behind as reserve to fill up the reserves. "The larger the army, the greater the number of reserves necessary," is Kitchener's motto.

"For the moment Aldershot, Salisbury Plain and all the great training centers are deserted. They will be reserved for the new recruits—compulsory or otherwise—expected as soon as the national register, a half threat to compulsion, is completed. Meanwhile those left in Kitchener's army are training harder than ever.

Britain is Aroused

"Nothing has awakened Britain to the needs imposed by this war more than the present sudden and great movement of troops. The men are not like those of the old regular army, which was drawn mainly from the poorest classes of the community, and whose departure meant little to the life of the nation at large. The present forces are composed of men of every class, although the middle classes predominate, and when they go they will take the hearts of half of England with them.

"On all sides, physically and mentally, they are acknowledged to form the best great body of troops that has ever left the shores of Britain. Even carrying staff officers from the war office can find no word to say against them."

\$80,000,000 IS NEW RECORD FOR SHELL ORDERS

Philadelphia, July 17.—The largest shrapnel order for the allies yet placed in the United States, amounting to \$80,000,000, is reported to-day closed with the Baldwin Locomotive works.

It is understood that when H. P. Davison of J. P. Morgan & Co. is now on his way to this country from London, was in the British metropolis, this big order occupied much of his attention and that the matter has been arranged satisfactorily.

The reported closing of the contract caused the greatest activity in the Baldwin company's stock in the history of the Philadelphia exchange, where it reached a new high record. It jumped \$2.00 a share in the first two hours of trading to 72 1-2 a share.

Filial Devotion And Patriotism

R N Barracks, Devonport, June 27th, 1915

Dear Mother,—Just a few lines to let you know that I am well, thank God, and I hope that this will find you the same and all the crowd. Well, mother I haven't got any strange news to tell you only the same old story. I haven't heard from home this month. I suppose you are writing but your letters don't reach me. I am expecting some letters in short if I haven't left before they reach here.

I don't know the day I will be leaving here now, but I would like to get news from home before I leave, to know how you are all at home. Mother, I suppose all the Labrador men are gone by this time, and I know it must be very lonesome home now, but never mind, keep up good spirits, there is a better day coming, please God when you will have us all home again but I don't expect you will see me for a good spell yet, but the day is coming please God, let it be far or near, when we will be crossing the Atlantic again on our way home to our own native land.

I know there will be lots of us that won't return but I suppose some of us will. We must expect to lose some of our number as well as the rest. Just think of the 'poor Canadians,' what a cutting they are getting and so we must trust in God, He knows what is best.

Mother, take care of yourself and Sarah do the same. Don't worry too much about me. If it is God's will I shall see you again and if not you must only do the best you can. Don't take too much trouble, which I am afraid you are. Cheer up, there is a better day coming, and so I have said all for this time. Don't work too hard but try and get all the hay you can for Nell. Remember me to Aunt Ome, Sarah and all friends. So good by and God bless you all, from your loving son,

GEORGE.

"P.S.—The writer of the above is George Thomas from Hodge's Cove, and sailed on the Franconia.

LETTER... Royal Scott... the 25th, 1915... just begin to... answer to you... saying I didn't... for a fortnight... my birth... om you. Well... to get them... and the children... I also... what you... have that... dried up... to hurt. What... saw it was... andlers were... or Newfoundland... near we did... Now Dear... zette and Daisy... sent them, we... were laughing... they will enjoy... when they can't... face.

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New Potatoes and Turnips.**

Due Thursday, per S.S. Florizel:  
**50 BARRELS NEW POTATOES**  
**30 BARRELS RIPE BANANAS**  
**25 BARRELS NEW TURNIPS**  
**75 BARRELS GREEN N.S. CABBAGE**  
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**Status of Dispute  
Between the U.S.  
and Germany**

That the American and German governments are still far from agreement upon the methods of conducting submarine warfare is disclosed by a comparison of the three notes the President has addressed to Berlin and the three replies given by the German Government. The attitude of the two governments is summarized in the following statement prepared by the Washington correspondent of the Chicago Tribune.

1. The United States asks Germany to disavow, render reparation and promise no repetition of the sacrifice of American lives and of other injuries involved in the case of the Lusitania, Falaba, Gulfight and Cushing. Germany declines to disavow and seeks to justify the sinking of the Lusitania and Falaba, and offers no reparation for the American lives lost; disavows intentional attacks on the Cushing and asks for further information.

2. The United States declares wholly unjustifiable under the laws of nations and of humanity the destruction without warning of the Lusitania, which was an unarmed, unresisting private merchant vessel.

Germany justifies the sinking of the Lusitania without warning on the ground that the merchantman was in reality an armed, auxiliary British naval vessel carrying British recruits and war munitions.

3. In the case of the Lusitania the United States says that even the "poor measure of safety" of escaping in lifeboats was not allowed the passengers.

Germany says that experience in sinking less seaworthy vessels justified the expectation that the Lusitania "would remain above water long enough, after the torpedoing, to permit passengers to enter the ship's boats," an expectation not fulfilled as a result of the explosion of the cargo of ammunition. To have allowed the passengers to take to the boats before the torpedoing "would have meant the sure destruction of the submarine.

4. The United States says the killing of non-combatants aboard unarmed, unresisting merchantmen, such as the Lusitania, violates "the high and sacred rights of humanity, which every government honors itself in respecting."

In destroying by every means within its power cargoes of arms and ammunition destined to kill German soldiers, Germany says it is performing a "sacred duty, to protect and save the lives of German subjects," and points out that had the Lusitania been spared thousands of German mothers and children "would have been robbed of breadwinners." If derelict in these duties the German government "would be guilty before God and history of the violation of those principles of highest humanity which are the foundation of every national existence."

5. The United States says submarines are not fitted to war on merchantmen because unable to visit and search and transfer non-combatants to a place of safety before destroying a ship, and demands observance of the principle of these rules in order to procure immunity for Americans and American ships.

Germany does not commit itself to any general rule of conduct of submarine warfare, does not promise to visit and search or to give warning of torpedoing, and promises immunity for non-combatants only on American ships under specified conditions.

6. The United States says the British starvation blockade of Germany does not justify Germany in disregarding "the ordinary methods of warfare at sea."

Germany says it has "been obliged to adopt a submarine warfare to meet the declared intentions of our enemies and the method of warfare adopted by them in contravention of international law."

7. The United States says that such reprisals and German warnings of danger to neutrals cannot be held to abbreviate the rights of Americans to travel "on lawful errands as passengers on merchant ships of belligerent nationality."

Germany says that the arming and instructing of British merchant vessels to ram submarines in the case of the Lusitania shows with horrible clearness "the manner of conducting war by our adversaries leads" and the dangers to neutrals of travelling on such merchantmen. Germany seeks to arrange adequate travel facilities for Americans so that there shall "be no compelling necessity" for them to sail on enemy ships, and would not object to the transfer of four enemy ships to American flag.

8. The United States holds that un-

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Under the treaty of 1823 American ships and their cargoes, even of contraband, are immune without conditions.

Germany says that it will accord immunity to American ships "in the prosecution of legitimate shipping," and when notified of sailings will pass free and safe such ships "when made recognizable by special markings," but hopes that the American government will guarantee the vessels free of contraband.

9. The United States does not recognize the validity of the war zone proclaimed by Germany nor the right to imperil neutrals therein, and therefore is justified in ignoring the warnings of danger.

Germany says it has "merely followed England's example when she declared part of the high seas an area of war," and that accidents to neutrals in the naval war zone are the same as accidents to neutrals in a land war area.

10. The United States says it is willing to convey to Great Britain "any intimation or suggestion" in regard to modifying maritime war methods.

Germany does not ask that any such suggestion be transmitted to England, but says the president is "deserving of thanks for the offer," and that it "will always be glad to make use of the good offices of the President."

**INVENTOR SAYS  
BOMB SECRET  
WAS STOLEN**

John Hays Hammond, Jr., the young inventor and radio expert of Gloucester, declared yesterday that a German sympathizer who worked for him abstracted plans and specifications of his "thermit" incendiary air bomb, turned over the secrets to the German war lords, and that Germany is now using this invention with deadly effect against the allies.

In an interview given at his radio research laboratory at Gloucester, young Hammond explained how his New York attorney accidentally discovered one of Hammond's assistants explaining the patented projectile to a group of German-Americans. Hammond said he was positive his invention has been copied by the Germans without his consent.

The "thermit" bombs being used by the Germans have a device which ignites the bomb when it strikes. There is a funnel filled with thermit which when ignited generates a temperature of 5,000 degrees Fahrenheit, scattering molten metal in every direction. There is a padding of highly inflammable resinous material which ignites the thermit, and melted white phosphorus at the bottom which develops poisonous fumes.

Said Mr. Hammond with a thump of his fist:

"My attorney in New York happened to stroll into my New York laboratory in a casual way. He caught one of my men, a so-called hyphenated American, explaining my incendiary bomb to a group of interested German-Americans. They were studying the blue prints as he pointed out the details. So absorbed were they that they did not hear my lawyer when he approached. He was in their midst before his presence was discovered.

"You can bet I got rid of that fellow pretty quick. Two months after I discharged him I saw a clipping from a European newspaper giving an account of a thermit bomb. It was accompanied by a sectional chart. Imagine my astonishment and chagrin to discover that, while a different shape, it was an exact copy of principle of my invention.

"It is my honest belief that the plans of that bomb were secured by that young German and sent or carried to Germany. If that was not a copy of my bomb, how was it the Germans did not use the thermit earlier in the war?"

"My bomb can be used either as a hand grenade, a projectile from a gun, or dropped from an aeroplane or balloon.

"The bombs now being used by the Germans with telling effect contain a combination of thermit, resin and powerful substitutes for the resin and phosphorus."

"Thermit is a mixture of aluminum and iron oxide. The oxide from the iron which gathers after the projectile is released, combines with the aluminum and leaves pure iron and aluminum which remains heated by my secret process until a very high temperature produces a deadly gas.

"I have feared of late that my laboratory in Gloucester might be raided, so I have taken precautions. In addition to an armed guard I have protected doors and windows with electrical devices.

"Representatives of Japan have approached me several times to purchase my wireless-controlled torpedoes, but I decline to enter any negotiations until I first see how my own country cares to use me concerning it. The War Department has recommended to Congress that the United States purchase the radio-torpedo, and I would much prefer to have the United States benefit by it than any foreign power. I consider it a valuable asset to our coast defence.

"All of this talk about my exploding ships, magazines or mines by the use of the so-called ultra-violet rays is all bosh. It is utterly foolish to lay any such claim, for it cannot be done.

"With all this agitation, are you not afraid of the proletariat?" he asked.

"No," replied the man who had made his pile in the war flurry. "We drink only filtered water."—Philadelphia Public Ledger.

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# BOTHA, CONQUEROR IN AFRICA, FIGHTS NOW FOR THE KING

Once a Boer General, Then Premier of South African Union, He Has Become a Leading Figure in the British Empire

If there is one man in the whole British Empire who has "made good" in the war it is the Right Honourable Louis Botha, Privy Councillor, honorary general in the British army, Premier of the Union of South Africa, and personally in command of the Union troops which put down the rebellion of the disaffected burghers seeking to take advantage of the Empire's preoccupation with greater affairs to reestablish again the Boer republics as dependencies of Germany's African colonial empire. Not content with crushing this revolt in a remarkably short time, considering the extent of country over which he was obliged to operate, and the fact that the rebel leaders numbered several of the "slimmest" of the commandants who led the British a merry chase in the South African War, Botha then turned, and invaded and conquered German Southwest Africa, which has been used as the base of the incipient rebellion.

And Botha himself, thirteen years ago, was commander-in-chief of the burgher forces in the field against Lord Kitchener. He was one of the shrewdest foes with whom Lord Roberts, Buller, Kitchener, Sir John French, and the other British Generals had to reckon. He fought his country's enemies into the last ditch. He played perhaps the chief part in the Commission which ended in the treaty of peace with the British Commissioners, Lord Milner and Kitchener, striving just as earnestly at the council table as he had on the field for the best terms the vanquished might hope to wring from their conquerors. But after the treaty had been signed, after the independence of the Boer republics had been decided away and they assumed the status of Crown colonies, no one on either side was more tireless in the work of reestablishing the harmony and mutual understanding essential to South African unity than Botha.

**The Early Revolt**  
Other Boer leaders, under the stress of the terrible warfare which had desolated their country, bowed the knee as he did and adjured their followers to accept the British rule in the spirit with which it was carried out. Gen. Christian de Wet, Botha's comrade-in-arms, in concluding his military memoirs, "Three Years' War," made this appeal:

"To my nation I address one last word.  
"Be loyal to the new Government! Loyalty pays best in the end. Loyalty alone is worthy of a nation which has shed its blood for Freedom!"

But De Wet was one of the first of the deluded burghers to forget their oaths of allegiance and the allegiance and the self-government and free franchise Britain had bestowed upon them. Gens. Christian Beyers and De la Ray followed his example. In London the British statesmen who bore the responsibilities of the Empire on their backs grasped at the outlook. It seemed as if a continuance of the defection would sway the scales against them. That would have meant the loss of South Africa; and the loss of South Africa might have meant the loan of burgher armies to Germany for service against other British African colonies. That, in turn, probably would have meant German control of the African continent south of the Sahara.

But there was one man in South Africa who could keep the major portion of the Dutch population true. That man was Botha, and it is to his everlasting credit that he disdained to take the opportunity to betray the Government which had first conquered his people and then made them independent. If he had elected to take the sinister course, there are Afrikaners who believe that Botha might have made himself dictator of Africa. Certainly, he could have made his own terms with Germany. As it happened,

## AT THE NICKEL

however, that was not Botha's way. Once he had sworn his oath of allegiance, he became in spirit, if not exactly in blood, a British citizen, at least, a citizen of that Empire which knows no distinction between Englishman, Irishman, Scotchman, Canadian, New Zealander or Afrikaner.

**No Drop of British Blood**  
Before this, Englishmen believed that just one big man had been identified with South Africa—Cecil Rhodes. Now, they are willing to admit that Louis Botha is Rhodes's peer, although he has not a drop of British blood in his veins, this son of a Dutch father and a French Huguenot mother. In less than a year, he has cleared South Africa of two distinct menaces, and now he is preparing to send important contingents of South African troops, both British and Dutch to assist in the fighting in Northern France. When the award of honors to Britain's statesmen and generals is made, it is certain that one of the most prominent names in the list will be that of Louis Botha. He is already considered eligible to a peerage, he, who fifteen years ago beat back the British armies at Spion Kop and the Tugela.

Strangely enough, Botha was born on British soil. He first saw the light in the little hamlet of Greytown in Natal on September 29, 1856, so that he is now fifty-two years old. When he was five years old, his family migrated to the Orange Free State, where the father became a sheep farmer, and young Botha went to school, when he wasn't learning to handle a rifle. In 1874 Louis Botha struck out for himself, taking up by occupation and purchase a farm in the nameless little republic which had just been started by white settlers within the borders of Zululand. He got on well in local

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## STEER BROTHERS.

affairs, and became native commissioner and field cornet, a rank in the Boer service. In 1888, when the "New Republic," as it was now called, was assimilated to the Transvaal, he was continued in these offices, until 1896, when he was elected to the upper chamber of the Volksraad.

It is interesting to note that even in those days, Botha, young, clear-headed, and broad-minded, identified himself with the minority of burgher progressives, who were opposed to the retrograde policies of "Oom Paul" Kruger. Botha always opposed the idea of war with England, and he lived up to his convictions by being one of the seven men in the Volksraad who voted against the dispatch of Kruger's ultimatum to Lord Salisbury. But there, again, when Botha saw that his countrymen had committed themselves for better or worse, he did not hesitate in his decision. He knew, as did a few of the other younger men, the hopeless task that confronted the Boers. Throughout that splendid first year of the war, during which Ladysmith, Kimberley, and Mafeking were besieged on the one hand, while, on the other, the Boers held off the British troops and beat them soundly, Botha was never deceived of the outcome, although he fought as stoutly as De Wet, Cronje, De la Ray, and the other extremists, men, some of them, old enough to be his father. He fought so well, in fact, that early in 1900, after the death of Gen Piet Joubert, the knightliest of the older generation of Boers, of whom Kipling wrote:

With those that bred, with those that loosed the strife,

He had no part whose hands were clear of gain;

But subtle, strong, and stubborn, gave his life

To a lost cause, and knew the gift was vain.

He was appointed commandant-general of all the Boer forces.

### Directed Long-Drawn-Out War

It was Botha who directed the long-drawn-out guerrilla war, which lasted two years after the formal fighting was ended. It was to him that Kitchener made the first proposals for peace in the course of a meeting between the two leaders, which took place on February 28, 1901, at Middleburg, in the Transvaals. It was Botha who reopened negotiations for peace with Kitchener in April, 1902, when even the gray-bearded Boer die-hards—who had crushed Cetewayo and Dingaan, and their Zulu hordes in their youth and in middle-age had watched the butchery of the Highlanders at Majuba Hill—when even these men realized the end was in sight. It was Botha who caused the holding of the burgher conference at Vereeniging, which appointed peace commissioners, and as has been said, it was Botha, who faced Kitchener, the man with whom nowadays he works hand-in-hand, as it were, in gigantic schemes of world-empire, across the council table in Pretoria, and fought, stern-faced, for the last scrap of concession the British would make to the beaten burghers.

Botha was always a Boer in whom the British colonists of Cape Colony and Natal put their trust. His own countrymen knew him for a man of his word. When self-government was given to the Boer colonies in 1907, he became first Premier of the Transvaal, and in this capacity he attended the British Colonial Conference in that year. He was one of the most distinguished guests of the British nation on this occasion, and was feted on every hand by the men who had fought him a few years previously. In 1910, when the Union of South Africa was organized to take its place beside the great self-governing commonwealths of Canada, Australia, and New Zealand, Botha became its first Premier, and has held this office with every success since. He has been noted for his political boldness, his swift, rigorousness of decision, and his unswerving loyalty to British principles of administration. The only time he came in for severe criticism as Premier was over his handling of the labor difficulties in 1913, when he arbitrarily deported the trouble-makers—and then won a vote of confidence from the Union Parliament.

Gen. Botha is as remarkable physically as he is mentally. He weighs 230 pounds in strict training, stands six feet high, is a crack rifle shot, a skilful boxer, and is handsome into

the bargain. But despite his immense physique, he is extremely unostentatious, and his suave courtesy is in striking contrast to the brusque manners of them ajority of Boers. His wife, to whom he was married on December 13, 1888, was Miss Annie Clere Emmet, a granddaughter of the Irish patriot, and he has three sons, all of whom were out with him in his recent campaign. The oldest, as a mere lad of twelve or thereabouts, went on command with his father in the old war.

### Destitution at Harbor Deep

(Editor Mail and Advocate.)

Dear Sir,—Kindly grant me space in your paper to contradict a lying statement wired from Coachman's Cove by Abraham Kean and which appeared in the Evening Telegram under date of June 26th. Kean wired on that date There is no Destitution. Nothing worse than a tobacco famine.

I cannot understand why Kean wired such a lying message as this. He must have known it was incorrect, or he must have caught the contagious disease of Forgetfulness, so prevalent among the members and supporters of Sir Tax Morris' government. Does Kean forget the 21st of June when he reached Hr. Deep? Does he forget the condition of the people at this place on that occasion? Does he forget about Edward Pittman going on board the Prospero and asking him (Kean) for God's sake to be sure and come in on his way for the herring that the people had ready for shipment in order to get something to eat. Kean deliberately ignored this request and put the Prospero across White Bay from Englee. I wonder would Kean make such a statement as the one quoted above to either Mr. Robert Munn or Dr. Grenfell. When Mr. Munn was forced to make Harbor Deep on account of ice he helped the hungry ones by giving them a supply of bread and meat until such time as Dr Grenfell sent them relief.

I wonder if Kean would like to be living on dry bread and drinking the unsweetened liquid of boiled spruce for two or three months, and I also wonder if he was living on herring only for two or three weeks, would he have sent such a message to Bowring Bros. as the one I take objection too.

Tobacco was scarce, all right, but the people of Harbor Deep could easily dispense with tobacco, especially the women and children. But I can tell Kean that there is many a child at Harbor Deep who could tell him that the pangs of hunger are far more sharp than those of a tobacco famine.

With thanks for space, and wishing you paper the success it so justly deserves.

N. O.

Gt. Harbor Deep,  
July 19th, 1915.

### GERMANS NOW SAVE NEUTRALS

New York, July 17.—Although the Germans are still insisting on their right to run their campaign as they see fit, there is plenty of evidence that the Kaiser has decided it is policy to cease making trouble with neutral nations.

A change in the German submarine policy in the direction of greater care for the lives of the passengers and crews of merchant ships captured is indicated by a statement regarding the number of British, French, Russian and Belgian ships sunk by submarines during June, given out by the semi-official Overseas News Agency.

"The loss of human life was remarkably small," the statement says, "the submarines using every precaution and giving ample warning and time for crews to leave the ships if no resistance were attempted."

The figures appended to this statement show that in June twenty-nine British, three French, one Belgian and nine Russian merchantmen were sunk by German submarines. "The total loss of the Entente allies by submarines, including fishing steamers, which mostly were armed patrol boats," says the statement, "aggregated 125,000 tons."

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**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., JULY 27, 1915

**OUR POINT OF VIEW**

**The Outlook**

THE Gumchewers' organ is still grinding out the old tune: it is raging fast and furious over President Coaker's reports of the fishery prospects to the northward. Of course, the reason for this performance is quite obvious; exaggerated reports would spell cheaper fish for the street people who are in the commission business. The naked truth is quite distasteful to the youthful and inexperienced jobbers who have tried the fooling game so successfully for some time.

Now, we have an accurate report from the westward; and there will be weeping and wailing in certain quarters. This report appears in The Daily News, and comes from Placentia Bay. It says:

"Exaggerated reports of the fishery in this district are going the rounds, and after interviewing fishermen from all places hereunder mentioned, I decided to give it to you for publication. Whole eastern side (of Placentia Bay) fishery worst for twenty-five years. 100 traps in this section have not more than 2000 quintals. St. Mary's and Trepassey Bays fishery to date far below the average; traps doing poorly. Trawlers at Cape St. Mary's and Cape Pine have lowest catches on record, from 25 to 100 quintals for the season. On the whole the cod-fishery in this district is far below the average, and unless fish strikes in more plentiful than usual from now till the end of the season, HARD TIMES are inevitable."

Perhaps the omniscient editor of the Adelaide Street dispenser of twaddle, will tell us that the report is inaccurate. Reports from Labrador seem encouraging; but we have no news, nor shall we have anything from the great fleet of floaters for some weeks.

**Civic Matters**

WE again call the attention of the Municipal Board, to the disgraceful condition of Plymouth Road. We doubt if there is another thoroughfare within the city limits in such a deplorable state as Plymouth Road is.

The old retaining wall at the corner of the old railway yard has crumbled and fallen away and the stones and gravel from this incline are now half way across the street.

From this juncture to the factory lane one would hardly expect a horse to haul a load over the

stones and ruts that adorn this public way. Certain it is its present condition is one which pedestrians are wise in shunning, specially at night time.

Last evening we had occasion to go over this "natural paved highway" and to say the least, we felt sick and sore and thoroughly disgusted for such a condition of things to exist in this city.

Why is it, we ask, that little or no attention is given to this part of the town? The whole of this section of the city—Hoyles town, Signal Hill, Plymouth, Forest and Quidi Vivi Roads are not fit to drive a box cart over.

There is no excuse for this kind of thing. It is nothing but gross carelessness on the part of those responsible for such work and the quicker they realize their duty in the premises the better it will be for all concerned.

Tourists visiting the Cabot Tower must certainly be struck with the up-to-date appearance of this locality.

The old worn out cry that we have no money is mere moonshine. If these streets were repaired and repaired in a correct and proper manner and not licked over with a few loads of gravel, as is done in most cases, the city would be the gainer financially.

May we suggest to Chairman Gosling and his twelve assistants that they take a stroll down this way some evening and see for themselves the rotten and filthy condition of this section of our city. Perhaps it is that as no member of the Civic Board resides in this part of the city, the matter of cleaning and repairing such places as Plymouth Road is not attended to.

Wake up citizens of Hoyles town and demand a square deal; you are entitled to it as much as the residents of Rennie's Mill or LeMerchant Roads.

Come on, gentlemen of the Civic Board, get busy and do your duty to the residents of Hoyles town. Singling out localities is not good enough. The residents of Hoyles town are just as much entitled to clean thoroughfares as any other section of the city.

**Keep the Pot Boiling**

IN these strenuous times everything that can be made an adjunct to the great industry of the Colony should be readily availed of by our toilers; and as the cost of foodstuffs, with perhaps the single exception of flour, is not likely to show any appreciable decline, we should try and do our share towards supplementing the earnings from the fishery.

We do not believe in frittering away tens of thousands of dollars on wild-cat schemes; but we believe in giving every encouragement to our fisher-folk in helping them to make the most of their little holdings, and of instructing them to get the best results possible with the means within their reach.

We should not waste a dollar of our grants; but we should make them profitable. Disquisitions on wheat-raising and apple-culture, for example, are of little use where we have not the facilities for producing either wheat or apples. We can raise small fruits in abundance, and we can produce ordinary farm and garden truck; but we should not be chasing rain-bows.

After a very careful examination of the Agricultural Report for 1914 we are of the opinion that much of the agricultural energy of the compilers has been wasted. The Report is filled to overflowing with interrogation marks one naturally begins to suspect that much of the so-called statistical information is either obtained from unreliable sources, or that it is inaccurate.

Amongst the few really sensible and practical things within the seventy pages of the Report are the sections dealing with Poultry and Fertilizers.

The Poultry section, even, does

**MOSDELL'S  
BOOMERANGS**

Every Toiler should recognise the truth of the dictum—"COAKER HAS SPOKEN; THEREFORE IT WILL SURELY BE DONE."—MOSDELL in The Fishermen's Advocate, Dec. 20th, 1913.

not seem to be very reliable; for we are told: "Particulars do not give anything like all the shipments made, but returns are now being perfected that will ensure full and accurate returns of all shipments of home produce."

Why, in the name of the big agricultural expenditures, do we not get accurate returns? Is not this one of the chief duties of the Agricultural Commissioners? Surely the expenditure of several thousand dollars should ensure at least this much information.

The authentic figures of the egg trade are "that train-shipped eggs totalled 2,819 cases, valued at \$21,138.75."

Further reliable figures of sales by individuals in St. John's and elsewhere (where is this?) amounted to 156,000 dozen. This gives the quantity marketed as 240,555 dozen, with a value of \$60,139.00."

Now, we believe that we should not import a single dozen of eggs; but the total value of eggs imported in 1914 was \$13,359.00.

There is an excellent business in the egg trade for our outport housewives; and if the Agricultural Society would give a little more attention to this matter, we could become exporters of "henfruit."

What we need in this connection is some distributing centre in the outports; and furthermore, we need cheap rates of transportation. Some arrangement should be made with the Express Company to handle outport eggs at, say a flat rate of 25 cents per case. As things are at present, the rates are prohibitive. Eggs cannot be sent profitably by freight, owing to the smashing proclivities of the gentry who handle freight to "sling" a case of eggs with, perhaps, a barrel or two of herring. There are serious complaints that even a herring barrel is not safe from damage in transportation.

**Potatoes**

We had quite a number of learned contributions on the potato question some weeks ago in the local press; but after reading them all very carefully we came to the conclusion that some of the writers had had very little experience in the growing of tubers, and that their experience, consequently, was of little practical benefit. We have had all manner of advice regarding the crop; but we doubt if all this literature amounted to a "row of beans."

The only thing in the discussion that impressed us was that we are not raising enough potatoes to meet local requirements. There is absolutely no reason why we should not export potatoes! We were told that purchasers "preferred" the imported article. Just so; we prefer everything imported to local products, from a suit of clothes to a barrel of turnips. The flavor of the imported stuff is so much nicer—don't-yer-know?

We have rarely used imported produce ourselves; we prefer the local brand. Possibly our tastes are vitiated!

Now, we are under the impression that if our local potato growers were encouraged, there would be no need to import a tuber.

When we speak of encouragement we mean this: The commission merchant who handle imported produce are the greatest enemies to local product, for the very simple reason, that local stuff does not afford the "rake-off" that is generally obtainable from out-

side growers. We know that there are thousands of barrels of local potatoes procurable every fall; but the holders cannot dispose of them. There is absolutely no reason why these potatoes should be allowed to rot in the cellars. Assertions of certain interested parties to the contrary notwithstanding, the local potato—such for example, as we get in Bonavista or Notre Dame Bay—reaches where green kelp or over-dosing of fish manure is not practised, is superior to anything we get from P.E.I.

Only a few weeks ago we saw a small bin of local produce, and we procured some of the stock for use. The potato was hard, dry, and mealy; and its flavor was far superior to anything that we import. We asked the holder of the stock why he did not try to market it, and his answer was: "No use sending anything like that to St. John's, while the people are stuffed with buncombe about 'blue-noses!'"

Discussing the yield with this fisher-farmer, we learned that three years ago he received four potatoes from a friend who had imported seed from Scotland, and that last fall our host had eighteen barrels of produce from the setting!

What we really need in this country is not theory, but practical advice for our outport produce raisers; and the Government, instead of wasting huge sums in salaries to men who know little, if anything, about the raising of produce, should send a practical demonstrator to instruct our people as to how to raise and cultivate their produce.

For example, if such experienced men as Mr. Frank Simms, Mr. Albert Bayley, or Mr. Ruby were sent out to give lectures to the outport people, more would be accomplished in one season, than we can hope for in a lifetime from theoretical pronouncements printed in an Agricultural Report.

Instead of the Agricultural Report, leaflets on the growing of different crops and the use of proper manures should be sent directly to the people. These would have practical results. We doubt if half the Reports sent out are even divested of the wrappers.

**A Lesson From Norway**

"The San Francisco Argonauts," has an item which is of considerable interest to our outport fisher-farmers.

"During the spring months whenever the weather is dry enough, there appear all along the narrow coastal plain of the Jaerden, what seems to be continuous lines of fires. The peasant farmers who are fortunate enough to own riparian rights are burning huge piles of sea-weed. Entire families assist in the work."

"Farther north along the fjords boatmen cut sea-weed much as grain would be cut with a scythe, but on the shores of the Jaerden it grows luxuriously, and in spring the root tentacles are loosened and the weed is washed ashore by the waves. Two-wheeled waggons (called in Norway, *kjaerre*) drawn by a fiord pony, are loaded with a half-ton of the wet, slimy sea-weed, which is later spread out like hay to dry. It is then raked together and permitted to burn until there remain only the ashes.

"The produce has helped to make the peasant prosperous, and compared with the tillers of the soil farther inland, the coast farmer is an aristocrat, for his heritage of the right to burn sea-weed has come down to him, through many generations, and is so highly prized that attempts to purchase such rights rarely succeed.

"The utilization of the ashes of the sea-weed dates back more than two centuries. Until 1748 it is said to have been used chiefly for the glass-blowing industry but in that year a Scotchman went to Norway and taught the Norsemen how to burn sea-weed, taking back the ashes with him to Scot-

**ST. ANDREWS AND  
SCIENTIFIC FISHERY  
INVESTIGATIONS**

Professor Ernest E. Prince,  
Chairman of the Fisheries  
Commission, Ottawa

(Conclusion)

**St. Andrews Furnished First Basis  
For Later Work**

IN every country possessed of fisheries, the officials, charged with responsible administration, have felt the need of accurate conclusions based upon exact and unbiased research. The St. Andrews researches have afforded such a basis, partially at any rate, and it is generally recognised abroad that Lord Reay expressed the truth when he said at St. Andrews, "It is quite clear that no good can result from legislation which does not take into account the results of scientific enquiries which are prosecuted in this laboratory."

"A glance at the papers published since 1884 shows," His Lordship added, "how important their contents are for those who wish to protect our fisheries. It is an indirect result, but it increases our gratitude to those who have been absolutely disinterested in securing it."

None know better the value of the St. Andrews fishery investigations during the last thirty years, it may be repeated, than those who have the superintendent of great fishery resources and vast fishing industries, such as those of Canada, or of the United States, and, in a less degree, of South Africa, Australia, or India.

It is true that in much fishery legislation, even in Britain, the important investigations at St. Andrews have been ignored on other than scientific grounds, and apparently their very existence not recognised or known to the authorities; but in other parts of the British Empire their value is fully appreciated, and in the United States reference is often made to them, while in France, Germany, and Italy all the authorities attach great value to them.

**What About Goose Grass?**

We learn from the Agricultural Report that "in 1913 the Agricultural Board shipped to London three tons of dried and pressed goose, or eel-grease and sale there of was executed at \$24.50 per ton. The Board had assurance that with a little more care in the preparation of this grass that even better results could be hoped for.

Arrangements had been made that would have reduced the transportation charges on the contemplated shipment of this grass in the past year; but the outbreak of the war in Europe, in which our Empire is embroiled, debarred the making of such shipments as was intended.

This grass is a marine growth procurable in unlimited quantities on many parts of our coast in late August and September each year, and only requires gathering up, washing by rain or in fresh water, drying and pressing into bales to make it a merchantable commodity with a value greater than that of Timothy hay."

Thousands of tons of goose grass can be harvested in Trinity Bay alone; and we are of the opinion that the industry would prove remunerative to any who would have the courage to invest a few hundred dollars in the venture. Random Sound and the other inlets of Trinity Bay are full of this merchantable commodity; and all that we need to launch the industry is a small capital and a little enterprise.

Some of this article has been used by local furniture people for mattresses, and we understand that the produce is equal to anything imported. If our fishermen would get into this business, they would reap an excellent harvest, and it would help to keep the pot boiling.

made to them, while in France, Germany, and Italy all the authorities attach great value to them.

The Marine Station, fortunately, has been able to carry on its surprisingly important work at St. Andrews with very slight aid, and indeed without any since 1896, from the more than ample resources provided by the British Government for fishery investigations. This condition of things appears almost incredible, for it was Lord Reay who pronounced it to be an institution in the service of science of the highest importance.

"It ranks," he affirmed, "amongst the most valuable of the marine laboratories of the world." As was said twenty years ago, in an article already alluded to, "with extension and further development, the well-nigh unique conditions it can boast bid fair to make it one of the most valuable and interesting scientific institutions of the kind in existence." Lord Reay recognised its value when he said, "The Laboratory ranks amongst the most prominent scientific institutions of Scotland. It is one of the principal connecting links of our Universities with those of other countries." (English Illustrated Magazine, July 1899.)

**Published Results of St. Andrews  
Investigations**

From St. Andrews there have issued, in a long and interesting succession, papers of the most important scientific character numbering close upon five hundred. Up to 1896 no less than three hundred and thirty-nine of these papers had been issued from the St. Andrews Station, almost all on Marine Zoological subjects. Since then, as just intimated, the number has been greatly increased, but of these three hundred and thirty-nine papers, seventy-one were published before the founding of the Marine Biological Station, and extend over a period from 1848 to 1882.

After January 1884 two hundred and sixty-eight papers appeared up to 1896, and of these one hundred and eighty-one relate particularly to fish and fisheries, while eighty-seven deal with other zoological subjects. A complete list of the titles of these memoirs and papers, however interesting they might be to the scientific specialist, would not be altogether appropriate in the present brief review, and it must suffice to merely refer to the names of the more prominent workers who have occupied tables in the Marine Station and have carried on researches at St. Andrews.

Many of these have been trained in the Biological Department of the University, while a considerable proportion have come from other Universities, and from distant countries, to engage in original investigations.

**Abbreviated List of Biological  
Investigators at St. Andrews  
Since 1880**

The list includes Sir J. Burdon Sanderson; Professor Francis Gotch of Oxford; Dr. R. F. Scharff, head of the National Museum, Dublin; Professor John Cleland, Glasgow; Professor Ernst Haeckel, Jena; Professor A. W. W. Hubrecht, Utrecht; Dr. John Wilson, St. Andrews; Dr. R. Kennedy, Glasgow; Dr. Marcus Gunn, London; Professor W. F. R. Weldon, Cambridge; Professor A. G. Bourne, Oxford; Dr. H. E. Durham, London; Mr. W. L. Calderwood, Edinburgh; Mr. E. W. L. Holt, Scientific Adviser to the Board of Agriculture and Fisheries, Dublin; Mr. J. Pentland Smith, Swanage; Professor J. Lindsay Stephen, Glasgow; Rev. A. D. Sloan, St. Andrews; Mr. W. E. Collinge, Birmingham; Professor J. D. F. Gilchrist, Cape town, South Africa; Dr. A. T. Masterman, H.M. Inspector of Fisheries, London; Dr. H. Charles Williamson, Scientific Department, Fishery Board for Scotland; Mr. G. Sandeman, Edinburgh; Dr. J. H. Fullerton, Glasgow; Dr. Henry

Bury, Cambridge; Professor A. P. Knight, Queen's University, Kingston, Canada; Professor D. J. Cunningham, University of Dublin; Professor Purser, University of Dublin; Dr. J. R. Tosh, lately Government Zoologist, Queensland; Dr. Alford Anderson, St. Andrews; Dr. William Wallace, Scientific Department, Board of Agriculture and Fisheries, London; Dr. H. M. Kyle, Bureau de Conseil Internationale pour l'Exploration de la Mer, Copenhagen; Dr. W. G. Ridewood, British Museum; Dr. Fraser Harris, University of Birmingham; Dr. J. Cameron, Lecturer on Anatomy, London; Dr. Robert Marshall, Java; Dr. H. W. Marett, Times, Cambridge and London; Dr. J. Rennie, Aberdeen; Dr. William Nicoll, Lister Institute, London; Dr. Swinerton, University College, Nottingham; Mr. J. B. Buis, Dundee; Professor R. C. Punnett, Cambridge; Dr. Cyril Crossland; Mr. J. H. Crawford, and the present writer.

The list is by no means inclusive, for, almost without exception, the students in the University who pursue zoological and botanical studies, spend part of their time in practical work in the laboratories and in the Marine Station, and many of them have, by these studies, attained distinction.

**Conclusion**

Almost exactly thirty years ago (Introductory Lecture, University of St. Andrews, November, 1882) Professor McIntosh pointed out that "in connection with zoological researches on the structure and development of marine animals, there is no greater defect in our country than the absence of Zoological Stations, at which such investigations can be carried on."

Oxford and Cambridge had no such station, no Scottish University had established one; yet, added the eminent authority referred to, "there are few sites in this or any other country . . . better adapted, on the whole, for a combined zoological station and laboratory than St. Andrews."

"The proximity of the city to the sea, its quietude—so conducive to study—and the valuable library and museum of the University, on the one hand; and on the other the fine stretch of sand on which so many rare specimens are thrown by storms, sufficiently demonstrate the position."

The important fisheries work accomplished, and the splendid record of biological work done, have amply justified the claim to the supremacy of St. Andrews in marine research.

EDWARD ERNEST PRINCE.

**KEAN BUMPS  
THE "PROSPERO"  
ON ROCKS AGAIN**

We learn from passengers who returned last night by the Prospero that on Sunday afternoon about 3.30 when heading for Cape Freels the ship was given a few hard ones by coming in contact with the "Brandies." A dense fog prevailed at the time and there was general alarm amongst the passengers.

When is this kind of thing to end, and to what lengths is Kean going to be let run this Northern Coastal Service. There is no protection for the travelling public, and those whose duty it is to see that proper navigating officers are on these coastal steamers seem to be dead to a sense of their duty.

This continuous bumping of the Prospero on the rocks by Abraham Kean is a disgrace to the coastal service of the Colony and we call upon the authorities to remove him from the position of captain of the Prospero or any other subsidized coastal steamer.

So far he has escaped causing any marine horror as far as the coastal service is concerned, but his record for finding rocks and shoals is too well known for comment, and unless steps are taken by the authorities to provide proper consideration for the travelling public we would not be surprised that at no distant date we will have to record a local marine disaster far exceeding that of the 1914 scaffishery.

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# TERRIBLE DAYS PRINCESS PATS.

Pioneer J. P. Irving, of the Princess Patricia's, who was wounded during the hurricane of shells which the Germans poured on to the trenches held by the regiment on May 8th, has returned to Ottawa, reaching here yesterday. He gave The Citizen reporter a graphic description of the awful day in which the brave unit withstood the onslaught of the foe and kept the line straight. It was the heroic work of the Princess Patricia's on this occasion that kept the Germans from Ypres. Pioneer Irving helped dig the grave which received the remains of Lieut.-Colonel Farquhar, and he painted the inscription on the board which marks the last resting place of the gallant commander of the P.P.C.L.I.

"On May 7th," Pion. Irving said, "we entered the trenches at night, relieving a Shropshire battalion. It was so quiet in the trenches that night that you could almost hear a pin drop. We little thought that such a terrible day was awaiting us. At daybreak the Germans started a regular hurricane of shells, tearing up our trenches, smashing parapets, leveling our wire entanglements. I was in the second trench, directly behind the first trench. We were about a mile from Ypres and had the Germans broken through our lines, there would have been nothing to save the town.

### Deadly Shell.

"As a pioneer it was my duty to help do the engineering work for the regiment and to keep the men supplied with ammunition. Suddenly a shell burst right over us with deadly effect. Shrapnel flew in every direction down on us. Five men were killed by this one shell, and four, including myself, were wounded.

"One of the pieces of shrapnel went through my right arm, just below the elbow. It smashed the bone and after passing through my arm, hit the ammunition pouch which I was carrying. This pouch, filled with cartridges, stopped the bullet, so that it did not enter my abdomen. It is all probably, saved my life. I lay there for a time and crawled over the strip of ground which formed a cross section, dividing up the trench. On the other side I found Maj. Gault, lying wounded. I got him a drink of water and laid down beside him. We lay there for hours together. I was bleeding very badly and one of my comrades took my lanyard (that is the piece of rope which the soldiers wear around the shoulder) and tied it tightly around my arm, which stopped the bleeding.

### Maj. Gault's Bravery.

"This was the second time Maj. Gault had been wounded. But he was as brave as ever. From his place in the trench he shouted words of encouragement to the men. 'Keep up the fire on the right, boys,' I heard him shout and a little later, 'Keep the fire going on the left.'

### Used Butts of Rifles.

"It was a terrible day. About 7 o'clock in the morning after the heavy artillery fire the German infantry advanced. They came on in great numbers, in spite of our fire and got to the trenches, where the hand to hand fight went on. There were wounded everywhere and the foe was so close that our men could not even use their bayonets, and they went at them with the butts of their rifles. But they drove them out. This was about 7 or 8 o'clock.

### March of the Wounded.

"After I had lain about seven hours in the trench the firing subsided, so that the wounded started for Ypres. The Rifle Brigade had reinforced us and you should have heard the cheers from the Princess Patricia's when the fresh troops arrived.

### Comrades Kind.

"I remember when I was crawling out of the trench to go back, some of my comrades shouting, 'Well, cheer up Jack, old boy.' My comrades were certainly good to me. They did everything they could to help me after I was wounded.

"The chief work of the pioneers is tearing down houses, doing carpentering work, looking after the graveyard of the regiment. We were always near the battalion. I dug the

grave in which Col. Farquhar was placed. The graveyard is only about 500 yards from the firing line and even when we were burying our dead, shells would fall in that part.

### Col. Farquhar's Funeral.

"Our men had a funeral for Col. Farquhar, after which they went ahead to the trench. I placed a board at the head of the grave and on it I painted: 'Lieut.-Colonel Farquhar D.S.O., P.P.C.L.I. Killed while directing operations,' and then the date of his death. Col. Farquhar was very popular with the men and it was a sad day when he was killed."

He explained that the Princess Patricia's cemetery had to be enlarged and the graves are marked with boards taken from houses which were knocked down. He brought with him a number of souvenirs of the war. "One day I was on sentry duty in front of headquarters, when a bullet struck the door at my side, only a few inches away and fell down. I kept that." He told of the days of hard fighting the regiment had and said that few of the original members of the unit were still in the night.

### Enlisted at Saskatoon.

Pion. Irving enlisted in Saskatoon for the Princess Pats, and came to Ottawa for training. When he was telling The Citizen man of these stirring incidents, his pretty sweetheart—the reason for his being in Ottawa—listened with tender pride to the words of her soldier lover. "I am so glad you have got your discharge and are not going back," she said, and read the precious paper again. "It says, 'Conduct—Good,'" she pointed out to the reporter. She is an Ottawa girl and a happy girl now that her lover has come back safely.

"No, I am not going back, dear," he replied. "I have done my part and am so badly wounded that I can't go back." He is not able to bend his elbow, but the doctors expect that as the months go by, he will regain the use of it. He will probably remain in Ottawa.

# BATTLE BLUNDERS

"Considerable delay occurred after the capture of Neuve Chapelle position. The infantry had been greatly disorganized. The delay would not have occurred if the clearly expressed order of Sir Douglas Haig had been more carefully observed."

Thus Sir John French, in one of his latest despatches. Who blundered? Not until the full story of the war comes to be written will the public know. Military law and discipline, however, admit of no mistake, and, as a rule, punishment is swift and drastic when blunders have been made on the battlefield. Sometimes, as in the case of General von Emmich, the leader of the German army, who failed to capture Liege, at the required time, and who shot himself, and a certain Russian commanding general who also committed suicide rather than surrender after committing a blunder, distinguished soldiers take the law into their own hands.

It is a curious fact, however, that while Field Marshal Bazaine was sentenced to death by a French court-martial for having surrendered Metz to the Germans in 1870, the sentence being commuted afterwards to life-long imprisonment, Marshal MacMahon, who suffered many defeats at the hands of the Germans and was captured by them, was ultimately elected to the presidency of France, and on his death was mourned by the whole nation.

In the late Boer war, probably the two most lamentable blunders are linked with the names of Magerfontein and Spion Kop. It was at the former place that Lord Methuen's attack on the Boer lines was repulsed with considerable loss, in spite of the great courage shown by the Black Watch, the Gordons, Yorks, and artillery, under a terrific fire, while at Spion Kop the British force under Buller were compelled to evacuate the position under a raking shell fire, our casualties amounting to 1,500, as compared with less than 100 of the Boers.

Britishers will not readily forget the tragedy of Majuba Hill in 1855, when Sir George Colley led an attack on the Boer position with 600 men, the British forces being routed, and Sir George falling with his face to the enemy. That was a terrible tragedy too, at Malwand, Afghanistan, when, the year before, Major General Burrows miscalculated the power of Ayook Khan, who had proclaimed a holy war against British arms with about 20,000. After four hours' terrific fighting, General Burrows was compelled to retreat, with terrible losses, the British commanders being afterwards censured. It was to avenge this defeat that Lord Roberts made his historic march from Kabul to Kandahar, totally routed Ayook Khan, and reduced to submission the refractory Arghan troops, finally evacuating Afghanistan in 1881.—Tit-Bits.

### The Enemy of Labor

(The Liberator, Auckland, N.Z.)  
 Organized labor must destroy land monopoly, or land monopoly will destroy organized labor.

# Those Russian Reverses—Are They Serious?

Kaiser Wilhelm said: "I declare 'We'll give those big Russians a scare.'"

Nicholas said with a smile: "Oh, we'll beat you a mile, FOR THERE'S NOTHING AS GOOD AS THE BEAR."

Things have been looking black for the Russians the past week or so, but they're not downhearted. They know that eventually victory is certain. In the East, certainly, there is nothing as good as the Bear.

Neither is there in Newfoundland. All this talk about other brands being as good as Bear Brand Rubbers is—merely talk. Next winter will prove if there is anything more durable than our Patent Process Rubber Boot—the boot you cannot be "taken in" with, because it is guaranteed. This rubber is not expensive, when you take into consideration the quality and the guarantee. Therefore, Mr. Dealer, place your order with us to-day. The earlier you give it to us, the better attention we can give it. Remember, too, THERE'S NOTHING AS GOOD AS THE BEAR.

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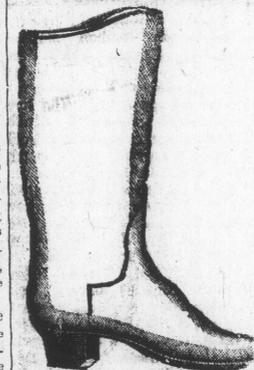
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### QUILTLESS YOUTH

A small boy was playing with his brother at cricket one day in the street when he sent the ball through a window. Giving his brother the ball he told him to run, while he went and told him to run, while he went and rung the house bell. On the door being opened, by the lady of the house, he said: "Look, missus, that little boy broke your window." The little boys by this time was beyond pursuit, and the lady said: "Oh, thank you, my little man; here is a penny for you." "Please, ma'am," said the artful youth, "I'd rather have the ball." He got the ball, and the penny too, and then ran off to join his brother, who was only round the corner.

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\*Details will appear in to-morrow's list

J. A. CLIFT, Treasurer.

St. John's, July 26.

READ THE MAIL AND ADVOCATE

OUR THEATRES

THE AEROPLANE CONCERT

Try and leave Thursday night open so you can attend the best concert you have seen for many a long day in aid of the Aeroplane Fund. Now everyone can afford a little towards this great object. You will have given your mite and you can sit and enjoy a great entertainment as a receipt of your money. There is variety enough to please all, our best local talent will appear. There will be sketches, songs, dances, musical monologues, and when we have such artists as Mrs. Colville, Mrs. Chater, Miss Flora Clift, Miss Frances Gosling, Miss Bradshaw, Mr. Tom O'Neil, the beautiful string band from the Calypso, Babies Dodd and Kelly, Bonnie Rossley, Jack and Marie Rossley, the Sunshine girls, its going to be the event of the season under the distinguished patronage and presence of His Excellency the Governor and Lady Davidson. Get your tickets from Gray and Goodland's. Reserved seats only 50 cents. General admission 20 cents.

"OURS" IN THE WEST END

A splendid programme was provided last night and was greatly enjoyed by all who attended the popular little house. The great three-reel feature of the Circus is a thrilling picture: "Driftwood," a touching life story. Little "Anita" received great applause on her reappearance and sang her charming song in great form. Always a good show to please all at the cosy little theatre house in the West End.

THE NICKEL

The attendance at the Nickel theatre was very large. The fact that the presentation of the colors at Stob's Camp was repeated was sufficient to draw full houses, as the parents and friends of our boys would never get tired of watching them. Then, the other films were particularly good. "The Sage Brush Gal" is a beautiful three-reel by the Vitagraph artists which was highly interesting from start to finish. Fatty Arbuckle was seen in a very funny comedy. Forbes Law Duguid sang two delightful songs which were thunderously applauded. This evening the program will be repeated and no doubt there will be a large audience at each session. To-morrow "The Million Dollar Mystery" will be continued.

THE CRESCENT

Nightly the Crescent is running to capacity houses and well it might as its movies are very popular and are constantly growing in favour. A splendid bill, as can be seen by the Ad., is presented for this evening. In the emotional line the house presents three very powerful and affecting dramas entitled "Scars of Passion," "For the love of Him," and "Three Boiled Down Fables," introducing some very fine effects. These are written by some of America's most famous playwrights. "He made his work" and "Dobs at the Store" are two fine comedies, and there will be the usual good singing and music.

THE "FOGOTA" FROM NORTH

S.S. Fogota, Capt. Dalton, arrived here yesterday afternoon from the Northward. The ship went down as far as Change Islands, where she arrived Friday night, after leaving there Thursday evening. She went to Fogot direct and Musgrave Hr. after leaving here with 800 bbls. salt. She also visited the Wadhams and made all ports of call. She met dense fog between the Wadhams and Newtown, and but for this, would have been here at 8 a.m. yesterday. She brought a large number of passengers.

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

SCHOONERS GONE TO LABRADOR

Up to last week the following schooners went from Twillingate to the Treaty Shore and Labrador carrying crews amounting to about 165 men:—The Emma, Iris, Fiona, Gazard, Huron, Gondola, Helen, Little Willie, Blanche Promise, N. Duncan, Pearl, Commodore, Carrie Annie, General Booth, Elvae, Winnie, Ada E. Young, Lily, Amelia, Susan, Stanley Smith, Delight, Intrepid, A.T.Y., and J. C. May.

Mr. Andrew Goobie of the General Post Office celebrated the Silver Jubilee of his wedding on the 24th inst., receiving the congratulations of his friends.

Mr. Jas. J. Davis of Argentina arrived in town by last evening's train. Mr. Davis reports the fishing poor in Placentia Bay. The only sign of fish at present being on the Western side of the Bay. The outlook on the whole is none too promising.

AN OLD MAN'S FIGHT FOR LIFE

Three Times Upsets Boat, Clambers on Board and Eventually Rescued

We learn from passengers by the Fogota that Esau Gillingham, the light keeper at the Penguin Islands had a terrible battle for his life last week. He is over 70 years of age, and was returning home from a visit to the city by the Fogota when he left in his boat alone for the island, taking \$60 worth of supplies with him. It was densely foggy and when within about a mile of the Penguins he in some unaccountable way overturned his boat. Though so old (over 70) the man, who was always a good swimmer, had a desperate battle for life, uprighted the boat again, clambered on board, overturned her again, and after much difficulty got on board and a third time upset and again uprighted her. When she last went over he cried for help repeatedly as he left his strength giving out and fishermen on the grounds heard the cry, but could not locate the man in the fog. After much difficulty he was found lying in the last stages of exhaustion in the boat and was quickly conveyed to the lighthouse where he lived, restoratives were given, and he recovered.

He lost all his supplies. A man of his age should be pensioned. It was sheer pluck and tenacity that brought him through the ordeal.

NEWFOUNDLAND HERE, GOOD RUN

Despite the fact that a contemporary reported the good ship Newfoundland, Capt. Davies, to be missing yesterday, the ship arrived here in the afternoon, coal laden from Sydney to A. J. Harvey & Co., O.K. She made a fine run down and met dense fog, and made a good run up, doing it in 43 hours.

She had a little trouble in the engine room, but nothing of a serious nature.

How about your subscription to the Aeroplane Fund. Please don't put off what you promised yourself to do. Do it now. August four not far off.

LEAGUE FOOTBALL

The B. I. S. Defeats Casuals

The league football match—B.I.S. vs. Casuals—which took place on St. George's field last evening brought a considerable number of spectators. The boys in green and gold put it all over their opponents, scoring 4 goals in the first half to the Casuals' blank, and 2 in the final half.

The B.I.S. played good football but the Casuals seemed to have gone all to pieces shortly after the start. Mr. W. J. Higgins refereed and the line up was:

Casuals—Goal, Foster; backs, Hartley, Thistle; halves, Reid, Pike, Goudie; forwards, Marshall, Pearcey, Smith, Squires, Chancey. B.I.S.—Goal, Walsh; backs, Kavanagh, Thomas; halves, Duggan, T. Jackman, Kavanagh; forwards, Duffy, Burke, R. Jackman, Constantine, Evans.

'PROSPERO' FROM NORTHWARD

S.S. Prospero, Capt. A. Kean, arrived here from the North, last night. She went down as far as Quirpon and had bad weather, dense fog being encountered most of the time. She brought a large freight of fish oil, etc., and her passengers were:—Messrs Hawvermale, Brown, E. W. Breen, A. Rowsell, B. W. Butt, T. Cave, J. W. Penney, K. Burden, J. Burden, D. A. Ryan, Hann, J. Crummy; Messadmes Hawvermale, Horton, Smith, Cave, Christian, Hiscock, O'Neil; Misses Godden (2), Lawton, O'Neil, Dalton, Jones (2), Hyde, Winson (3), Barbour, Lawton, Courage, March and 32 in steerage.

TOOK SOME BIG FISH

Mr. James Maher, accountant at A. J. Harvey & Co.'s and Mr. C. Cox returned from Salmonier, Saturday night. They had bad weather, but enjoyed the salmon fishing and landed some fine fish.

Mr. E. Scanlon, at the 'Pools,' hooked a fine 22 pounder.

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

LOCAL ITEMS

Velvet pencils for commercial use.—ap12,tf

Quite a number of schooners went north yesterday with salt cargoes.

The members of St. Michael's Sunday School classes will meet for their annual picnic at 11 a.m. Wednesday.

It is warm in places across country to-day, the glass showing 91 in the shade at Bishop's Falls.

Venus Drawing pencils are perfect.—ap12,tf

The first regular train with passengers went out to Heart's Content yesterday, reaching there on schedule time.

The football match between the Saints and Stars, set down for this evening, has been postponed.

They are now extra busy at the dock premises and night shifts are at work on the 'Polamhall' and at other jobs which are being rushed.

The C. E. Cathedral Sunday School picnic will be held to-morrow afternoon at the 'Lafey's' farm. The Women's Home Mission Association will serve teas.

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

The Olinda and Nellie Louise should shortly arrive here molasses laden, the former being out 12 days from Barbados to A. S. Rendell & Co. and the latter 18 days to Bowring Bros.

Shortly before the football match closed last night J. Kavanagh of the Irish received a nasty kick in the ankle. He will be able to compete however in the road race at Mount Cashl Sports to-morrow.

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

The Fogota reports fish scarce the past week though traps did fairly well at Indian Islds, Seldom, Musgrave, Cat Hr., and Pogo. South of there it is very slack and hook and line men everywhere are doing absolutely nothing.

FISHERY REPORT

Catalina—Traps at Northern Bight 5 to 25 qtls; no fish to-day, plenty caplin.

Harbour Grace—Traps 8 to 25 qtls; hook and line 1-4 of qtl; plenty of caplin.

King's Cove—Good fishery with traps; hook and line 1-2 to 1 qtl; little in codnets.

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

W.P.A.

Amount acknowledged \$1786.44

Proceeds of Bazaar held by Misses Jennie Brien, Margaret Kenny, Doris Strangier, Jeanie Parsons per Lady Davidson 17.00

Proceeds of Bazaar held by Misses Ruth Adams, Viola McCoubrey, Dorothy Adams and Mildred McCoubrey per Mrs. Browning 23.00

J. G. HIGGINS, Hon. Treasurer.

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

DECLARED A DIVIDEND OF 10 PER CENT

The annual meeting of the Colonial Cordage Co. was held yesterday when the same directors as last year were elected. The Company declared a dividend of 10 per cent.

TRAIN NOTES

Sunday's express arrived at Port aux Basques on times, yesterday.

Yesterday's train left Gambo at 8.10 a.m.

The express left Port aux Basques on time.

Local arrived at St. John's at 12.45 p.m.

Across country the weather was calm and fine. Temperature ranges from 59 to 91 above.

GOOD BASEBALL MATCH PLAYED

Last evening an excellent exhibition of baseball was given in the Mount Cashel series between the Cubs and Wanderers, the former defeating the latter by 4 runs to 3. Fine work was done by each team. Messrs. Cheesman and Smith were umpires and Mr. P. Outerbridge scorer. The Cubs as a result of last night's match will play off at the Mt. Cashel sports to-morrow for the H. D. Reid Cup. The scores were:

Wanderers 0 0 0 0 3-3

Cubs 0 0 0 0 1-3

The players were: CUBS—Batteries, Simms, Clouston; infield, T. Winter, Ellis, Peddigrew, St. John; outfield, Ryall, Tessier, D. Winter.

BANKERS ARRIVED AND COMING

W. Hollett's banker, the "Gordon M. Hollett," which two weeks ago was in collision with the Lunenburg "Aracania," arrived here to-day from Burin. On the Banks since she got 150 qtls., reports fish scarce and has 3000 to date for 15 dorics.

The "Donald G. Hollett," Capt. T. Hollett, also arrived from Burin this afternoon. She got 1000 on her last trip and has 4000 qtls. to date for 11 dorics. She will go to Labrador hand lining.

The "Ellis C. Hollett," W. Foote master; "Susan E. Inkpen," "Margorie N. Inkpen," and others will also arrive here to-day and all will go to Labrador after refitting. These latter average from 2500 to 4200 qtls. for the season.

POLICE COURT

To-day a resident of Torbay, for assaulting and beating his wife on the 17th inst., was fined \$25 or 1 month; also to find two securities in \$50 each for future good behaviour, or go down for another month. The man had been summoned, but did not appear and was arrested yesterday under warrant.

In re the five bankers who deserted the schr. Dauntless, the charge was withdrawn against the two who joined the Naval Reserve, and the hearing of the case against the others will be concluded to-morrow.

BIG TIDE DAMAGES TRAPS

The schr. Bruce of the North Shore now in port, reports that on Monday week the highest and strongest tide noticed for many years, setting along the coast from the Grates to Freshwater and running fully six knots. The Bruce was on a straight shore at anchor and had mainsail up but so strong was the tide that it kept her stern to the wind. Over 100 traps from Freshwater to Bay de Verde were more or less damaged. At Job's Cove Kinsella's trap was swept from its moorings and picked up 18 miles away at Bay de Verde. Three traps were torn up at Broad Cove and some others along the shore were completely lost. Many of the traps have fish in them and in the aggregate a good deal of cod was lost when the twine was torn.

PERSONAL

Mr. Howard J. Taylor left here by Pomerania for England to purchase goods for S. Milley.

Messrs. T. Curran, H. Macpherson and M. O'Regan will act as Judges of the Pony Race at Mount Cashel grounds to-morrow. There will be two or more preliminary heats and fine contests are expected.

The Cape to-day reports wind West, foggy, nothing passed.

Favorable Sign (Life)

Ted—How are you progressing in your love affair? Ned—First rate. Her dog doesn't at me any more when I call.

ITALIAN GENERAL KILLED IN ACTION

Udine, Italy, July 27.—General Antonio Cantore has been killed in battle in Isonzo front.

He is the first officer of that rank lost by Italy.

SHIPPING

S.S. Argyle left Placentia at 2.30 a.m. to-day, for the west.

S.S. Clyde left Twillingate at 7 p.m. yesterday, inward.

S.S. Dundee left Bonavista at 8 p.m. yesterday, outward.

S.S. Ethie is due at Carbonar to-day.

S.S. Glencoe left Burgeo at 7.30 p.m. yesterday, coming east.

S.S. Erik left North Sydney at 5.30 p.m. yesterday for Port aux Basques.

S.S. Kyle left Port aux Basques at 10.20 p.m. yesterday.

S.S. Meigle is leaving Humbermouth to-morrow.

S.S. Sagona left Wesleyville at 11.20 a.m. yesterday, going north.

The Florizel left Halifax at 2 p.m. to-day, for this port.

S.S. Erik arrived at Port aux Basques this morning with a full freight from Sydney.

The schr. Excelsa left Moreton's Hr. yesterday for Halifax with 1400 bris herring and 17 qtls cod from D. P. Osmand.

The Clementine is now 31 days out from Cadiz with salt and should arrive to Goodridge's shortly.

The amount received at the gate last night at the football match was \$25.

The Tabasco arrived at Liverpool Sunday, after a good run across.

The barque Lake Simcoe should shortly leave Barbados with a cargo of molasses to Baine, Johnston & Co.

The Portia sails west at 10 a.m. to-morrow.

The Prospero will probably sail North Friday.

The schr. Quietta, owned by Mr. Jas. Morris, arrived here to-day from the French Shore with 3000 qtls fish.

The Fogota which arrived here yesterday brought Rev. Mr. Vey, Messrs R. Maunder, W. Talk, and S. Fitzpatrick; Misses Nina Crosbie, J. Northall, V. Jacobs, N. Dwyer and Master G. Crosbie, with 4 steerage.

The Schr. St. Bernard is now at Bishops & Son's wharves getting a new stem and stemson, which is being given her by shipwright Alf. Ball.

The Prospero went into the dry dock this morning with her cargo on board. She is not very badly damaged, but made considerable water. Several rivets are out in the bows, especially on the port side, and she will undock to-night or to-morrow.

THE VALUE OF THE AIR MEN

Baddeck, N.S., July 18.—Alexander Graham Bell has given out the following statement:

"It is obvious that we are on the eve of a revolution in the methods of conducting warfare and that the novel features introduced are all the product of scientific research. Hence we anticipate the scientific man will be an important factor in future developments."