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HEAVY FIGHTING NOW IN THE BALTIC PROVINCES, THE TIDE OF BATTLE SWINGS BACK AND FORTH.

Fortifications at Toutvent Farm Are Reduced to Masses of Debris 170th Baden Regiment Annihilated By French Artillery---Four Hundred Persons Also Destroyed

Paris, June 14.—When the French troops captured the important position before Farm Toutvent, writes the official eye-witness of the French battle-front, they found nothing remaining of the formidable fortifications installed there, but masses of debris, so steadily had our artillery been.

Continuing the writes says the position was held by 170th Baden Regiment, 1000 men, not one of whom escaped death or capture. Two other companies of 200 men each in reserve also were almost destroyed.

FIRE IN DUNROBIN CASTLE

London, June 14.—Dunrobin Castle, the Highland residence of the Duke of Sutherland has been partially destroyed by fire.

BRITISH STEAMER STRIKES A MINE IN WHITE SEA

London, June 14.—The British steamer Arndale, 3583 tons, sunk as result of striking a mine in the White Sea.

OFFICIAL BRITISH.

London, June 12.—The French Government report a considerable quantity of guns and ammunition captured at Neuville. At Hebuterne, where a further 130 prisoners have been captured, a mile and a quarter of the German line has been pierced to a depth of one kilometre, and a counter-attack repulsed.

GERMANS SUFFER TERRIBLE LOSSES IN GALICIA

London, June 12.—Frederick Bennett, the Daily News correspondent at Petrograd, telegraphs that the Germans have lost in the last six weeks more lives in Galicia than in the previous six months against Russia.

The latest Russian success has been achieved solely with bullet and bayonet. Scarcely a shell has been fired in the last fortnight. Their strategy is regarded as a triumphant vindication of General Ivanoff.

FRENCH.

Paris, June 13.—The following official was issued by the War Office last night:—
"In the region to the north of Arras there has been an artillery engagement particularly violent on the plateau of Lorette. The enemy in that sector between Aix-Noulette and Ecourt has sought by continuous bombardment to impede the organization of these positions which we have gained. Our artillery replies against the trenches and batteries of the Germans."

British Schooner Empress Torpedoed

Plymouth, June 13.—The British schooner Empress was sunk by the German submarine U-25.
Capt. Smith says that one of the officers told him that he disapproved of submarine attacks on merchantmen, but unless submarine commanders carried out orders they would be shot.

Turkish Cruiser Midullu Damaged Near Bosphorus

Petrograd, June 13.—The Turkish cruiser Midullu, formerly the German cruiser Breslau, was damaged, just how severely is not known, in an artillery duel with a Russian torpedo destroyer near the Bosphorus, on Friday night.

Bryan States Note Changed Since He Resigned

Washington, June 14.—Former Secretary of State Bryan, who resigned his portfolio rather than sign the second Note to Germany, issued another statement on Saturday declaring that the Note was materially revised, following the presentation of his resignation.

It is true, said Bryan, that I saw the final draft of the Note just before my resignation took effect, but it contained an important change. I had no knowledge of this change at the time my resignation was tendered and accepted. This change, while very much softening the Note, was no sufficient, in my judgment, to justify me in asking permission to withdraw resignation.

Russians Claim To Have Made Big Captures

Petrograd, June 13.—Russian torpedo boats on June 10th, destroyed buildings of the Turkish seaport of Samsun on the Black Sea, and many Turkish boats were sunk.
In a three days' battle on the Dniester river, in the region of Zurawna, Galicia, the Russians captured 248 officers, 15,531 soldiers, 78 machine guns 17 cannon, according to an official statement.

TRIESTE PREPARED FOR EVENTUALITIES.

Rome, June 14.—The Governor of Trieste has been transferred his residence to Adelsberg, and the Chamber of Commerce has been transferred to Vienna and the Trieste Treasury has been sent to Ljubiana.

SUBMARINE CAPTURES TWO DANISH SCHOONERS

London, June 14.—Two Danish schooners, Katrine and Cocos Merstal, were stopped to-day by a submarine. The crew of the Cocos Merstal was sent aboard the Katrine and the former vessel was then set on fire. The Katrine has arrived at Firth of Forth, Scotland.

GERMAN LINE FORCED BACK BY BELGIANS

London, June 14.—The German line near Westende, in the region to the Northeast of Nieupoort, Mannekenvierde and Schoore (all in Belgium) has been driven back by strong Belgian attacks in the past few days.

Big German Effort on San River Against Russians

Movement Resembles That on Dniester But Is On Greater Scale

Continue Attack on Russian Centre---Big Offensive Expected in the West---Italians Continue Progress

London, June 14.—Both in the Baltic Provinces and along the Dniester River heavy fighting continues between Russians, Austrians and Germans without however any very material change in the situation a movement forward and backward in the battle lines of the Baltic Provinces is almost continual. Each side has at various times held the advantage.

The movement in the Southwest resembles that which failed further on a wider scale. The right wing of the Austro-German army is only 20 miles from the Roumanian frontier, while its left wing reaches as far as Halicz, where many attacks have been delivered against the bridge head.

the sea to the Woevre, even beyond that district, with here and there infantry fighting. The French attempted to force the Germans at some points, out of their strongly entrenched positions, and the Germans have been endeavoring to recover lost ground. A big German offensive was predicted several days ago, but so far, it has not materialized, although it is still expected.

GERMAN PAPERS DISCUSS AMERICAN NOTE---PRESS HOLDS DIVIDED OPINION

Generally Recognized as Friendly --- Germany's First Humanitarian Duty is to Protect Her Soldiers from American Ammunition, says the Zeitung---Berlin Papers Cannot Understand Why Bryan Resigned In View of the Friendly Character of Note

Berlin, June 14.—Berlin morning papers generally comment more or less extenderly on the American Note, while there is a general disposition to recognize the friendly tone of the Note and the fact that it makes further negotiation possible, the Press is divided into two parties, one of which appears disposed to enter into negotiations, looking for compromise as a new basis, while the other, by implication expressly rejects any departure from the course heretofore followed.

The Zeitung finds the arguments contained in the American Note quite unconvincing. The Note, it says, tries to meet Germany's well considered arguments with an appeal to humanitarian duties, whereas Germany's first humanitarian duty is to protect her soldiers from American ammunition shipments.

The official viewpoint can probably be correctly appraised only after conferences of the Imperial Chancellor, Foreign Secretary and representatives of the army and navy General Staff. The Emperor, it is believed, will speak the final word. It is understood these conferences will begin immediately.

Serbia Defends Her Albanian Incursion

Nish, Serbia, June 13.—The Serbian Press Bureau issued a statement to-day, defending the incursion of Serbian troops into Albania, concluding as follows:—
"Serbia realizes Albanian question will be definitely settled by Europe, but she is also conscious of the fact that measures such as she is now taking are as much in the interest of the

Great Powers as of her own. The reasons for the present expedition, given in the statement, are that Albania has been a hotbed of Austro-Turkish intrigue, resulting in Albanian raids on Serbia realized long since that its fighting front against Austria would include the entire Albanian front. The statement says that Serbia during the Balkan War reached the open sea through Albania, only to be forced to relinquish this territory through Austrian influence."

Submarines Get Trawler and Barques

London, June 12.—The British trawler, James Leyman was sunk by a German submarine in the North Sea. The crew was landed.
On Sunday the British barque, Crown of India, 2,056 tons, coal laden, and the Norwegian barque Bell Glade, timber laden, were sunk by a German submarine off Milford Haven. The crews were saved.

Germans Take Belgian Trenches at Dixmude

After Fierce Artillery Bombardment and Use of Gas---British Reinforcement Pursue Vigorous Counter-Attack and Drive Them Back

London, June 12.—A telegram to the Daily Mail from Northern France says:—
"Taking advantage of a north-easterly wind the Germans with the aid of gas on Wednesday night, vigorously attacked the Belgians at Dixmude. The Germans began with heavy artillery fire, and then used their poisonous gas. They took by surprise the Belgian advance posts at Dixmude capturing three or four lines of trenches.

Large reinforcements, including a British regiment, were brought up on Thursday, and at daybreak a vigorous counter-attack was made. The British charged with great valor, and the Germans were driven back over the Yser and compelled to take up a less favorable position. In Dixmude fierce fighting continues. The town is held half by Germans and half by the Allies.

LLOYD GEORGE COMPLETES HIS MINISTRY

London, June 14.—Lloyd George completing the organization of his Munitions Ministry has appointed Leonard Llewlyn, Director of Materials, Mr. West of Armstrong, Whitworth and Co., Shipbuilders, Director of Metals, and Sir Guy Granet Director of Railways and Transports.

BIG STRIKE IN CHICAGO

Chicago, June 14.—Street-Car strike on. Fourteen thousand employees out.

Italian Spirit Fired By Memories Of Fifty Years Ago

Rome, June 13.—An official Note issued to-day, sums up the first offensive movement of the army as follows:—
"In the Trentino zone our forces went resolutely forward, correcting at least a part of the strategical inconveniences of the unfavorable frontier, such as were imposed upon us after the campaign of 1856. Our mounted troops occupied ravines and summits, the names of which recall unforgettable exploits by brave combatants in Trentino half a century ago. Powerful artillery crowns the summits of the plateaus, from where operations more vast can be carried out later. It is battering effectively the forts of the enemy considered up to the present time to be almost impregnable. Already it has demolished some of them, in Upper Cadore. Recollections of Fortunato and Calvi are evoked by the occupation of Carina and other important points. Thus, not only are closed all routes of invasion by the enemy, but gradually there is being opened the way to offensive action as soon as this is regarded opportune. In Carnia zone, Alpine troops are solidly established on important defiles, holding them against repeated counter-attacks by the enemy. In eastern Friule zone our advance forces are developing greater contact with the enemy, progressively overcoming obstacles not to be despised."

Gave Safe Convoy To Wilson Representative

New York, June 14.—The Tribune says, Great Britain made certain by a convoy of destroyers, that Col. F. M. House, President Wilson's personal representative, wouldn't be molested on his way out of the war zone and his arrival here yesterday on the American liner St. Paul was likewise safeguarded by Dudley Field Malone, Collector of the Port.

It was said that these "precautions were due to the fact that Col. House bore an important message for Pres. Wilson from London, and the British Foreign Office was determined they should not go astray through German undersea interference."

Italian Airmen Destroy Arsenal

Rome, June 13.—The arsenal of the Austro-Hungarian naval station at Pola has been almost entirely destroyed by bombs dropped from an Italian airship.

Further Advance By the French

Paris, June 13.—The capture of the Germans of the railway station leading to the town of Souchez, eight miles from Arras, was announced in the French official statement issued this afternoon.

Foreign Office Authorized Statement Respecting Cotton

London, June 13.—The Foreign Office has authorized the following statement concerning cargoes of cotton aboard vessels stopped by British marine authorities:—
"In all cases where the claimant has been able to prove their ownership of this cotton, an advance of ten per cent. has been paid on account. £59,000 sterling has been paid in this manner. It is hoped that a further £100,000 will be paid on Monday or Tuesday. All claimants are requested to furnish documents, showing ownership. They have been told that the British Government is willing and anxious to effect immediate settlement."

Submarine Sinks St. John Steamer

Liverpool, June 12.—The British steamer Leuctra was torpedoed and sunk off Yarmouth to-day. The crew were rescued. The Leuctra was engaged in the trans-Atlantic trade. She was 3,025 tons and owned by Thomson and Co., of St. John, New Brunswick.

Greece Favors Venizelos' Party

London, June 13.—An Athens despatch says, "Demonstrations in connection with the elections on June 14, were renewed on Saturday night. A crowd paraded the streets, acclaiming M Venizelos. The triumph of the ex-Premier's party is regarded as certain."

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-THE PERIL OF VENICE IN WAR TIME-

Being Fortified, It Becomes a Legitimate Prey of Enemy, With a Naval Base 100 Miles Away

The question which is chiefly agitating Italians who really care, for the beautiful is, "what will happen to Venice?" writes George B. McClellan, in the N. Y. Times.

It is a question which is of the deepest interest, not only to all art-loving Italians, but to all intelligent foreigners who have visited Venice, or read of her, or even heard of her.

There is an old saying that if you are anxious to find any one in particular, it is only necessary to sit at a table in front of Florian's, on Piazza San Marco, in Venice, and wait. Sooner or later your man will come.

A visit to Venice has become an essential part of a liberal education. Every man and woman who can afford the time and money makes a pilgrimage to the shrine of St. Mark. And, having once seen Venice, goes back, again and again, as often and for as long as possible, drawn by what she contains and by what she is, by her pictures and sculpture and architecture, by her beauty and her charm.

For Venice has a beauty absolutely unlike that of any other city, an irresistible charm that is exclusively her own. Her beauty and her charm are so different from anything else we know, so compelling and gripping, that Venice sometimes seems unreal, a place of wondrous fantasies, a dream city destined to vanish when we wake, too marvelous to be true.

To all the horrors piled upon horrors that the war has produced, a new one has been added in the thought that Venice may be destroyed.

Those of us who love her must ac custom ourselves to facing the certainty that the coming of war will in all likelihood mean the passing of the Venice that has meant so much to us, that we may never see her again as we last saw her, never feel again the influence of her spirit, never know again the Venice we once knew.

For many, Venice lost much of her attraction twenty years ago when she first became the goal of every visitor to Italy, and when the authorities began to preserve her monuments. She was rapidly crumbling to pieces, scarcely visited except by a few who had the city almost to themselves. Venice was dying slowly but surely. Her population was wretchedly poor and growing less every year, while her most important buildings threatened to collapse at any moment.

At about that time when the tourists began to flock to Venice in great numbers, the Italian Government at last awoke to the necessity of doing something to save their most beautiful city from economic and physical destruction. Efficiently aided by the municipality the national authorities undertook the task of regeneration. Local industries were fostered, capitalists were encouraged to invest in industrial enterprises. Mills and factories sprang up and large hotels were built on the Lido. Venice became a manufacturing town of sorts, and not only a great sightseer's resort, but the most popular summer resort in the Kingdom.

Under the admirable administration of Conte Guinani, who for years has been the Sindaco, or Mayor, the work of physical conservation and improvement was begun. The fall of the Campanile gave the needed impulse, for it proved that there was scarcely a building in the city in any better condition. Wholesale restoration has been going on ever since with great restraint and in great good taste. The Sindaco has also cleaned out most of the slums, tearing down their filthy rookeries, which were neither picturesque nor of any historic interest, and replacing them with very inoffensive modern workmen's houses. When the war broke out last August Venice had become a healthy and a prosperous town. A year ago Venice was one of the cleanest, most prosperous, and most contented cities in Italy, besides being the most beautiful city in the world.

To-day all this is changed. The tourists, who brought her much of her wealth, are gone, and most of her hotels are closed. Her arsenal expected, nearly all her factories have shut down, her industries are at a standstill, her people, mostly unemployed, are suffering terribly for the very necessities of life. From being better off than at any time since the old days of the republic, the war has brought them to the lowest ebb of their fortunes. Their poverty is very great and very pitiful.

At first blush it seems almost past belief that under any circumstances the central empires either would or could bring themselves to injure the city which Germans care for even more than do most Americans. There

can be no question that they would respect her had they been given any option in the matter.

Venice is absolutely unique, for once destroyed or even injured, she never can be made again. There can be no reconstruction of her buildings, no remodelling of her canals. If once thrown down she will be lost to the world forever, for the men who made her are dead and have carried with them the secret of her charm.

She belongs, as she always has, to those who care for her, that is to all the nations of the earth, and yet Italy has treated her as a mere incident in the military game, as of no more consequence than Spezia or Cherbourg or Liverpool, as a town like any other, to be defended and fortified or not as the spirit or the whim of the General Staff may decree.

The attitude of most Italians on the subject is resentful of outside interference or suggestion. They say that, as Venice belongs to Italy, that ends the matter. It is for Italy to do with Venice what she pleases, and it is no one's business but Italy's what becomes of the world's fairest city.

Shortly after 1870 the Italian Government determined to organize a military base upon the Adriatic. The logical selection would have been Ancona, with its safe anchorage, its easily defensible headlands, its central position, and its freedom from valuable possessions in case of attack. But Venice had been recently required from Austria, and there was more or less discontent among her people. Some of them had opposed annexation, while others believed that if the new kingdom had made enough effort annexation might have come sooner.

It was thought necessary to placate the Venetians, besides there was the sentimental consideration, for many Italians, with more sentiment than sense, clamored for the resurrection of the dead republic's naval glory. In other words, Venice had a "pull" and Ancona had none. So Venice, though chosen, while Ancona the fit was ignored.

The work of making Venice a naval station was at once begun, although her little harbor is much too small to shelter modern war vessels, and the lack of water off shore has made the construction of an artificial harbor impossible. To help the economic development of the city, as well as for political reasons, the old arsenal of the republic was modernized, and is now being run at full blast. There is also a very pretentious naval shipyard, in which certain large war vessels are being built, an aviation station, and a powder factory, besides all of which great stores have been accumulated of war material, of arms and ammunition.

The outlying Lido, or sand dunes, have been strongly fortified, and with in a few weeks additional great guns have been placed, making of the city a considerable fortress of very great value, almost security, from an enemy.

Had Venice been left as she was, under the laws of war as an open and undefended port, she would have been free from attack by land and sea, besides an enemy would have no possible object nor excuse for attacking her. To-day, because of her valuable military stores, her ships in the building and fortifications, no enemy would have any excuse for leaving her alone.

In case of sudden attack from the sea reliance must be placed entirely on the land batteries, for the Italian fleet will not be immediately available. The harbor is so small, and its two entrances so narrow and twisting, that even the few light cruisers it might contain would be obliged to leave port one by one, at half speed, easy victims for an enemy's squadron lying in wait. The shore is so shelving that outside there is no safe anchorage within three or four miles of land, where, anchored in deep water, an Italian squadron would be at the mercy of hostile submarines. Any Italian squadron intended for the defence of Venice would have to be at Ancona, the nearest safe harbor, a hundred and fifty miles away.

What Venice has to fear is not so much a siege as a sudden raid from Pola, the great Austrian naval base, but little over a hundred miles distant. If on a dark night an Austrian squadron succeeded in crossing the Adriatic, it would have only the shore batteries on the Lido to deal with, for it would require from eight to ten hours before help could reach Venice from Ancona.

A chance shell falling in Piazza San Marco or a bomb from an aeroplane would work irreparable injury. The churches and palaces of Venice are

things of shreds and patches, almost as unstable as card houses, ready to fall under the lightest strain. The authorities have surrounded the city with legitimate targets for shell fire.

The dockyard and arsenal are in the northern part of the city, the naval anchorage at the south, close to the shore; the aviation station and powder magazines lie behind to the west while directly in to the east, about five miles from San Marco, are the shore batteries. In the middle of all rises the Campanile, serving as an excellent range-finder and target for ship lying or steaming off shore. Half a dozen shells intended, with the best will in the world, for the arsenal, or anchorage, or aviation station, or powder magazines, or even for the shore batteries, but dropping at haphazard in or about San Marco, would literally destroy the city.

In trying to make a Venice a little Toulon, Italy has not only invited attack, but has made attack almost inevitable. Austria-Hungary cannot afford to allow Italy to maintain one of her three largest naval bases (Spezia and Taranto being the others) within a few miles of Austro-Hungarian territory without at least trying to destroy it.

By surrounding the city on every side with universally accepted objects of attack, Italy has made it almost impossible for an enemy to avoid inflicting Venice in the effort to destroy her defense. Should anything happen to Venice, as is altogether probable, there will be, undoubtedly, a feeling of consternation and horror among all the peoples of the earth, a feeling which will be shared and loudly expressed by the Italians themselves. We shall hear from Italians themselves. We shall hear from Italy of the dreadful atrocities of "I Hunt" and of their brutal and unnecessary destruction of Italy's most priceless possession.

But before we voice our horror and denounce the Austrians as vandals, let us in common fairness remember that if Venice suffers it will be Italy who has been at fault, for Italy will not only have invited, but will have forced, Austria to attack.

It will doubtless be urged that come what may Austria-Hungary should leave Venice alone. Unfortunately war is a serious and grim business, in which neither sentiment nor love of art have any share. Austria proposes to win, if it is humanly possible to do so. If Venice suffers in the effort, Italy and not Austria will be to blame.

Yet this is a very poor consolation for the rest of the world, for, no matter where the blame may lie, the loss of Venice will fall equally upon our civilization.

Now that it is too late, the authorities are making feverish and pitiful efforts to safeguard some few of the treasures of Venice. But, while the pictures in the Academia and in some of the churches have been removed, the ceilings and the buildings remain. The time when the protection of Venice should have been undertaken was long ago, when Italy began to fortify the Venetian Lagoon. An international protest against fortification might, perhaps, have been of some avail; now it is too late.

If Italy were to be the only sufferer by her strangely shortsighted policy, no great harm would be done, and she would be entitled to no sympathy. But the world must suffer because of Italy's mistake. The blame will be entirely hers, but the consequences of her error must be shared by all.

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WALTER HILLIER.

Point-aux-Gaul, Lamaline,
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Providing For the Disabled

Militia Orders Give Details as to Payment and Pensions

How the Militia Department is to provide for the men returning from the front is shown in the militia orders just promulgated. They are as follows:—

"The officer commanding discharge depot will submit to the Adjutant-General, Ottawa, a complete list of all officers, warrant officers, non-commissioned officers and men of the Canadian Expeditionary Force, returned home to Canada, immediately upon their arrival, the list to show regimental number, rank, name in full and corps.

"In order that all cases may be dealt with as expeditiously as possible, and the men paid in full and discharged, or placed on pension, the following instructions will be observed:—

Medically Fit.

"If an officer and medically fit: He will be given transport and travelling expenses to his home, if not already provided with same; and his last pay certificate, together with necessary particulars, will be forwarded to the divisional paymaster.

"If a warrant officer, non-commissioned officer or man and medically fit: He will be discharged and provided with transport and subsistence expenses to his home, and allowed pay up to the date on which he should arrive there. Last pay certificate is to be forwarded to the divisional paymaster, as soon as dealt with by the discharge depot officer, together with a list of those discharged showing date up to which paid, amount of pay issued, and amount of subsistence allowed.

"The divisional paymaster will for-

ward all such last pay certificates with the necessary returns to Ottawa weekly.

Medically Unfit.

"A medical board will examine all officers, warrant officers, non-commissioned officers and men, invalided to Canada on disembarkation.

"Any such found unable to travel will be sent into hospital. If their disability is found to be permanent they are to be so reported, with full particulars, in order that they may be placed on pension forthwith. If, however, the disability is not permanent, they will continue to draw the pay of their rank, through the divisional paymaster, and when discharged from the hospital will be paid up to the date the Board judge they will be fit to return to their civil occupations.

"Those arriving in Canada, only slightly incapacitated, and able to continue the journey to their homes, will be discharged and paid to the date up to which the Board judge the disability will last, provided they do not think it will last three months. If they judge the disability to last three months or over, three months pay and allowance will be issued the man, and he will be sent to his home and the case reported as one for pension, to be dealt with by the Pension Board, Ottawa.

"Pay of rank at war rates, and subsistence at \$1.50 a day for officers, and 75c a day for other ranks, will be allowed when computing the amount due an invalid sent to his home. While in hospital, pay of rank only, will be granted."

SUBMARINE HAD SAILS HOISTED

British Steamer Dixiana Torpedoed by New Form of Deception

London, June 5.—The British steamer Dixiana was torpedoed off Ushant Saturday last while on her way from Savannah, Georgia, to Swansea, Wales.

According to the skipper of the Dixiana the submarine which sank his vessel had sails hoisted when first observed. He was led by this disguise to mistake her for a harmless sailing craft. This is the first time that the use of this device by a German submarine has been reported.

The Dixiana was formerly the Putney Bridge, she was built at West Hartlepool in 1901 and was owned by the Dixiana Steamship Company.

The vessel was 331 feet long, 47 feet beam, and 24 deep. She was of 2,147 net tonnage.

THE CREW LANDED.

Cardiff, Wales, June 5.—The crew of the British steamer Dixiana, torpedoed off Ushant last Saturday, were landed at Barry Dock, today.

According to their recitals, several shells were fired at the steamer, and this was the only warning they had. After the crew got into their boats, a torpedo was sent to the engine room. A quantity of wreckage fell into one of the boats from this explosion, and two men of the crew were injured.

The torpedoing occurred at half-past eleven Saturday morning. The following day the crew were picked up.

The Dixiana had a cargo of cotton and steel billets.

Patronage and Progress

(Winnipeg Voice)

The army of job hunters should convince the new ministers of the pressing need for civil service reform. Patronage is not always a source of strength to the party in power. For every party friend who gets a job there are ten disappointed ones. It is time for a change in the method of administering public business. We ought to be at least as progressive as the Chinese. Their civil service is not run on the patronage plan.

Everybody's doin' it now. What? Selling Elastic Cement Paint. Your dealer sells it in 1, 2, 5 and 10 gallon tins, also in barrels.—ap14,00d

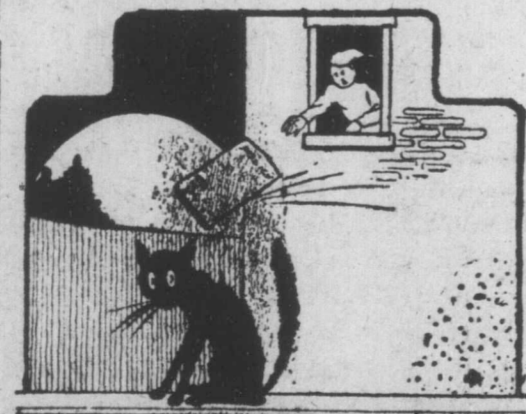
Smoke Accident At The Moller Pits Of Gladbeck Colliery

This accident, by which two men lost their lives, is chiefly remarkable as one in which the breathing apparatus failed.

A fire broke out in the engine house and several of the men sent to determine its extent had inhaled the fumes before putting on the apparatus. After undergoing great bodily exertion in travelling and in part creeping through the passages, one after another of them had fits of giddiness and two of them, unable to proceed, succumbed to the fumes, after the oxygen in their apparatus had become exhausted; while a third, whose helmet glass got broken, narrowly escaped.

The lesson from the accident is considered to be that the inhalation of the fumes of combustion, even when greatly diluted must not be taken too lightly, and that its effects, though not noticed at the moment, will show themselves under exertion afterwards; further, that artificial breathing apparatus should be used only by men who thoroughly understand its use, one of the men having failed to avail himself of his full supply of oxygen in the case in point.—A.R.L. in Trans. I.M.E.

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



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DON'T THROW AWAY your chance to get insured because so far you have escaped a fire. Your turn may be coming tonight as far as you can tell. Come in to-day and let us write you A FIRE INSURANCE POLICY.

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PERCIE JOHNSON, Insurance Agent.

AT THE NICKEL

East End

ROSSLEY'S THEATRES

West End

St. John's leading Vaudeville and Moving Picture Theatre, with finest Orchestra. Mr. A. Crocker, leader.

GRAND POTTED PANTOMIME

Little Bo Peep and Boy Blue

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

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

"SIMPLE SIR" GIVES HIS VIEWS

(Editor Mail and Advocate)

Dear Sir,—I aint much of a man wat can handle the pen, nevertheless having attempted any such game, though my two sons Isaac and Jake, are great scholars entirely. However seen' that the house of parliament is closed, closed tight, I thought I would drop you a line or two to let you know about things in general like.

Well, sir, the fishery has opened under good ass-piccies, and I think things will be O.K. Now sir, about the House of Assembly and what was done there? Well sir, what was done there? I notice that every bill introduced by Mr. Coaker, or any others of the Fishermen's Union, was either amended out of existence or thrown out of the Dumping Chamber altogether, simply 'cause it was an opposition idea—but wait sir—wait, the hour is coming when Morris—the same lovely Morris—will have had his votes counted and his smile will be below zero.

'Tis said Mr. Ed—I don't know your name sir, but the boys tell me I must call you Mr. Ed—'tis said that Morris "has something up his sleeve," which he is going to hand out before the next election, but it won't do sir, I won't at all do for us who have grown tired of the game of bluff and the ancient moves which we (from experience) have got to know so well. You'll hear from me again sir.

"SIMPLE SIR"

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

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 Meal, in 25lb. Bags, 5c. lb.

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

J.J. St. John

Duckworth St & LeMarchant Rd

Zeppelins Fail As War Raiders

But They Have Proved of Great Aid in Scout ing Service

London, June 8.—C. G. Grey, editor of the Aeroplane, declares that while the Zeppelins have been of immense value to the German army and navy, they have not demonstrated their worth as raiders.

"As a separate service carrying out independent raids against the British Isles the German airships have proved of little or no value, but as arms of the navy and army they have done excellent work," says Mr. Grey.

"As scouts over the North Sea, especially in co-operation with submarines, they have proved of high value, and for raids at night over the allies' lines, destroying railways and so forth, they have been quite effective even if they have not done any permanent material damage.

"One may, therefore, judge that the Zeppelins have justified the money spent on them, and that it is worth the while of any country to spend still more money on developing the type still further.

"Only forty Zeppelins have been built altogether and of these many are duplicates, so that not more than twenty distinct 'generations' have been produced.

"Judging on similar lines at least 500 'generations' of aeroplanes have been built, each a step in advance of the previous one, so it is not surprising that aeroplanes beat airships in speed, climbing power and handiness.

"But when there have been 500 generations of big airships we may expect something like a commercial vehicle—and it is to be hoped it may be used for peaceful purposes."

Charge of Espionage Against Swoboda Fails

Had Nothing to do With Setting Fire On the La Touraine

Paris, June 8.—Charges of espionage preferred by the military authorities against Raymond Swoboda appear to be unfounded, says the Journal. The enquiry conducted by Major Jullien, of the Paris Permanent Court Martial, has failed to bring out proof that Swoboda served as a German spy. It already has been established that he had nothing to do with starting the fire aboard the steamship La Touraine, a charge which led to his arrest.

While there is no strong evidence against Swoboda, Major Jullien has decided to continue his enquiry at all places in France where Swoboda is known to have stayed before ordering his release.

Iron Cross at 72 Years

Berlin, May 31.—One of the most recent recipients of the comparative rare Iron Cross first-class is Herr von Schweintz of Berlin, who at the outbreak of the war last year offered his services, notwithstanding that he was 72 years old. Herr von Schweintz fought through the wars of 1864, 1866, and 1870-71, receiving the Iron Cross second class in the latter.

ADVERTISE IN THE MAIL AND ADVOCATE

EYE-WITNESS ON THE TAKING OF A REFINERY

Basement of Factory Found Full of German Dead—Counter Attacks On Both Sides Were Furious

Paris, June 5.—The capture by the French of the sugar refinery near Souchez is described in a report given out to-day by the official "eye-witness" at the front. This is what it says:

"Violent attacks on the part of the French from both the west and the south were met by a fire on the German batteries and machine guns located on the north side of the refinery. The Germans resisted for some time, but finally were demoralized by the artillery fire of the French and withdrew.

Many German Dead
"The basement of the factory was found to be filled with German dead, while the French losses were slight.

"Furious at having lost a position which would serve as a base for counter-attacks on Albain, virtually all of which is in the possession of the French, the Germans made a desperate effort to regain it. Amid destroyed walls and great holes in the ground made by large shells, the Germans began their attack at midnight.

A Counter-Attack
"In this rapid and confused engagement the French were obliged to withdraw, but a watchful French major prepared rapidly for a counter-attack. The French company which had momentarily yielded later pushed forward, aided by reinforcements and an intense artillery fire under which the Germans feared their retreat would be cut off.

A Non-Com's Pluck
"When the French counter-attack had attained the refinery itself it was found that the Germans already had withdrawn, and the position was promptly organized by the French.

"During this work a non-commissioned officer remained for eight hours at his post directing his men, and this in spite of the fact that he had a splinter from a shell in his thigh.

"In a period of three weeks nearly 3,000 Germans have been buried and more than 3,000 have been taken prisoners by the same French regiment."

British and French Seek German Trade

London, June 8.—Following the example of United States exporters, who recently despatched the Red Star liner Kronland with samples of their goods on a cruise to South American ports, representative British and French traders have now chartered a steamer for a similar trip. This is, of course, with the intention of capturing German trade, and there is good reason to believe that the venture will be successful.

The vessel will proceed down the east coast of South America, through the Straits of Magellan, and return home via Panama Canal. The enterprise will be strongly supported.

When the Dardanelles are open, and conditions more favorable, it is likely that an exhibition ship will be sent to the Black Sea, with the Russian ports of which it is believed that a big trade can be developed.

One Touch of Nature

A comedy-drama.

A REWARD OF THRIFT.

Produced in three parts, arranged in co-operation with the American Bankers Association. Vitagraph all star cast.

HOWARD STANLEY FAREWELLS THIS WEEK COMING: FORBES LAW DUGUID, Baritone.

WEDNESDAY—FOURTH EPISODE OF THE MILLION DOLLAR MYSTERY.

THE CRESCENT PICTURE PALACE

MONDAY AND TUESDAY

"THE PASSING OF DIANA"

A Vitagraph Special Feature in 2 Parts.

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

"BROUGHT TO JUSTICE"

A Kalem Indian Feature.

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

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

ADMISSION—Afternoon and Evening—5 CENTS.

ON THE SPOT!

500 Brls. VICTOR FLOUR
500 Brls. QUAKER FLOUR
300 Brls. FIVE STAR FLOUR
1000 Bags MIXED OATS
1000 Bags BLACK OATS

George Neal

PHONE 264.

An Antidote to Evade Gas

Washing Soda As a Protection on Respirators—Cheap and Effective

London.—Sufficient poisonous gas such as is used by the German army—was made on the roof of Selfridge's to kill six men. The total cost of this amount of gas was one halfpenny.

The gas was chlorine, and it was made from chloride of potassium and hydro-chloric acid. The chlorate was white, the hydrochloric had no color, but the gas was a greenish yellow.

To show how heavy this gas is, Selfridge's principal chemist poured it from one bottle into another as if it were water.

A number of people present volunteered to inhale the gas. Among the number was Mr. Selfridge. All were careful not to take too much of it, but they complained at once of an unpleasant dryness at the back of the throat.

A Simple Protection
The chemist, who has been conducting experimenting in this gas, told a representative that there was a very simple means of rendering this gas harmless.

"All you want," he said, "is to put some common washing soda into water and dip your respirator into it. The soda acts on the chlorine in such a way that common salt is formed on the outside of the respirator.

"The Germans probably bring this gas into the trenches in cylinders, the gas at that time being in liquid form. To become liquid it has to be exposed to a pressure of two hundred atmospheres and kept at that pressure. There would be a tap at one end of the cylinder, which would be pointed at the enemy trenches.

"When the tap is undone the pressure inside the cylinder would force the gas out in the direction of the enemy, and the wind would carry it in the way wanted. It is a deadly gas; it is easy to make and it is very cheap."

Honor Seamless.

Keep thy path from half-ness free; Who so is whole, whole deeds p'lice he; Genuine honor must seamless be. —Ernst Ziel.

Natural Resources and Natural Rights
Whenever there is in any country uncultivated lands and unemployed poor, it is clear that the laws of property have been so far extended as to violate natural rights. The earth is given as a common stock for man to labor and live on.—Thomas Jefferson.

CARD

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J. J. ROSSITER Real Estate Agent

Our Motto: "SUUM CUIQUE"



(To Every Man His Own.)

The Mail and Advocate

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

ST. JOHN'S, N.F.L.D., JUNE 14, 1915.

OUR POINT OF VIEW

Dancing To Our Tune

THE STAR pretender to the throne occupied by President Coaker continues to amuse the few readers of his classical Mutt and Jeff paper, and he has promised to keep it up indefinitely.

He is a wonderful performer and seeing that he is anxious to dance to our tune, we have no objections to playing for him.

So long as the poor creature is happy in his enchantment, who could deny him the little pleasure.

His insanity makes him fancy all sorts of things. His poor mind unhinged conjures up for him delightful visions. After all, who can say, but that the insane are really the best off. If by the breaking down of a thin mental wall, one can enter realms of pleasure undreamed of by the sane, well, who can tell that the fancied existence is not as comforting as the real.

The Star man fancies himself, the new leader of the F.P.U. "Help us fishermen, to save your Union" is his slogan.

The Union is in danger so we are sure the fishermen will respond to the appeal, and save the Union.

Humour the poor creature, and let us not try to dispel the vision which tottering reason has raised up in the mind.

We may order a dress for The Star dancer to our tune. Cap and Bells has been suggested to us, but we do not wish to incur the expense till we know how long he may keep up the performance.

He may be able to keep up his style for a long time, so long as we suggest the tune for him.

The trouble with the poor fellow seems to be that he is unable to fasten on a theme for his editorial remarks, in an independent way, and being forced to write something, must fall to silly criticism of what The Mail and Advocate says, and this is what we mean by, dancing to our tune.

Let us here suggest to The Star man a topic. The same subject made him notorious a year or so ago, i.e., Home Rule For Ireland.

This theme might furnish a little relaxation, and give the fagged energies a bit of rest.

It is our desire to see The Star man continue his dancing, but he must have a change of tune, or he might fall us, and that would be too bad.

Now Home Rule For Ireland might very fittingly be discussed at this time, seeing that Carson, has received an appointment in

the Coalition Cabinet, and we feel assured that St. John's readers will appreciate anything The Star man may have to say on the subject.

While the editor of The Star paper was on The Mail and Advocate, he had somebody to fill his editorial space for him, with original matter. He misses that kindly help in his present position, and is thus forced back upon the pally expedient of attacking our remarks.

It is easy to get a name, but if one is to hold it, he must continue, as our American friends remark, to deliver the goods.

The Star man is unable, he has not the stuff, and so has taken the most dishonourable and the cheapest course. He is eating crow day by day. He is denouncing Coaker to-day, whom he praised without stint a little while ago.

He is repudiating his own words, in a most sickening and revolting manner. No man with the least shred of character would do as this unstable creature has done.

But as we said before, the poor creature is not all there. There is a screw loose. As long as it gives him any pleasure, we will be delighted to furnish the music.

His snapping at our heels is harmless, and it pleases him. Poor fellow!

Where Are the Police?

WE beg to draw the attention of the Inspector General of Constabulary to the following item (editorial) in The News of Monday: "A little girl was knocked down on LeMarchant Road, and the rider was not sufficiently manly to stop and render the necessary aid."

Are the children of the workers of this city to be crowded to the sidewalks by reckless and incompetent drivers and chauffeurs? Have the children of the poor whose only play-ground in certain sections of the city is the public square no rights?

Owing to gross municipal mismanagement and civic extravagance, such as providing oil sprinklings for the benefit of a few motorists, some of whom have had to mortgage their homes, or perhaps "do" the fashionable? milliners of the city for their last costume we have no public playgrounds. Surely the day of Jugernaut no longer is tolerable!

The great thoroughfares of the city, notably Military Road, Harvey Road, and LeMarchant Road, are no longer safe for children; hardly even for adults.

Only a few evenings ago we noticed a dear, venerable old lady, presumably going to the Catholic Cathedral for service, who barely escaped being maimed by a auto, driven by a city highflier. We venture to assert that there is a large mortgage on the said gent's home!

Wake up, Inspector General, or, as The News (usually so conservative in its utterances) says: "If persisted in this deliberate disregard of the rights of citizens will give rise to a feeling of resentment that may take an unpleasant form."

We shall keep tab on the cheap individuals who imagine that the possession (we wont say ownership!) of a motor car gives them the right to run rough shod, or Dunlop-tyre shod—it amounts to the same—over the children of our working-men.

In Prince Edward Island there is a law prohibiting the use of motors in certain sections. We shall begin an agitation for its introduction here.

We trust that these words will not be construed by the "Holy Writ" Sheet into "another vile attack on the respectable? people of this city!!"

Wake up, Inspector General! Wake up!

Don't forget to ask your grocer about LaFrance & Satina Tablets. —ap12,1f

Two Pictures

THE Island Colony of Newfoundland—truly the oldest gem in Imperial diadem—has sent nearly three thousand of its sons to the war theatre. This is the largest contingent of any Colony, proportionately; and the dashing young soldiers and sailors are practically all native-born. They are said to be the finest body of men who have come from our overseas dominions." (Exchange).

Yes, we have sent the cream of our manhood to fight the cause of the Motherland that for so many centuries seemed to regard Newfoundland as a big ship moored to the Banks, for the convenience of English fishermen.

Now, read this: "Baron St. Davids, Lord Lieutenant of Pembrokehire in a debate on the Munitions Bill said: 'Among members of the Upper House (The Lords), he ventured to say they would find men, who had never done a day's work for themselves or for anybody else' since they were born, and that some of them still were hanging around theatres and music-halls. While that was going on . . . they might save themselves the trouble of looking for workingmen.'"

This certainly is a severe indictment, and urgent calls are being delivered to ourselves and others to rally to the Standard.

We are being denounced as lacking in patriotism when we dare tell the truth about English apertendism; and we are being reminded daily of the SACRIFICES which the scions of nobility are making to defend the Empire!

Who are the Lords anyway? "Toby, M.P., of "Punch," answers the question: "The most ancient searages come from Henry VIII., and draw their revenues from Church robbery. For example: the Earl of Pembroke inherits Wilton Abbey from William Herbert, and he got it from Henry VIII, who stole it from the Benedictines. The fortune of an Earl of North came from the St. Cross Hospital, whose founder had provided for thirteen poor, men within the walls, and one hundred without, the balance to go to the poor."

"The Duke of Portland has for his country seat, Welbeck Abbey—one of the wonders of England. The Duke of Devonshire owns in England and Ireland over 195,000 acres, with a rent-roll of \$800,000, and counts among his SEVEN seats Chatsworth and Bolton Abbeys—more stolen church property. The houses of Russell and Cavendish, according to Edmund Burke, devise their revenues largely from possessions voluntarily surrendered by the lawful proprietor, with the gibbet at the door!"

"The list of other spoiliations is lengthy. The Lords now own in the aggregate 15,500,000 acres of land with an annual rent-roll of \$65,000,000, or an average of \$115,000 a-year, each. Children who are to inherit this land are labelled law-makers in their cots; and a bankrupt, a voluptuary, an idiot, or the hanger-on-of-a-music-hall, though himself suspended, hands on to himself or his successor, the power of legislation.

"Even the German Kaiser does not tolerate such iniquities as this, as in conferring the title of Count, Prince, or Duke, he invariably makes the honor ad personam; i.e. for life only, his object being that he may be free either to revive the dignity in the person of the younger son of the original grantee in the event of the eldest son proving himself unworthy, or else to permit the title to lapse altogether.

"Truly Lloyd George must find himself in strange company just now; for, it is not long since the doughty Welsh commoner confronted some of his present political associates with certain unpalatable historic facts, and told them very bluntly that "their hands were dripping with the fat of sacrifice."

Coalitions usually spell weakness; and from present indications the new British Cabinet is not a happy family. If the Irish members become disgruntled, it bodes ill for the cause.

AN OPEN LETTER TO H. M. MOSDELL

A Failure in Every Walk of Life-- A Servant of Water Street Czars and Spar Venders

To H. M. Mosdell.

Dear Sir,—In a recent issue of your paper you invite the fishermen of the country to help you save their Union. As one of them I emphatically decline to accept your invitation, and take this opportunity to inform you that I entertain a conviction begotten of very substantial facts that your utter unworthiness disqualifies you to the last extremity to extend a much lesser invitation to the men enrolled under the great spreading banner of the F.P.U.

A man of your type might achieve much success in the formation of a union of Bottle Washers, and your governing motive of self aggrandisement and riches that has engulfed you and severed your connection with us is your outstanding characteristic on which we base this conclusion.

The auspices of the F.P.U. drew you from obscurity, and provided the alpha sunshine in which you basked and matured somewhat. You greatly lacked that sincerity of purpose so essential for one in our vanguard ranks, and when you could not run President Coaker and pander to your heart's desire to your own self interest you quickly established yourself in quarters where you could serve only Mammon and began the swallowing of your own vomit and the crusade that will soon end your ambitions.

That you would Sir, eulogise Mr. Coaker and his great work as you have done in the past and now traduce and assail him as you are doing proves you to be the very selvedge of humanity, devoid of sincerity, and utterly worthless where a man of principle and attachment to business policies is needed.

I read your "War on Coakerism" in The Mail and Advocate and beside it I also read your eulogy of Coakerism written—well it appears as yesterday or last week to us. Before I would stultify myself and prove myself possessed of such a barren soul I would absolutely forsake the pro-

fession of my lifetime to date and attempt again the ministry or, failing that a second time, the medical arena.

And you ask us to help you save our union. Well, I think you can save very little. You tried to be a minister and failed; you tried to be a doctor and failed; you tried to be a teacher and failed; you tried to run a paper at Bay Roberts and had to sell out; and, poor man, you are failing dismally as the editor of The Star, for, before writing the apparent wholehearted articles on Mr. Coaker and his Union of Toilers last year, and backing out this year at the behest of Czars who, perhaps, are basking in luxuries provided with the ill-gotten war profits and grabs on spars and consolidated statue fees.

I say, Sir; before acting in this wise I should think myself too soulless to be an associate of men, much less a saviour of unions, and should seek the wooded cloister there to opine a sapless, withered mis-compounded elemental portion of humanity.

You have no idea Sir, of the strength of the fishermen's attachment to the F.P.U. and its President, else your gall would not rise to the extent of offering the fishermen such an outrageous insult by proffering your services for anything in connection with the Union in preference to Mr. Coaker. We simply looked upon your offer with sheer disgust.

I got The Star from some friend with The Mail and Advocate in which I read your "War on Coakerism" beside your prayers and blessings on Coakerism, and do you believe I felt such disgust for the man who could so stultify himself, and prostitute his sense of sincerity and manhood that I consigned it to the fire without disturbing the wrapper.

Yours sincerely,
ONE OF A FAMILY OF UNIONISTS.
Harbor Main Dist.
June 11th, 1915.

Rotten Condition of the Railroad

(Editor Mail and Advocate)

Dear Sir,—W. L. Butler, referring to the condition of the rail-road and engine, in his letter to the Mail and Advocate, hit the nail on the head (it not the spike) when he stated that he has pulled out spikes with his finger and thumb. That statement of W. L. Butler is certainly true, and stated condition of engines is also correct, for I have seen engines running over this road, and have been on them, which have been enveloped in a cloud of steam—due to leaky cylinders or cracked Saddles.

The omission of steam caused by the said reason obscures the engineer's making it very dangerous for him and those who ride behind; but the driver dare not say or acquit the travelling engineer of the danger, lest he be believed of his job.

With reference to the road I beg to say that I have too, pulled out spike after spike with finger and thumb, and if some passengers who ride over Reid's two streaks of rust, knew the condition of it they would spend a very uneasy time and pass many a sleepless hour. The road is rotten to the core and yet, while there is such need for every section man employed thereon, these slaves

of Reids, are taken, or driven to unload coal ships, load coal in railway yards, and do many other jobs under their task-masters, when they should be allowed to stick to their section-work and nothing else.

Why don't the Government, especially the Government Engineer, see to such important matters? Is Morris waiting to hear of a train load of precious lives hurled into eternity to curb the Reids. What else can we expect while the road remain in such a deplorable condition as it is at present. I notice here this Spring that Roadmaster Ferguson, in the intervals of talking about General French, and Von Hindenberg, has ordered his section-men to put in a few new ties near Clarenville Station, which move of course is to try to bluff the public that the road is equal tied all along, but to prove the fact of rottenness, take a walk a few miles East and West, and there your eyes are met with the throbbing family of wood-fies and ear wigs, which proves beyond question that you are in the vicinity of rotten wood.

RESIDENT.
Clarenville, June 9th, 1915.

Drowned

Deputy Minister of Justice Hutchings had a message from Magistrate Way at Harbor Breton on Saturday, stating that John Garland, fisherman of Pusthrough, was knocked overboard presumably accidentally and drowned. His body had not been recovered.

HALIFAX SCHOOL FOR THE BLIND

Meeting at Grenfell Hall

"Help Them to Help Themselves," Is the Heartfelt Appeal to the Charitably Disposed

A very representative and enthusiastic meeting was held on Tuesday afternoon, June 8th in Grenfell Hall in the interest of the Adult Blind of the Colony.

Mrs. M. G. Witter occupied the chair, and in a few well-chosen words outlined the purpose for which the meeting was convened, viz: the arousing of practical sympathy in the welfare of those deprived of sight and devising of ways and means of assisting the adult blind through the extension movement in connection with the Halifax School for the Blind.

Lady Davidson then addressed the meeting, and it was evident by her earnest words that the welfare of the blind of the Colony is hers at heart. She told of her daily contact for some years with one near and dear, who unhappily was deprived of sight; with what pleasure they read and conversed together, and the cheery optimism of the dear one so afflicted was not without the leaving of impressions of inspiration and hope.

Continuing, Lady Davidson said "I am familiar with the means used in the education of the Blind and view admiration and thankfulness the educational achievements of many of this class. When in London previous to my leaving for the Colonies, it was my privilege and pleasure to assist the National Institute for the Blind in its great philanthropic and humanitarian work."

Lady Davidson reads and writes Braille (which is the system by which blind persons study) she having acquired this knowledge in order to make her voluntary assistance really practical. In referring to the adult blind of the Colony—140 young men and women, she evinced a sincere desire that something be done to alleviate their present condition, and said, "Were we to learn as did the heroine in Florence Barclay's book 'The Rosary' what this deprivation meant we might appreciate more fully the inestimable blessing of sight."

Although the titanic European struggle was demanding the best in us all and so much had and was still to be done, yet in her opinion home responsibilities and duties must not be neglected.

Her Ladyship's pleasing words were full of hope and encouragement and the keynote of practical sympathy was sounded by her very clearly throughout. She felt that the Women's Patriotic Association might well take up this most important work, and should the Executive of that noble band of workers so decide, the Blind of the Colony must no longer sit in their dark corner in abject misery, helplessness and in some cases despondency.

The Chairman then introduced Mr. John Weir, travelling secretary of the Halifax School for the Blind, who is here in the interest of the Blind of the Colony. Mr. Weir, whose subject was the Education of the Blind, dealt with it from two points of view, first, the institutional training and equipping of the youthful blind and second the home teaching of the adult blind. He would that specific interest be manifested in this latter class numbering as they do 140 young men and women of the Colony. FC 16 of the former class, the Government of Newfoundland makes annual provision at the Halifax School at a cost to the Colony of \$4000. He felt confident that the State would not fail to realize its responsibility toward the remaining 24 of the youthful blind of the country, reasoning that money so invested in the education of the Blind—that they become useful men and women, producers rather than consumers—is money well spent, and in the best interests of the country.

Mr. Weir said that the early philanthropists who addressed their attention to the help of the Blind were moved by the spirit of compassion and aimed at rearing the Blind under sheltered and protected conditions. Good as were their intentions, the result was not satisfactory, but about the year 1877 a new spirit involving a new method arose. He claimed that while this new method had not restricted the flow of compassion it had allowed enterprising blind youths to enter into open competition with their seeing brethren. This was a great point gained. He stated, too, that the utmost freedom in the choice of profession or vocation should be allowed to the Blind under reasonable limitations.

He graphically outlined the work of the Halifax School in its several departments and passed a well deserved eulogium on Sir Charles Frederick Fraser, Superintendent of the School, whose life has been devoted to the service of the Blind and of whom it might truly be said "If you seek his monument look around you."

Mr. Weir showed clearly that blindness is not an insuperable obstacle to success, that is, when the person so handicapped is educated and equipped to face the battle of life.

In dealing with the second part of his subject, the Home Teaching of the Blind, he said it was little to be wondered at that these men, suddenly plunged as it were into a new world, in which their whole previous training unfitted them to dwell, take a hopeless view of life. He felt that the people of Newfoundland as a class, were perfectly unaware of the true condition—the abject misery and helplessness—of the 140 adult blind in their midst, and added, "Now that this representative gathering knows the extent and importance of the work to be done through the extension movement of the school I feel assured of the ready and hearty co-operation of all."

The extension movement needs some \$80,000 as a maintenance fund that will make possible the home teaching of the adult blind of the Maritime Provinces and Newfoundland. Organized and concerted action is needed that this amount be forthcoming and the work begun without delay. An auxiliary society to the extension movement was, in his opinion, the way by which Newfoundland might do its part in the raising of this amount, thus helping others to help themselves. What more noble purpose could be ours?

Mr. Weir thanked Lady Davidson for her kind and sympathetic words of address, her promise of practical assistance, and for her excellent suggestion that such a Society be affiliated with the Women's Patriotic Association, that body being well established, having more than 1000 members in this City and 165 branches around the Island.

He closed with an impassioned appeal to all present to assist in promoting the welfare of the Blind of the Colony.

The Secretary, Mrs. T. J. Duley, in a clear and convincing manner, spoke of the pressing obligation resting upon us to see that this humanitarian endeavor be carried to a point which defies the infliction of a blow, as hard as any that mortals have been called upon to bear. Mrs. Duley said "It is no less lamentable than true that speaking generally, thanksgiving plays a pitifully small part in our daily devotions. We become so accustomed to the many benefits that we enjoy that the thought of recognizing and thanking for them specifically seems to occur to us but seldom. Hence eyesight and a thousand things are accepted by those who have them as a matter of course and not until one or the other of them is lost do we realize the great value of what we had prized so lightly. The moving appeal that Mr. Weir has just made should not fall on deaf ears and all who enjoy the blessings of sight should do all that lies in their power for those who do not share that blessing."

Lady Horwood, in pleasing terms, moved that this meeting be constituted the Newfoundland Auxiliary Society for the Home Teaching of the Blind, through the Extension Movement, in connection with the Halifax School for the Blind and that it be affiliated with the Newfoundland W.P.A., should the Executive of that body at its meeting to be held on Monday next decide that such affiliation be advisable.

Mr. John Browning seconded the motion, endorsing all the previous speakers had said.

The motion was unanimously carried and those present enrolled as members. This movement must have the hearty approval and support of the whole country, and we bespeak for the Society's plan of raising funds to carry on this philanthropic and humanitarian work, such financial assistance as should be the outcome of their proposed appeal.

Mr. T. D. Carew, the veteran newspaper reporter, we beg to announce has joined the staff of The Mail and Advocate, in the place of Mr. P. J. Kinsella, resigned, and takes up his new duties to-day. Mr. Carew is so well known as to need no introduction from us.

We recommend him to friends of The Mail and Advocate, and feel assured that his numerous friends about town, will be pleased to see their old favorite in the position of reporter so ably sustained by him for many years, previous to his dropping out of the line a few months ago.

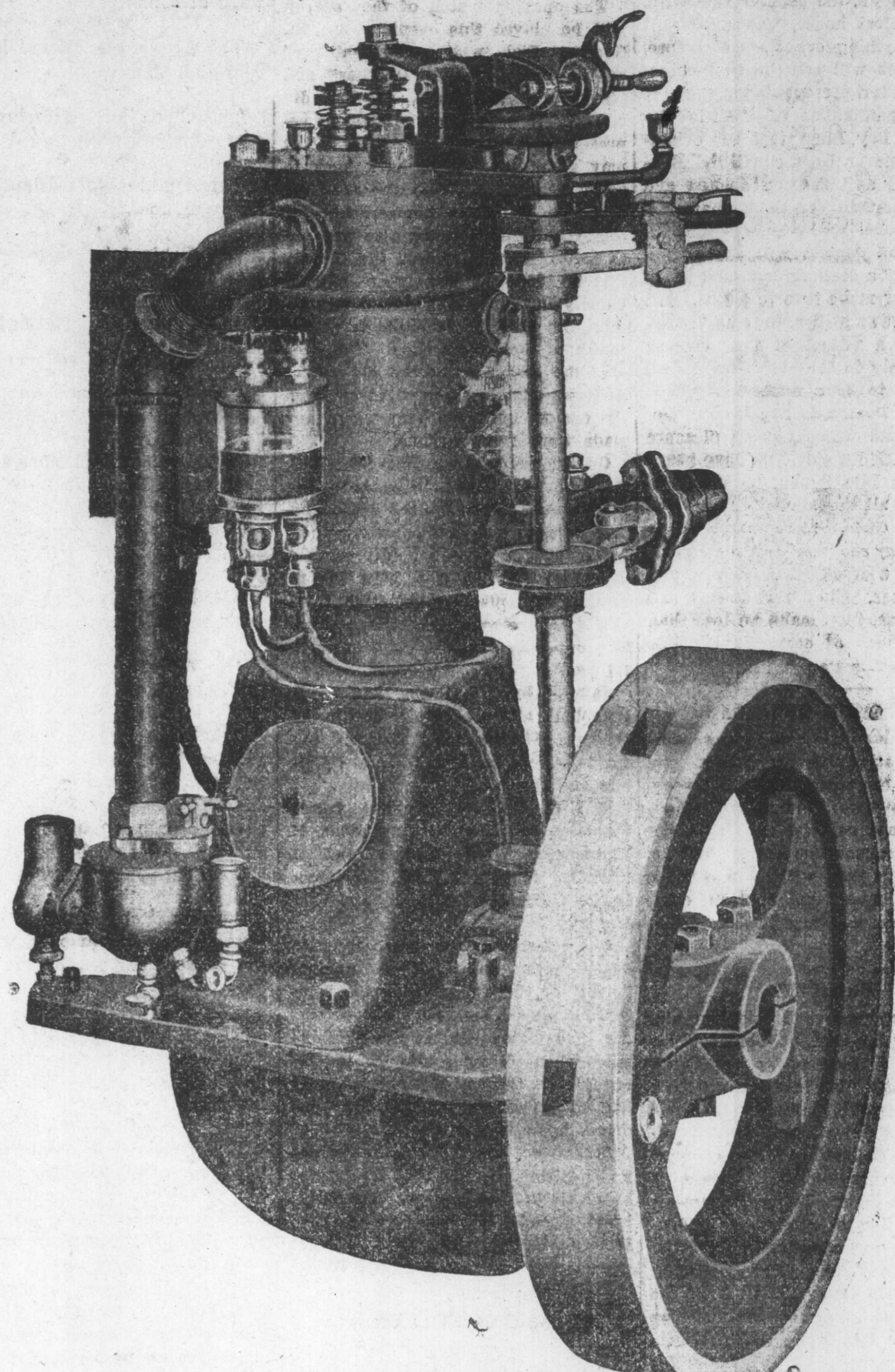
WHERE THE MONEY GOES

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

Relief of the Poor Dept.—Continued	Fuel and Light	Industrial Department	23.00
(b) Medical Attendance to Paupers:—	Sundries Telephones etc	General Protestant Industrial Society, St. John's	462.00
1. Salaries:—		Ladies' St. Vincent de Paul, St. John's	231.00
Four District Surgeons: St. John's, \$208.25 each		Ladies' St. Vincent de Paul, Harbor Grace	120.00
One District Surgeon: Harbor Grace		Salvation Army Rescue Home	450.00
Macentia		Food and Shelter Depot, S. A.	200.00
Burgoe		Salvation Army Maternity Home	500.00
Channel		Salvation Army Maternity Hospital	500.00
		Harbor Grace Industrial School	400.00
		R.N.M.D.S.F. Hospital, Battle Harbor, Labrador	1,000.00
		R.N.M.D.S.F. Hospital, Indian Hr., Labrador	500.00
		R.N.M.D.S.F. Hospital, St. Anthony, District St. Barbe	1,500.00
		R.N.M.D.S.F. Hospital, Piley's Island	1,000.00
		Moravian Church Hospital, Okak, Labrador	200.00
		Convalescent Home	400.00
		Grand Bank Hospital	550.00
			\$16,472.00
		(c) Lunatic Asylum	
		Salaries:—	
		Resident Physician	\$1,700.00
		Matron	480.00
		Two Commissioners at \$200, one Commissioner and Secretary at \$400	800.00
		Male Attendants:—	
		Two at \$480	960.00
		Four at \$480	1,600.00
		Three at \$350	1,050.00
		Three at \$330	990.00
		Eight at \$300	2,400.00
		One at \$240	240.00
		Female Attendants:—	
		One at \$250	250.00
		Four at \$150	600.00
		Eight at \$130	1,040.00
		(b) Charitable Societies	
		Halifax Institute for the Blind, 20 at \$200	\$4,000.00
		Halifax Institute for the Deaf and Dumb, 15 at \$200	3,000.00
		Incidental Expenses, etc. re above	200.00
		Dorcas Society, St. John's	230.00
		Dorcas Society, Hr. Grace	120.00
		Dorcas Society, Carbonear	116.00
		Dorcas Society, Twillingate	100.00
		Dorcas Society, Twillingate St. John's Factory	462.00
		Benevolent Irish Society	\$705.00
		(b) Medical Attendance to Paupers	13,409.00
		(c) Permanent and Casual Poor	135,000.00
		(d) Orphanages	14,000.00
		(e) Expenses Pauper Lunatics	2,500.00
		(f) Conveyance Sick Poor	5,000.00
		(g) Conveyance Sick Fishermen, Labrador	2,000.00
		(h) Extraordinary Expenditure	5,000.00
		(i) Contingencies	705.00
		(j) Rent	471.00
		(k) Shipwrecked Crews	3,500.00
		Total	\$189,412.00

Six at \$120	720.00
Four at \$100	400.00
	\$13,230.00
Contingencies:—	
Stationery	\$300.00
Sundries	\$300.00
Supplies:—	
Rations	\$24,000.00
Clothing	5,150.00
Incidentals viz: Medicines, Graves, Forage, straw, Repairs to Furniture, etc	3,550.00
	\$32,700.00
Fuel and Light:—	
Coal, etc	\$6,000.00
Total for Lunatic Asylum	\$52,230.00

For medical attendance the sum of \$13,409.00 is voted, \$9,000.00 is for outport medical attendance, and \$3,000.00 for emergency cases. \$125,000.00 is voted for poor relief. The manner in which this poor relief is given out in many sections of the country is a disgrace. Grab-all heeblers and shopkeepers seem to have the whole thing in their hands. This condition of things is very much in evidence in Harbor Grace and Port de Grave Districts. A few days ago we re-published a strong letter written to the "News" on this subject from Rev. Fr. Walker of Hr. Grace. During the past two or three months we have published letters from various points in Conception Bay dealing with this matter. There seems to be something wrong with the whole system, and we are led to think that this vote of \$125,000.00 could be better spent than it is at present if the recipients of poor notes were allowed to go where they pleased with their order and not be compelled as they are at present to have to take what they get from some supporter of the Government, which in a great many cases mean that they do not get the full values of these poor notes. The Lunatic Asylum called for an expenditure of \$52,230.00. \$24,000.00 of this amount is for rations, \$5,150.00 for clothing and \$6,000.00 for Fuel and Light. In connection with the vote of \$24,000.00 for rations we would like to ask if the supplies furnished this institution are up to the standard of what the contracts call for. Is the Colony receiving value for its money spent on this institution? Who checks up the supplies delivered at this institution to see that they correspond with the contracts given those who do the supplying? How much of the \$5,150.00 voted for clothing is spent in this respect? How does the supplying and who checks the goods delivered? Are they worth the money paid for them? Was it not Hon. R. K. Bishop who stated in the Dumping Chamber, that no Government could be run on business lines? We wonder why he made that statement. It will pay the fishermen, labourers and farmers to read this paper day by day. You will always find something to interest you. We will show you where your money goes. Four Million Dollars will be spent by the Morris Government during the next twelve months. This Four Million of Dollars comes out of the pockets of the fishermen, labourers and farmers, and they have a right to know where it goes, who gets it and what returns the colony gets for this enormous outlay. Watch this paper day by day. We have some glaring exposures to place before the public at a later date in connection with some departments of the Civil Service. U can get Elastic Cement Roofing Paint in 1, 2, 5 and 10 gallon tins from your dealer.—ap17,ed



THE FAMOUS 6 H.P. COAKER ENGINE.

To the Fishermen: The "COAKER" Kerosene MOTOR ENGINE is the Favorite

The "Coaker" 4 Cycle Engine can be operated on half the oil consumed by a 2 Cycle Engine. This Engine's power is equal to double the power of some 2 Cycle Engines. It is made for Fishermen's use and expressly for Trap Skiffs and the large size Fishing Bullies. It is sold to Union Members at wholesale prices, all commission and middlemen's profits being cut out. We have contracted for the manufacture of 1000 of these Engines. We sell no engine but the "Coaker." We have them on exhibition at our wharf premises. We carry parts and fittings in stock. We will arrange reasonable terms of payment to meet the requirements of men unable to purchase for cash. WE GUARANTEE THE ENGINE. Write for particulars and terms, applying to Chairmen of F. P. U. Councils concerning this Engine. We confidently recommend the Engine as being of the very best make and material, of being exactly what is needed for the Fishermen's use and GUARANTEED TO GIVE SATISFACTION. It is above all durable, simple and capable of doing heavy work; it is not a toy engine. The Engine starts on Gasolene, and when started, operates on Kerosene oil. The very latest improvements on Motor Engines will be found on the "Coaker." We have sold 200 of these Engines the past spring and all are giving splendid satisfaction. No other firm can sell you a similar engine. We possess the sole rights to sell this Engine in Newfoundland. The man who buys a "Coaker" Engine from us saves \$50 on a 6 H.P., \$80 on a 8 H.P. and \$40 on a 4 H.P. Engine. We have the 4, 6, and 8 H.P. Engines on exhibition at our premises. We also sell 12, 16 and 24 H.P. "Coaker" Engines, all 4 Cycle make. We also sell 2 H.P. 2 Cycle Engines for small boats. This 2 H.P. Engine is fitted with a Kerosene adapter. No agents will be employed to sell these Engines. We will do our work through the Councils of the F. P. U. Send along your orders for Spring delivery. For full particulars, prices, etc., apply to



8 H.P. COAKER.

A Motor Engine made for The Union Trading Company by the Largest Motor Engine Manufacturers in America is now available to the Fishermen.



4 H.P. COAKER.

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Up to the 15th June, we will deliver "POLARINE" Oil at the following prices:—

5 Gal. Can POLARINE OIL, Imperial Measure, for \$3.60. Original Price, \$4.50.

2-5 Gal. Cans POLARINE OIL, Imperial Measure for \$7.00. Original Price, \$8.80.

This is strictly Non Carbon, Non Freezing Oil and is strongly recommended for Motor Cars and Motor Boat engines.

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 "We consider "Polarine" Oil to be the best and most suitable for our engines and recommend it to our customers."
 (Signed) N. Ritcey, "MANAGER."

From Swim Bros., Fish Merchants.
 We have used all kinds of Cylinder Oil in our Motor Boats and are now using "Polarine" which gives us better satisfaction than any oil we have ever had.
 Yours truly, (Sgd.) SWIM BROS.

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