

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

# THE MAIL AND ADVOCATE.

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

Vol. II. No. 32.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, FEBRUARY 9, 1915.

Price:—1 cent.

## Kitchener Gets Blank Check From House Of Commons To Meet Military Expenses

London, Feb. 9.—For the first time in two hundred years Britain to-day invited the House of Commons to give it a blank check for army purposes. This virtually is the effect of a new precedent set up by the introduction of army estimates without details and without aggregates of expenditures and when Parliament has voted the nominal sum of 1,000 pounds sterling under each of 15 groups of expenditures it will have voted supplies without limit for any army of 3 million men to be accounted for when the war is over.

## War Cost Less Than Estimated

London, Feb. 8.—The naval estimates, issued this evening, ask Parliament to vote for an additional force of 32,000 officers and men. This would bring the total personnel for the present year up to 250,000. Concluding his speech on the Army estimates, Mr. Tennant, Parliamentary Secretary to the War Office, said: "I shall make no forecast of the duration of the war, but I am convinced that not a single member of this House is dependent; that there is not a member but is determined that there shall be only one issue, and that the Allies shall dictate terms of peace."

## Original Appropriation Not Yet All Expended—Deputy Votes Sum of \$200,000,000 More.

Paris, Jan. 28.—The Chamber of Deputies has adopted a bill increasing by 1,000,000,000 francs (\$200,000,000) the issue of Treasury bonds, which limits the amount to 3,500,000,000 francs (\$700,000,000). It also provides for the issuance of short time Treasury bonds.

## War Cost Less Than Estimated

London, Feb. 8.—Winston Churchill, First Lord of the Admiralty, refused in the Commons to-day to disclose the result of the investigation made by the Admiralty into a report mentioned in the Commons last week by Mr. Stewart, that a German submarine operating in British waters, had received fresh supplies of fuel oil from a vessel direct from a British port. He said it would not be in the public interest to make this known. The export of fuel oil from this country was prohibited, the speaker declared.

## All Positions Are Maintained Say The French

Paris, via St. Pierre, Feb. 8 (official).—From the sea to the Dnieper, artillery duels were quite violent. In the Cuiabry region, west of La Basse, at southwest of Carceny, we have succeeded in a raid on a German trench which has been captured by a mine, and of which all the defenders were killed or captured.

## All The German Grain Is Seized

Rotterdam, Feb. 8.—The Courant learns that the German War Grain Company, an organization, the purpose of which is to acquire all the available grain in Germany and store it until next May, has seized over 3,000,000 tons of grain.

## Vienna Ravaged By The Smallpox

London, Feb. 8.—A terrible epidemic of smallpox is sweeping Vienna, the Amsterdam correspondent of the Exchange Telegraph Co. wires: Emperor Franz Joseph and members of the court are reported to have fled from the city to the Imperial Palace at Schoenbrunn.

## Hockey Postponed

The Vic-Pelidian hockey match did not take place last evening, owing to the soft condition of the ice. It will be played as soon as the ice hardens.

## Cruiser Blucher Was Nothing But German Blunder

Laid Down on British Misinformation Supplied When Invincible Class Was Building.

London, Feb. 8.—Count Reventlow, writing on the naval battle for the Berlin press, and referring to the fact that the Blucher was not a battle-cruiser, discloses the blunder made by the German naval authorities when she was laid down. "The Blucher," he says, "was laid down when the first British so-called dreadnought cruisers of the Invincible type were in course of construction. The British Admiralty intentionally published false news about the measurements of the guns of these ships, especially the statement that the Invincible type would have a displacement of only 15,000 tons. Thereupon the plans of the construction of the Blucher were settled upon the basis of a displacement of 16,000 tons."

## Possible Total Of Italian Army Is 3,000,000 Men

Paris, Feb. 8.—The Italian Parliament is expected to vote authority to the Cabinet to take any action in regard to the war it may deem necessary at any time, says a despatch from Rome to the Petit Parisien. All members of the reserve who have not already been summoned to the colors "for manoeuvres" have received notifications to hold themselves in readiness at any time. It is stated that Italy's army could be brought to a full war strength of 3,430,000 at any time within forty-eight hours.

## Woes Of Persia Thru Invasion By The Turks

Chicago, Feb. 8.—Atrocities that Turks and Kurds in Persia are inflicting on Christians, who fall into their hands are related in a letter from a Persian woman at Urma to her husband, A. E. Watada, who is here. She says: "Persia is all sorrows and tears. We are in the great struggle. We have been almost in the hands of enemies. Kurds and Turks are mobilized against all Christianity. Just recently a great army of Kurds came and burned many towns in the State of Urma and killed many Christians. Women and children were insulted and killed and many were taken prisoners."

## Russia Gives Canada Order For Many Rifles

Quebec, Feb. 8.—The Ross rifle factory has contracted to furnish the Russian Government with 3,000,000 rifles during the next two years. It will also supply England and Canada with 500 rifles per day simultaneously.

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## COST FOLK OF THE WEST A LARGE SUM

Western Star Says Herring Fishers Were Prematurely Scared Away by Reports of Ice

## DEPARTURE MEANT LOSS OF \$30,000

Which Would Have Been Spent in Bay of Islands Had Vessels Remained—Reliable Ice Reports Needed

Some thirteen vessels seeking herring cargoes were frightened away from Bay of Islands in the early part of January without having secured full cargoes, and at a time when herring reports relative to approaching drift ice, so says The Western Star. A message was received from Daniel's Harbor, saying that the ice pack was moving rapidly to the westward; just about that time a vessel leaving here ran into some light slob ice which had made in Port au Port Bay. The captain, not knowing where the ice came from, took it to be the northern floe. He ran back to Woods Island and reported accordingly.

## 29 U.S. Vessels Were Engaged In Herring Fishery

Took Over 50,000 Barrels of Herring From The West Coast During Last Fall's Voyage.

## First Baby Girl Born In Family In a Century

Stork at Last Leaves a Daughter With the Cunninghams, of Texas.

## 28 British Transports Landed a Day

Everything Works Like Clockwork at the Base Where the British Entertain for the Front

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## Why The Dutch Keep Their Army With The Colors

Fear Germans in Retreat Will Violate Their Neutrality and Must be Fully Prepared.

London, Feb. 8.—A special cable to The London Daily Express from The Hague says: "Much interest has been aroused in diplomatic circles by the statement made by the Dutch Prime Minister, in reply to the Dutch Socialist leader, that it is necessary for Holland to maintain her army on a war footing. Many persons are asking, 'what did the minister mean?'"

## Switzerland Holds up German Lead Supplies

Big Quantity of Metal Much-Needed in Germany Collared by The Swiss.

Amsterdam, Feb. 8.—Fifty-five trucks of lead consigned to Cologne have been detained at Chaisso, the first station across the Swiss border from Como, Italy, since January 25. The metal, of which Germany is reported to be greatly in need, is believed to have been purchased in Italy from agents who imported it into that country.

## FISH EXPORTS OF NORWEGIANS

The following comparative figures of Norway's export of codfish were posted at the Board of Trade rooms yesterday:

Into Santander, for the year 1914—25,245 qts.; for the year 1913—37,271. Decrease, 12,026.

Into Bilbao, for the year 1914—90,040; for the year 1913—104,690. Decrease, 14,650.

Average price, 54 to 56 pesetas. Exchange, 25.10.

## Must Make Up 76,000 tns. Food For Belgians

Food Supply for Destitute Entirely Inadequate and Thousands are Now Starving.

New York, Feb. 7.—A shortage of 76,000 tons of food for the relief of the Belgian refugees must be made up within the next three months by the commission for relief in Belgium or many people will perish. Vice-chairman Lindon W. Bates has announced to the relief committees throughout the United States.

## Russians Hold Over Half a Million Germans and Austrians Prisoners

Petrograd, Feb. 8.—More than a half million German and Austrian prisoners are now in the hands of the Russians, according to a statement issued by headquarters, which contradicts the recent German statement as to their losses.

The statement declares that the Russians now hold 1,476 German officers and 173,824 men prisoners, and 3,621 Austrian officers and 410,257 men.

It is stated that more than 50,000 Austrians have been captured in the fighting last week.

## Turkish Invasion of Egypt Promises to End in Fiasco Many Their Men Surrender

London, Feb. 9.—The Official Press Bureau has made public an official despatch received from Cairo which states that the Turkish army is in full retreat Eastward. There are no enemy forces within 20 miles of the Suez Canal except small scattering rear guards.

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The commission here was apprised of the inadequacy of the food supply by a cable message from London, which read:

"The commission is actually short in the department for the feeding of destitute Belgians, 21,000 tons for February, 25,000 tons for March, and 30,000 tons for April."

"The enforced transfer of food from the department for provisioning those who can still pay something for rations during these months is bound to eat into its provisioning capacity seriously."

"There are now 1,400,000 destitute, and the actual cost of administering and supplying the canteens for the destitute now is \$2,800,000 per month. The number of the destitute daily increases."

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Absolutely pure, cleansed by the waters of Windsor Lake.  
Study economy and buy our brand packed in 2, 5, 10, and 30 lb. wooden boxes.  
Try our Shredded and Tinned Codfish made ready in a moment.  
Packed only by  
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Feb 2, 1915

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## THE TRAGEDY OF THE LOST

In Almost Innumerable Cases it is That of Lost Homes, But Big Numbers of Soldiers Unaccountably Disappear

Now that the Allies lines appear capable of withstanding the most terrific onslaughts with an impregnable barrier of trenches from Verdun to the sea people in the North of France, with confidence restored, begin to pick up the threads of life's ordinary business. Even within the zone of incessant cannonading they are ploughing land from which they fled some months ago with a conviction that they should never possess it again.

The lawns of villas and chateaux that are but smoke-blackened ruins are being mowed; farmers begin to re-erect their barns; the debris is being removed from gardens; life begins to trickle through deserted villages; shops are opening.

As yet the railways carry practically no civilian traffic into the department of the Nord or Alsace or the Casse de Calais, but the highways daily show an increasing number of home-returning refugees, not all, of course, determined to get back to a region still so dangerous as Lille towards which, a week ago, I saw a professor trudging along the road from St. Pol. He had the idea that his classes might be reopened, and was waiting only to be at the end of the road, but he was never yet in Lille.

**The Evacuees.**  
When Lille, Lens, Douai, Valenciennes, Cambrai, Landreies, St. Quentin, and Laon are cleared of the invader their old populations will go back in a torrent. Meanwhile a great many of the people returning from the coast, buzz about the edge of the fighting zone like bees come back to a smoking hive. They are prepared to take all sorts of hazards to get within sight or knowledge of their abandoned homes; and little wonder for most of them have very urgent business there.

In our insatiable appetite for "hot news" for daily accounts of a struggle that has for months settled down into a monotonous series of trench engagements which would offer few opportunities to the inspired pen of the correspondent even if he were allowed to see them the tragedy of invasion for civilian people attracts quite inadequate attention.

**From Abandoned Towns.**  
Besides the enormous bodies of French refugees and territorialists who are not near the fighting line at all, but in masses for hundreds of miles behind it—an astonishing evidence of what France has still to draw upon in men—there are between the trenches and the English Channel so vast a number of idle civilians of fighting age that one wonders what it means. For the most part they are natives of the invaded districts and in German hands—quintessential artisans and industrialists generally—whose ordinary work if they could only get back to it, would be regarded as a fair equivalent for soldiering.

When the enemy poured down the edge of France these men, to prevent their being captured and sent as prisoners to Germany and so lost irrevocably to the French side, were ordered to evacuate immediately. There was at the time no conception of the lengths to which Germanic methods of terrorization would go in the case of a civilian population and the men left their wives and children at home.

**The Search.**  
They have never heard of them since. From the districts still occupied by the enemy comes no intelligence of how the women and children



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Globe-Wernicke

left may be fearing and all along the rear of the battle is this pathetic host of husbands and fathers waiting till the tide of conflict rolls back and they may get in touch again with their people. They haunt the high roads with the hope of meeting someone new escaped from their native town or village; they hang about railway stations, searching for acquaintances; their mental anguish is greater than that of those who know themselves finally bereaved.

Many of them are colliers and railway men; the former squat in the universal collier fashion on the side of streets in places like Amiens, Abbeville, or Montreuil, released from any immediate call on them as soldiers since they have for weeks been hopelessly expected to get back to their pits immediately and men working pits in France just now are needed almost as much as trenches; the latter as guards, stokers, and drivers—most of them coming from Lille and Valenciennes—spend four-and-twenty hours a day on trains and stations, and at every stopping-place pursue a hopeless kind of quest for cottages from home.

**Lost Soldiers.**  
Apart from the civilians thus lost to sight for months, France endures a hardship we do not much experience in Britain, in the disappearance of soldiers—men and officers, whose fate and whereabouts their friends are unable to discover. Simply, they are lost.

They have not been heard of from the day of mobilization. They are not on the list of casualties or prisoners; they are not with their regimental units, the presumption is that the French soldier once he is in the field, he is so scrupulously looked after at all times as the British, of whom comparatively few have thus unaccountably disappeared.

Greatly influential people have moved heaven and earth to get news of French officers who in this way seemed to have marched into oblivion; many of them old and gallant campaigners, but the mystery of their loss remains, and perhaps may never be followed.

There has been much complaint about such cases in France, and also about a persistent inefficiency in the field post office departments. To have letters forwarded to, or taken from British trenches with almost the precision of peace-time has proved easily within the power of our postal and transport authorities; it is a vastly more difficult problem in the case of an army so great as that of General Joffre, and countless wives are complaining that they have had no communications from their husbands since the war started, or that their letters or parcels for their men fail to reach them.

Not death nor wounds are war-time's only agonies; perhaps as great are those domestic tragedies like some of these.

## SOUND POSITION OF THE OLD BANK OF NOVA SCOTIA

The fiscal year of the Bank of Nova Scotia ended on 31st December, and its eighty-third annual statement appears in this issue.

As usual it exhibits a unique position of strength, for the quickly convertible assets, comprising cash, bank balances, investments and call loans, total \$40,222,412, which amounts to no less than 84 per cent. of the Bank's liabilities to the public; of this, 29 per cent. is in holdings of cash alone.

The total resources of the Bank, \$48,839,100, are \$8,616,688 in excess of the purchase of the Metropolitan Bank last November in addition to an increase of \$3,900,000 in deposits.

The profits for 1914, like those of the other large banks reporting at this time, are smaller than in 1913—\$1,296,116 as compared with \$1,210,774—for the strengthening of cash reserves made necessary by the unusual financial situation, means a sacrifice of profits.

The Bank paid its usual dividend of 14 per cent.; contributed \$37,433 to the various Patriotic Funds in Canada, Newfoundland and Jamaica, and the Fund raised to provide for the families of our Newfoundland seafarers who lost their lives in the disasters of last March; contributed \$50,000 to the Bank's Pension Fund, and \$100,000 to the Reserve Fund.

This sound old institution easily holds its strong position, and sets an enviable example of preparedness, despite the financial stress of war-times.

## FREE TO BOYS AND GIRLS

Watches, Printing Outfits, Cameras, Footballs, Fountain Pens, etc., etc., for selling 25 of our Beautiful Art Pictures, size 16x20 at 20c. each. Write for some today. Address GOLD MEDAL ART CO., P.O. Box 68, St. John's.

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## Wonderful Results From the A. I. C., The World's Cure

The remedy discovered at far Labrador has given relief to many a sufferer; hundreds testifying of this great remedy. Another gives her testimonial from the City.

**Couldn't Eat a Half Meal.**  
St. John's, Oct. 12, 1914.

I have been troubled with indigestion for a number of years, in fact I have been so bad I couldn't eat half a meal of anything.

A friend advised me to try A.I.C. and one half pint bottle cured me. I couldn't believe I could be cured in such a short time and now I can eat anything, and food does not trouble me in the least. I think I am perfectly cured, I haven't felt indigestion this month.

I recommend this medicine to all sufferers from indigestion. You are at liberty to use my name, and anyone not believing this statement can write or consult me personally.  
MRS. GEORGE WELLS,  
St. John's.

Sold at St. John's by M. J. Malone, M. Kent, Walter Gosse, J. C. Ryan, J. Healey, C. P. Eagan, Soper & Moore, Wholesale Agent.  
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The Mail and Advocate Weekly Edition, the best advertising medium in Newfoundland.

## COAKER ENGINE CAN'T BE BEATEN SAYS FISHERMAN.

Mr. W. F. Coaker, M.H.A.  
Dear Sir,—Just a few lines concerning the Coaker Engine that I purchased from the U. T. Co. this spring. I have used this engine all the summer without any trouble or difficulty; it really works like a clock.

We had our traps twelve miles from the schooner and that engine used to go there twice a day for a month, making its forty-eight miles a day back and forth, and used to tow another trap boat with her, which made a difference of about seven miles in forty-eight, so she actually ran fifty-five miles per day while at Belle Isle. At Mugford's Harbor she averaged about thirty-five miles a day from the 14th of August to the 10th of September. I would not change this engine for any other six horse power engine on the market, either for speed or simplicity of operation. I passed motors this summer up to nine horse power. I haven't seen one to go with her this summer. I advise all who want a good strong and reliable engine not to refuse the Coaker Engine, for she is certainly the best on the market.  
ELIAS KEAN.

## For Sale! Motor Boat F.P.U.

Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his cruises North. Boat is fitted with a 27 h.p. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.  
She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Nineteenths of the fuel consumed by the engine is Kero oil.  
The reason for selling is, the boat is not large enough for the purpose she is now used for. The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses. Apply to

**W. F. Coaker.**

## Brass Bedsteads

OUR designs this season in Brass Bedsteads not only achieve a new standard of attractiveness but afford a greater variety for selection than ever before.

Single, Three-quarter and full size Brass Bedsteads in bright and dull finish, and in a great many different models of unusually graceful proportions are on view in our extensive showrooms. All can be fitted with A 1 quality Spring Mattresses where required.

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- 200 Brls. No. 1 Wagner APPLES.
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- 75 Cases Val. ORANGES.
- 50 Cases Small ONIONS.
- 300 Bags Small BEANS.

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Write for a dozen at once. We trust you. Pay us when sold. Do not delay, as we only appoint one or two boys in each town as agents.

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WAR NEWS AGENCY.

## SURVIVOR MAD SEAFORTH CHARGE TELLS OF FOILING THE GERMANS

Enemy Had Machine Guns Planted on a Commanding Hill And Was Bringing Up Heavy Artillery But Seaforths Got There First—How a "Forlorn Hope" of Scotch Bravely Went to Sure Death, Only Four Escaping

### HEARTENING EFFECT OF THE SCOTCH PIBROCH

Seaforth Highlander writing home of his experiences, tells the following story:—

My wound feels quite well again now, and they tell me that in a fortnight I'll be fit to go back to the fighting line. So as I mayn't be so lucky as to get only a wound next time, but maybe I'll get knocked out altogether, I thought I'd try and write a bit about what my regiment, the Seaforths, has done at the front when I was with them.

Every Scotsman is proud of the Seaforths. And if a Seaforth may say it without seeming boasting, no regiment has upheld old Scotland's honor more bravely during these awful months than the Seaforth lads have done.

After I wake from sleep with a start, thinking I hear our war slogan singing again in my ears as we rush towards the German trenches, often I see in a dream the form of gallant Capt. Methven outlined against the sky, within point blank range of the German rifles, as he waved us on to the charge.

And there is another scene that often comes to match it and a man on my other side had an arm broken by a bullet that bounded off something before it hit him, so altogether things weren't very healthy.

**Raked by Machine Guns.**  
When morning broke the firing got a great deal hotter. The Germans had occupied a hill that commanded the British lines beautifully, and they'd got a whole lot of machine guns up there. As a general rule the Germans can't use rifles for nuts, but in they work machine guns like a fireman with a hosepipe.

We lay there in the trenches doing our little bit as best we could, and presently the word went round, that the Germans had got a lot of big guns, at a place there or four miles off, and they were bringing them to that hill as hard as ever they could go.

Well, it would have been clear to the biggest rumbull living that once the Germans got a row of big guns on to that hill it would be all up with poor little us. They'd be able to bang us to pieces at their leisure, and they'd be able to hold that hill for a month of Sundays if they wanted to. It commanded the plains for miles on every side, you see. We hadn't been turning this over in our minds for more than a couple of minutes when we got the order to go and take that hill.

"We'll have to look sharp about it," says our captain, "or their artillery will be there before us."

We were up in a moment, and away we went. We had to cross a couple of meadows that had got about as much cover as you'd find on a football field, and the air was simply sizzling with bullets. We went forward in short, sharp dashes, and every time we got up to rush on again we left men kicking and moaning on the ground. At last we got to a bit of a hedge, and then we lay flat and rested for a minute or two.

We'd want all our wind for the rush up the hill three hundred yards ahead.

**When the Pibroch Calls!**

"Come on, my lads!" shouts the captain suddenly. "Stick into them." We were on our feet in a flash, bayonets fixed. God! how the bullets shrieked at us. It was like a great hurricane of death sweeping down the hill. All at once close beside me I saw a chap with the bagpipes slung across his shoulders. Strange, but I hadn't noticed him till now. It was Piper Maclean, and he was going to pipe us right up that hill of Hell!

"At 'em, boys!" yells Maclean in Gaelic. Then he struck up our war slogan, "Caberfeidh." An icy shiver ran up my spine right into the roots of my hair as the first wild notes rang out, and then I was all on fire. Talk about men possessed with devils. If you'd seen us at that moment you wouldn't have known us for ordinary kilties, I'm certain sure of that!

"Caberfeidh!" was yelled again, and up the hill we tore. I wonder if most men during a bayonet charge feel as I felt them! My feet seemed to have got wings; my hair and beard—I hadn't shaved for two months—seemed bristling with fury; and I heard myself swearing at the top of my voice!

Bullets! I cared for them no more than flies. If a score had gone through me at that moment I don't believe I'd have felt a pinprick of pain. The keen shining bayonet at the end of my rifle struck me as the beautifullest thing I'd ever seen, and I was simply mad to sheath it in human flesh!

**At The Top of the Hill.**

We had reached the top of the hill now. For a moment the bullets flew so thick that they seemed like a solid wall that we'd got to fight our way through. Of course, one couldn't see anything, but the sound gave you that idea. And then above the banging and coughing, and whirring of rifles and machine guns rose once more the wild, mad music of the pibroch, and like tigers we bounded forward.

Our gallant captain was the first to reach the trenches. It came to me afterwards that he'd kept his head and wasn't half daft like the rest of us. For a moment he stood poised on the breastwork of mud, within point-blank range of a score of rifles. He just gave a fierce, proud smile, and waved his sword. Then as we surged forward with a yell he toppled backwards shot through the heart.

I won't say much about what happened after that. The thing's too terrible to write about in cold blood. Your bayonet goes into a man as easily as sticking your finger into a pot of jam. . . . We were as red-handed as butchers when we'd cleared those trenches. When the Germans came into sight with their artillery they were mightily surprised at the fire we turned on them. They'd got the idea, I believe, that the hill was impregnable, but they'd reckoned without the Seaforths. Still, sometimes I doubt if we'd have taken the position at all if it hadn't been for the pibroch. A Scottish regiment would storm hell itself if it heard the bagpipes playing. All honor then to Piper Maclean for the work he did in that charge!

**Going To "Certain Death."**

"There's all the difference in the world between charging in a body to the sound of the pipes and charging in meagre numbers with only the song of the bullets to listen to. At least I found it so.

The way I took part in the second kind of charge came about like this. The Germans were occupying a line of trenches right in front of our position. We'd got to get hold of those trenches somehow and the only way to do it, seemed to be by attacking them in front and while the Germans were doing all they could to keep us out, attacking them heavily on the flanks with another force.

Two sections of our regiment—44 men in all volunteered to make the frontal attack, which was to be, you understand, a sort of feint.

Don't imagine for a moment that there were only 44 of the Seaforths willing to face the risk. Why, when the call for volunteers was made, half the regiment wanted to go. But as the commanding officer knew how precious few of those sent would come back, he just despatched the 44 of us. Naturally he didn't want more men to be killed than was necessary.

The facts hadn't been disguised from us at all. We knew our mission

meant almost certain death for every man in the sections. But I'm proud to say our hands didn't tremble when we fixed our bayonets and prepared to make our advance.

The one section was under the command of Serjt Cameron and the other had Acting Serjt Stornach in charge. No finer or braver soldiers have ever lived than those two men.

**The Grip of Dread.**

Before we'd got a dozen yards the Germans knew we were coming. There wasn't cover enough to shelter a rat, let alone a man, and as we came dashing across the open towards the trenches they poured a withering fire into us. Men went down in all directions, just like ripe apples when you shake the trees.

That grand god-like sort of feeling which I had during the charge I told you of, didn't come to me now, though I prayed all I knew to get it. It was the scream of the pipes I missed and the yelling of a mass of men on each side of me. A fellow just in front of me had his head blown away and just for a moment my belly seemed to be sticking to my backbone, and my knees turned all to a jelly. But I roared out "Caberfeidh" and a chap behind me let out a slogan at the same instant, and then I knew I wasn't charging all alone, as I'd thought for the second I was. A bullet laid my cheek open, and that and the shout behind me drove me on like a spur and I dived forward into the smoke and crash of the trenches.

For a moment I could see nothing and then I made out Serjt Stornach and Private Finnigan, back to back knocking down Germans in all directions. A great heavy fellow fired at me, but I got him through the throat with my bayonet. I noted another chap cut off the path and tried to fight my way to these two brave lads. But I hadn't got more than a couple of yards before something seemed to hit me a tremendous thump between the shoulders. I fell face downwards in a pool of blood and didn't remember any more till they were lifting me to the Red Cross wagon.

I heard afterwards that when the flanking forces reached the trenches, they found Stornach and Finnigan still alive and fighting. How they escaped being shot to pieces is a mystery to me.

I'm glad to say that the trenches were captured at last, but of the 44 men of the Seaforths who had made that frontal dash only four answered the roll-call. The rest of us were all either wounded or dead.

### TALK IS CHEAP—

Advertising is also very cheap, if carried in the right medium. The Mail and Advocate is the Can't Lose paper now. Must be true. Everybody's talking. It's not the price you pay but the returns you get.

### STEBAURMAN'S OINTMENT

Mr. L. Stebaurman.  
Dear Sir,—I was suffering for the past eight months with a sore leg and during that time was treated by several doctors, but all to no avail. I was recommended to you for treatment and after using your remedies, I was made a perfect girl.

Yours truly,  
R. WEIR,  
Petty Harbor.  
Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00—Oct 23, 2w  
Cash Must be Sent With Order.  
P. O. Box 651, or 15 Brazil's Square.

## TENDERS.

Tenders has been extended until Thursday next, Feb. 11th, included for Stock in trade of Jackman The Tailor Ltd. Tenders may be made for the whole stock or suits and clothing, Tailors Trimmings, Hats and Caps, Boots and Shoes, Gloves, Collars, Ties, Suspenders and general Gent's outfitting, etc. Undersigned is not committed to accept the highest of any tender. Stock can be inspected each day from 9.30 a.m. to 6 p.m.

P. C. O'DRISCOLL, Liquidator.

### Tailoring by Mail Order

I make a specialty of Mail Order Tailoring and can guarantee good fitting and stylish garments to measure. A trial order solicited.

Outport orders promptly made up and despatched C.O.D. to any station or port in the Island, carriage paid.

**JOHN ADRAIN,**  
MERCHANT TAILOR,  
ST. JOHN'S.  
(Next door to F.P.U. office.)  
Jan 20, tu, th, sat

## RED CROSS LINE.

### INTENDED SAILINGS.

From New York: STEPHANO, Feb. 3rd.  
From St. John's: STEPHANO, Feb. 10th.  
Passenger Tickets issued to New York, Halifax and Boston.

### FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

	1st CLASS		2nd CLASS	
	Single	Return	Single	Return
To New York . . . . .	\$40.00	\$70.00	\$15.00	
To Halifax . . . . .	20.00	35.00	9.00	
To Boston (Plant Line) . . . . .	29.00	51.00	18.00	
To Boston (D.A.R.) . . . . .	30.00	51.00	18.00	

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

**HARVEY & COMPANY, Ltd.**  
Agents Red Cross Line.

## The Elite Tonsorial Parlor,

Prescott Street, near Rawlins' Cross,  
**F. ROBERTS, Proprietor.**

Mr. F. Roberts, of the Elite Tonsorial Parlors, begs to announce to his many patrons, that he has installed the very latest Massage machines for face and hair; also that he will carry full assortment Choice Cigars, Cigarettes and Tobacco.

On and after to-day the Parlors will be open each weekday from 8 a.m. until 11 p.m.

## Write For Our Low Prices

- Ham Butt Pork
- Fat Back Pork
- Boneless Beef
- Special Family Beef
- Granulated Sugar
- Raisins & Currants

All Lines of General Provisions.

## HEARN & COMPANY

St. John's, Newfoundland.

## WHITE SALE

Space will not permit us to give the price of all the WHITE GOODS that we have Reduced. Call and inspect, it won't cost you anything.

- | INFANTS & CHILDS                  | LADIES'                           |
|-----------------------------------|-----------------------------------|
| White Lawn Pinafores from 10c.    | White Lawn Blouses from 60c. up.  |
| White Lawn Petticoats from 35c.   | White Underskirts from 75c. up.   |
| White Cambric Drawers from 35c.   | White Camofoles from 25c. up.     |
| White Robes from . . . . . 95c.   | White Chemises from 50c. up.      |
| White Dresses from . . . . . 39c. | White Knickers from 75c. up.      |
| White Bibbs from . . . . . 5c.    | White Night Dresses from 85c. up. |
| Embroideries, assorted prices.    | Towels from 5c. up.               |
| Insertions, assorted prices.      | Side Board Cloths from 11c. up.   |
| Laces, Torchon and Linen          | Bed Vanance from 11c. up.         |
| Robe Lawn from . . . . . 29c.     | Marcella Quilts from \$1.75 up.   |
| Victoria Lawn from . . . . . 41c. | Table Napkins from 8c. up.        |
| Nainsook from . . . . . 16c.      | Table Damasks from 25c. up.       |

Outport Orders Carefully Attended To

## NICHOLLE, INKPEN & CHAFE Limited.

Agents for Ungars Laundry & Dye Works,  
Halifax, N.S.



# HOW BRITISH CAPTAIN AND HIS CREW RESCUED SHIP FROM GERMANS

"Southport" Was Caught at a South Pacific Island by the German Warship "Geier"

GERMANS DISABLED THE SHIP'S ENGINES

Thought They Had Her Safely Bottled Up But the Britons Repaired their Engines and Got Away With Ship

THE Imperial Merchant Service Guild have recently received the following details from their members, Captain A. Clopet, Chief Officer Mr. C. Dodd, and Second Officer Mr. V. Shears, of the S.S. "Southport" of Cardiff, which after being captured by the Germans they recaptured and brought safely into the port of Brisbane from a remote island in the South Pacific. The case is one more indicating the resource and intrepidity of our merchant seafarers:—

The S.S. "Southport" left Auckland on the 12th June last to load a cargo of phosphates for the Pacific Phosphate Company, calling at Ocean Island for orders. The voyage was uneventful and the steamer arrived at Ocean Island on the 23rd, and after receiving orders proceeded on the 24th for Nauru, and arrived at that

port the following day. The Manager of the Phosphate Company sent information to the Captain that loading had been delayed on account of boisterous weather, strong currents and the exposed position of the Island, and as there was a considerable amount of tonnage to be dealt with before the "Southport" she would not be needed for loading purposes for some time.

**Wait for Orders**

Under the circumstances, the Captain decided to put into the port of Tarawa, Gilbert Islands, where further orders would be conveyed to him by other steamers awaiting their turn to load at Nauru or Ocean Islands. Thus they could lay to an anchor and save coal and other expenses, in preference to keeping the open sea against the strong prevailing easterly currents.

The "Southport" returned to Nauru on July 28th, where the Captain found that during his four weeks absence only some 450 tons had been loaded, and that there remained a balance of about 13,000 tons to be shipped before the "Southport" would be required. In order to put in the time as economically as possible, the Captain then decided to hear up for Kusaie, the most easterly of the Caroline Group (Germany) where the conditions in every respect appeared to be better than at Tarawa. Arrangements were made with the Manager at Nauru for for-

warding loading orders by the S.S. "Germania," calling at Nauru and due at Kusaie on 28th August. The latter port was reached on August 4th.

**Caused Much Surprise**

The non-arrival of the "Germania" on her usual date caused great surprise, especially as her previous voyages had been marked by great regularity in this respect. As no news was forthcoming to throw any light on this matter it was decided to sail for Nauru on 6th September.

On the 4th, the Captain being ashore at the time, the German cruiser "Geier" and transport "Tsintau" of Bremen, arrived in the Harbor. Shortly afterwards a boat, manned by officers and sailors fully armed, put off and boarded the "Southport," and on the Captain subsequently arriving on board he was informed by the German officers that as war had broken out between England and Germany they demanded that the ship's papers should be handed over to them forthwith. All explanations as to the ship being chartered to load phosphates for Stettin were unavailing, the German officers' demands were acceded to and in a very short time engineers from the man of war arrived on board the "Southport" and commenced disabling the engines.

**Disabled Her Engines**

The four eccentrics of the medium pressure and high pressure engines and other parts connected therewith, and also the intermediate stop valve were removed. The following day the transport "Tsintau" came alongside and started transshipping coal into her bungalows until 6 a.m. on the 7th. On the same day a boat full of officers and men again boarded the "Southport" and mustering on the lower bridge a formal Act of Seizure was read over to the Captain of the "Southport" by the officer in charge appropriating the vessel to the Imperial German Government. At the same time the German Naval Ensign was hoisted, the German officers and men standing at the salute.

The Captain of the "Southport" was then instructed to take charge of the ship when he would be responsible for her to the Germans as well as for the discipline of the crew pending further action on the part of the Imperial German Government. It may be mentioned that it was only on second consideration that the Commander of the "Geier" decided not to sink the "Southport," as it had been brought to his notice that, owing to the non-arrival of the "Germania" with provisions, the "Southport" was running short of provisions and the crew were consequently faced with

starvation unless the situation was relieved.

**Had None to Spare**

The Commander of the "Geier" stated that it was impossible for him to send any provisions as they also had run short, but ultimately he sent four loaves of bread which falling anything more substantial were very welcome. At the same time he gave the Captain of the "Southport" an order on the King of Kusaie in the name of the Imperial German Government to supply the ship with such food as the Island produced. The "Geier" and "Tsintau" shortly afterwards took their departure, disappearing in a South-Easterly direction.

After their departure the Captain lost no time in consulting with the Chief Engineer as to the possibility of fixing up the engines in such a manner as to enable them to proceed to sea. The Chief Engineer expressed the opinion that this could be done and at once with his fellow engineers set about the work. On the 15th September the Chief Engineer reported to the Captain that the engines were ready, and steam having been got up it was decided to give the engines a trial spin that night. After two attempts the engines were started and stopped by the engineers after a few revolutions had been obtained and the Chief Engineer expressed himself as being satisfied with the result and that everything was as satisfactory as could be expected under the circumstances.

**Council of War**

The following afternoon the Captain held a council of war and requested the presence of the officers and engineers of the ship in his cabin in order to lay before them his scheme to recapture the steamer and bring her into an Australian port, Brisbane being the one selected if found practicable. One view submitted was that the vessel might remain in Kusaie until the end of hostilities when, in all probability an exchange of prisoners would take place between England and Germany.

To this the Captain pointed out that a considerable sum of money represented by the "Southport" was at stake, which at that moment was the property of the German Government, and if the attempt to bring the vessel to a safe Australian port was successful the capital represented in the ship would revert to the original flag. Thereupon the Captain's decision was unanimously agreed to by the officers present and on the following morning by all the members of the crew.

**Serious Problem**

The serious shortage of provisions now presented a very great difficulty. In anticipation of this the Captain had ordered some 400 lbs. of roots, which are used by the natives only when they are on the verge of starvation and in addition to this some 350 coconuts. These stores—if such they could be called—were ordered from and provided by the King of Kusaie, who was by this time aware that an attempt to escape was shortly to be made. These provisions were taken in a precautionary way, that is in the event of the voyage being a prolonged one, or if for any reason they had to take to the boats. As it was the voyage was made on short rations.

The skill of the engineers and the way they outwitted the Germans in connecting the engines up again is worthy of comment. The German engineers had left the two eccentric rods for the low pressure engine. One of these rods was placed in position on the ahead sheave of the high pressure engine, the other rod being utilised for ahead on the low pressure engine. Thus the engineers were able to work the engines on the compound principles, with the difference that they could only move in one direction, that

Reid's steamers Meigle and Argyle leave shortly for Basques to tow the S.S. Bruce along.



**HEAD OFF FIRE**

damage by having your property well covered by insurance. Then though flames do come you will not be ruined.

**WE CAN INSURE**

**YOU TO-DAY,**

but cannot promise for to-morrow. The fire that comes like a thief in the night may strike you before to-morrow's dawn. The man who takes chances of going without insurance needs only one lesson to teach him his folly. But it is a bitter one. Think of my low rates.

**PERCIE JOHNSON,**  
Insurance Agent.

is ahead, it being impossible to reverse the engines to go astern.

**Hard to Restart**

There was also great difficulty in re-starting the engines once they had been stopped as they were liable to get on the centre. Additional risk was experienced in getting under weigh as the Harbour of Kusaie is very small, there being hardly sufficient room for a steamer of this kind to swing. At the time of starting she was swung with her stern towards the entrance, and on one side they had the land and on the other a coral reef. The Captain had taken the precaution previous to heaving up anchor to buoy the channel.

When all was ready, with the assistance of warps the ship's stern was swung into the wind, and the anchor being hove just clear of the bottom her head started to pay off with the wind. Towards the entrance, as soon as she was squared up in the channel the telegraph was rung full ahead, and the last rope let go as soon as the

engine started. This was on the 18th September at 3.15 p.m. when they took their departure from Kusaie.

**Uneventful Passage**

The passage proved to be uneventful, but every precaution was taken and the lights were carefully screened up to 9 p.m. when all lights were put out for the remainder of the night. The Island of Christoval (Solomon Islands) was passed to the Westward on 23rd September and they arrived to the North East of Sandy Cape on 28th September when in reply to enquiries the S.S. "Westminster" reported the coast clear of the enemy's ships and a course was shaped for Brisbane where she arrived safely on 30th September.

So ends the story of this wonderful achievement told in the officer's plain sailorising language. Captain Clopet, his officers, engineers and men received an enthusiastic reception from the Australians who are always so quick to recognise such splendid work on the part of our seamen.

The following is an extract from the Brisbane "Telegraph":—

**RECOGNISING PLUCK.**

"His Excellency the Lieutenant-Governor this morning received at Government House, Captain Clopet, the commander of the steamer "Southport," which recently arrived in Brisbane, after escaping from the clutches of the Germans at Kusaie. The Mayor (Alderman C. M. Jenkins) escorted the gallant Captain to Fernberg. Mrs. Clopet accompanied her husband. Sir Arthur Morgan entertained his guests and expressed the admiration of British people for their skillful and plucky action."

His Excellency the Lieutenant-Governor has sent a full report of the case to the Secretary of State for the Colonies and also to the Governor-General. The Guild are informed in a later letter from Mr. Dodd, the Chief Officer, that the flag of the S.S. "Southport" was sold by public auction and the proceeds (£200) given to the Patriotic Fund.

## F. P. U. and U. T. C. Motor Engines For Sale

We have in stock a few

### F.P.U. (4 h.p.) and U.T.C. (6 h.p.) Motor Engines

Those Engines are 2 Cycle, made by Fraser. We sold scores of those Engines last year which gave splendid satisfaction. Those now in stock are fitted with Brass Kero Oil Adapters, and Carburetors with all fittings for running. They are the same make as the Engine installed in the F.P.U. Motor Boat and work splendidly with kerosene oil fuel.

We have no large stock of those Engines and will not again handle 2 Cycle Engines, having decided to sell only 4 Cycle Engines after our present stock of Fraser's is sold. These Engines are new; not second hand Engines. Union members can secure them at last year's prices and terms. Send along your order promptly.

### The Fishermen's Union Trading Co. Ltd.

Feb. 4th, 1915, 31d, 41w.

## BERRIES For Sale

For Sale a few barrels of good

### Partridge Berries

In air tight packages. Sent home for

### \$4.00 per barrel

### The Fishermen's Union Trading Co., Ltd.

## SOME CHALLENGE!

TIME TRIED **CAILLE PERFECTION** STORM TESTED

**The Trouble-Proof Engine.**

**PERFECTION WATERPROOF IGNITION SYSTEM.**

**No Coils—No Batteries—No Timer**

Only One Wire on the Whole System. The only safe equipment for boats that must be used every day. No danger of your engine stopping if caught in a storm.

**Advantages of Perfection Igniter.**

No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable.

Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

**Caille Perfection Motor Company**  
World's Largest Builders of 2 Cycle Engines

Photograph of Actual Test.

**F. G. HOUSE & CO., Columbus Building, St. John's.**  
Sole Agents and Distributors.

## Bargains in Dress Fabrics During Our Removal Sale

WHILE we were stock-taking we came across many ends of Dress Fabrics—such as Poplins, Serges, Alpacas, Faced-cloths, etc., and these we have marked at Special Sale Prices. Amongst the lot you'll find ends from 1½ yards to 7 yards; in material suitable for Women's and Children's wear and some especially serviceable for Girls' school dresses.

Call and examine them, you'll be sure to get an end to suit for almost any purpose and you'll get the benefit now of the REMOVAL SALE PRICES.

### In Addition

TO these ends we are offering splendid value in a Double width finely woven, smoothed-faced, soft finished, pure woollen, dress material, handsomely worked with a silk art-spray, in one, two and three tones. Colors: Pink, Sky Blue, Dark Green, Light Green, Navy Blue, Saxe Blue, Brown, Cream and Black. Original price, a yard, 70c. Sale price, a yard, **40c.**

ALL our fancy black Double width dress goods. Originally 90c, a yard, are now Removal Sale Price, a yard, **60c.**

HEAVY WOOLLEN Dress Serges suitable for school dresses. Colors: Navy, Saxe, Brown, and Dark Green. Double width. Original price, 70c. Removal Sale Price, a yard, **55c.**

SPECIAL VALUE in a smooth-finished, finely woven, dress fabric, with a self colored, small, shadow-check combined with an effective stripe. Colors: Mid Brown, Cerise, Navy, Saxe, etc. Original price, 80c. Removal Sale Price, a yard, **60c.**

WE HAVE a Special Botany Delaine—made of purest long-fibre, Australian wool, combined with silk—in a black, also a Navy Ground which displays with rich effect the full-blown, Pink Rose design, that covers the surface—29 inches wide. Splendid for making a Kimono, Wrap, or Dressing Gown. Values, a yard, \$1.00. Removal Sale Price, a yard, **30c.**

THE WORKMEN have commenced work on our New Modern Store in the West and daily the time draws on to our GREAT REMOVAL DAY, therefore we again invite you to come while our sale continues and share the benefits of our liberally cut prices.

You'll find every item as represented. Come and judge for yourself.

## Anderson's, Water Street, St. John's, N.F.

**"REMINISCENCES"**  
**LECTURE TOPIC**  
**S. P. WHITEWAY**

**Gave Interesting Address**  
**Last Night to George**  
**Street Gathering on Public**  
**Men, Ancient and Modern**

There was a large attendance at the basement of George St. Church last evening to hear Mr. S. P. Whiteway of the Methodist College start lecture on "Reminiscences," including an outline of the Newfoundland teachers tour in the Old Country.

Rev. N. M. Gay occupied the chair and introduced the speaker.

Mr. Whiteway took his audience back to Demosthenes, referring to his strenuous preparation to overcome his defects, which resulted in his great oration which pleased his people; also Asquith of present-day fame, who, by similar training, occupied a similar position in the British Empire, and earned from his political opponents the same commendation as Demosthenes did from his people.

**Empire Builders.**

Referring to Empire builders he spoke of Wolfe, Olive and Pitt who laid the foundation of our Colonial Empire, and to Nelson, Wellington and Brock who preserved it. The Empire thus began to expand after 1815.

The speaker referred to the shrines of these great men, and to Stoke Poges, where Gray's Elegy was written, and to Eton, where the original manuscript is deposited.

He also referred to his visit to the First Baptist Church at Leicester, where the celebrated Wm. Carey used to officiate from 1789 to 1793.

On a slab in the church in his famous motto: "Attempt great things; expect great things."

**Empire Defenders.**

His final thought was to the Empire, which is safe, because Asquith, Kitchener, Jellicoe, French are worthy successors of Wellington, Nelson, Pitt and Wolfe.

By request the solo, "Death of Nelson," was rendered by Mr. S. J. Tucker.

The pastor, on behalf of the audience, thanked the lecturer for his very able and eloquent lecture, the singing of the National Anthem bringing the evening to a close.

Tell your friends. After trying VICTORY FLOUR tell your friends what wonderful results you have had.—Feb.

**Fight The Enemy**  
**With own Weapons**

**"Modification" of British Practices on**  
**the Sea is Threatened.**

London, Feb. 8.—"The Declaration of London has not been ratified. It is not, therefore, of the same authority as an universally ratified code of law," Neil Primrose, Parliamentary Under Secretary for the Foreign Office, to-day told Admiral Beresford, in the Commons, in reply to a question.

Mr. Primrose added that, subject to certain modifications, the British Government was prepared to adopt the Declaration of London during the present period of hostilities, but in view of the recent German announcement of an intention to disregard the laws and customs of the sea, a further modification of British practice might be necessitated.

The Declaration of London, which is an international agreement governing the taking of prizes in naval warfare, was adopted at a Conference of the chief naval Powers of the world in 1908-1909.

**Body Arrives**

The remains of the late Judge Conroy arrived by yesterday's express.

The funeral takes place this afternoon from his son's residence, Allendale Road.

Rev. Jas. Donnelly, formerly P. P. Holywood, is returning by the Stephano accompanied by his two sisters.

The rev. gentleman has spent the past three years in a health resort in the United States. We regret to learn that his condition at present is serious.

Florida is now due from England, having left there on Feb. 2.

Patrols left Catalina last evening for St. John's.

S.S. Clyde is now on the dry dock undergoing her annual renovation.

S.S. Queen Wilhelmina sails for Liverpool at 5 p.m. The mail closes at 3 p.m.

The members of St. Thomas's Bible Class meet in Canon Wood Hall this evening at 8.15.

**Found Spies**  
**Among Nurses**  
**At Hospitals**

Two Americans, With German Sympathies Spied and Were Dealt With "Effectually."

London, February 8.—The Nursing Mirror, one of the organs of trained nurses in England, calls attention to the danger of spies masquerading as nurses, and adds that Lord Kitchener himself aware of this menace, had caused an investigation to be made at one of the Southampton hospitals some weeks ago.

There he found, according to this journal, that four women had been indiscreet in the matter, of discussing matters relative to the army. While they were not spies, they showed so little common sense that they were dismissed.

On the other side of the channel the state of affairs has been more serious. Two nurses were recently found to be out-and-out spies. Both were Americans with German sympathies, according to the Nursing Mirror, and both, it says were "effectually dealt with."

Just what this implies was not made clear.

At any rate, the agitation has resulted in a close scrutinizing of the record and antecedents of all prospective nurses, together with the enforcement of all manner of strict regulations at every hospital.

**Recruiter Returns**

Mr. I. C. Morris who was visiting the West and South Coasts in the interests of the Recruiting Committee arrived in the city last night.

**Old Comrades' Dance**

The Old Comrades dance takes place in the C.L.B. Armoury this evening.

The Committee in charge have spared no pains to make it a success and a pleasant time is assured all who attend.

**Slowly Improving**

Mr. H. B. Curtis, who was injured last week is slowly improving, but it will be some time before he is able to resume work.

**Narrow Escape**  
**Of Young Boys**

What almost terminated in another drowning accident occurred yesterday forenoon in Steer's Cove. A number of youths who were copying on the ice in the Cove fell through and only for the prompt assistance of Mr. J. Barrett would have fared badly.

**Tow the "Bruce"**  
**From P.-a.-Basques**

The Meigle and Home will leave here the first opportunity to tow the Bruce down to St. John's. The ice is now moving off and it is thought they may get away sometime to-night.

If you are not satisfied with the bread you are eating try VICTORY FLOUR and be satisfied.—Feb.

**Painful Accident**

This forenoon a man named Stephen King, of Spencer St., met with a painful accident in Goodridge's archway.

A cart laden with drums was coming down the archway jammed him badly. One of the wheels passing over his legs. He was carried to the Police Station and afterwards sent to the hospital.

It is not known whether his legs are broken or not.

**Annual Meeting**

The 109th Preliminary Annual Meeting of the Benevolent Irish Society will be held at St. Patrick's Hall this evening at 8.30 o'clock, at which nomination of officers for the coming year will take place.

By order,  
**T. P. HALLEY,**  
Hon. Secy.  
Feb 9, 11

**Annual Meeting**

The Annual General Meeting of the Shareholders of the Masonic Hall Joint Stock Company, Limited, will be held in the Masonic Temple on Monday, 15th inst., at eight o'clock, for the purpose of electing Directors, and the transaction of other business.

**WILLIAM N. GRAY,**  
Secy.-Treas.  
Feb 9, 21

**STEADILY MOUNTS**  
**THE GOODLY LIST**  
**OF VOLUNTEERS**

**Twelve Volunteered Yesterday, Making the Second**  
**Contingent Total 1052—**  
**More Needed**

Recruiting continues favorable but there is still room for more. Every young man who possibly can should offer his services.

We know of several who would gladly volunteer but for circumstances over which they have no control, but there are many others strong and athletic who have not yet responded to the call.

The following twelve volunteered yesterday, bringing the total up to 1052:

- Wm. A. Fanning, St. John's.
- Geo. F. O'Day, St. John's.
- Harold Sheppard, St. John's.
- Jos. Rodgers, St. John's.
- Jas. Baxter Stark, Grand Falls.
- Albert Haines, Jamestown, B.B.
- The name of Joseph Way of Bonavista H. was inadvertently omitted from yesterday's list.

Several received their kit yesterday, and all spent a busy day.

**ATTENDANCE**  
**AT OPENING**  
**WAS VERY GOOD**

The Night School under the direction of the Rev. Dr. Green and the Christian Brothers, opened last evening with an attendance of one hundred and five.

Twenty-three young men volunteered as teachers, but more are needed to carry on effectively the good work. We feel sure that it is only necessary to mention this fact, to have our young men to come forth to help.

**B.I.S. OFFICERS**  
**OF THE 'LONG AGO'**

Yesterday 109 years ago the constitution of the Benevolent Irish Society was adopted. The first officers elected were:

- President—Capt. Winkworth Tonge
- Vice-President—Lieut.-Col. John Murray.
- 1st Vice-President—Jos. Church.
- 2nd As. Vice-President—Lieut. John McKellop.
- Secretary—Henry Shea.
- Treasurer—J. McBriar.

**Norway Gives**  
**Certain Rights**  
**To Illegitimates**

London, Feb. 8.—The Odelsting, the legislative section of the Norwegian Storting, has passed a law giving illegitimate children equal rights of inheritance with those who are legitimate, according to a Christiania despatch to the Morning Post.

The inquiry into McGregor's fire finished lasted evening.

Schr. Lavergne cleared for Alcampo yesterday with 5800 qts. fish for Job Bros. & Co.

The Purita left Placentia at 4 yesterday afternoon, and is due here sometime this evening. No word has been received from her to-day.

**PICKED UP—The owner**  
**of a Locket, picked up yesterday,**  
**can have same on application to this**  
**office.—Feb 9**



**THE BEST IN MEAT**  
invariably finds its way to our shop. We are very particular in selecting our meats and our experience aids us in securing only

**THE PRIME MEATS.**

Place a trial order with us, and you will surely become one of our regular customers.

If you enjoy a savory roast of beef, you will find satisfaction in those that we sell.

**M. CONNOLLY,**  
Phone 420. Duckworth St.  
Jan 21, 1915

**Germans Mass**  
**2,500,000 Men**  
**For Big Effort**

Will Endeavor to Break Through Allied Lines Before Reinforcements are Brought up.

London, Feb. 8.—Colonel Rapington, military expert, in an analysis of the situation says: "In another effort to break through to the coast before the Allies have assembled their full strength, the Germans now have in the western theatre forty-seven army corps, about 1,800,000 men.

"We may expect more than 2,250,000 Germans at the front very soon, and behind these are the remaining reserves, untrained. What the Allies must prepare to meet is the replacement of first line troops by half prepared levies and the assembly at one or more points of a great mass of active army corps for a last decisive attempt to break through between Arras and the Oise. This is likely to be the front, and such an operation probably will begin in February or March.

"If there is no such advance, the Allies will act in their own time and altogether. So whether the Allies already have broken the German offensive or whether one more conclusive effort can be expected we can make up our minds to be easy concerning the result."

**Extent of Damage**  
**To the Mongolian**  
**Is Not Yet Known**

The extent of the Mongolian's damages is not yet known. Yesterday the steamer was resting in the mud and it was difficult to ascertain the extent of the damages. Yesterday afternoon it was reported that the steamer's damages would occupy several weeks to repair.

The cargo in the fore part of the ship was unloaded yesterday, as it was believed that when this freight was discharged the ship would float sufficiently to permit the diver making an examination of the damage.

The injury could not be ascertained yesterday.

Some of the passengers leave by this evening's express and others will wait to go later.

There is some opposition to the charges the Allan agents are making here.

**Sealing Voyage**

It is not yet definitely known how many steamers will prosecute the sealing voyage next spring. There is every indication that the voyage will be as prosperous as any yet engaged in by any of the steamers.

It is one thing to have Victory in your mind, we all pray for it, you can get a barrel in your house by ordering VICTORY FLOUR from your merchants. FRANKLIN'S AGENCIES LTD.—Feb 9

The Neptune leaves this evening for Sydney to load coal.

Sunday's outgoing express reached Port-aux-Basques at 3.50 a.m. today.

The Kyle left Port-aux-Basques at 9.05 a.m. today for N. Sydney.

The Gloucester leaves Placentia today for westward.

The local train reached town at 12.45 today, bringing quite a few passengers.

S.S. Stephano left Halifax at 3 p.m. yesterday for St. John's. She brings a full general cargo.

**WEATHER REPORT**

Toronto, (noon)—Fresh S. W. to N. W. winds; mostly fair today and on Wednesday, turning a little colder tonight.

**LECTURE**  
—BY—

**A. B. MORINE, Esq.**

At the request of the United Committee of Wesley Circuit, A. B. Morine, Esq., K.C., D.C.L., has kindly consented to deliver a lecture in the Methodist College Hall, on Wednesday next, February 10th inst.

The lecturer has chosen for his subject:—

**'Confederation'**

Doors open at 7 p.m. sharp. Lecture at 8 p.m. Reserved Seats 20 cts. General Admission 10 cts. Plan of Hall at Dicks & Co.'s, where tickets are on sale.

**J. S. TAYLOR,**  
Secretary.  
Feb 9, 21

**Bargains in Our Boot Department**



- Ladies' Dongola Buttoned, Laced and Blucher, Patent and Self Tipped. Regular \$2.00, selling now for... \$1.80.
- Ladies' Patent Blucher, Dull Top. Regular \$2.00, selling now for... \$1.80.
- Ladies' Dongola Buttoned, Plain Toe. Regular \$2.50, selling now for... \$2.00.
- Ladies' Patent Blucher, Dull Top. Regular \$2.50, selling now for... \$2.00.
- Ladies' Patent Buttoned, Fancy Vesting Top, Plain Toe, Military Heel. Regular \$2.75, selling now for... \$2.50.
- Ladies' Tan Blucher and Buttoned, in 6 and 7 only. Regular \$2.00, selling now for... \$1.20.
- Ladies' Tan Blucher. Regular \$1.80, selling now for... \$1.50.
- Ladies' Tan Buttoned. Regular \$2.50, selling now for... \$2.00.

**Child's & Misses' Dongola, Laced, "Flora"**

Sizes 9 to 11. Regular \$1.25 to \$1.35; now \$1.15 all round.

Sizes 12 to 2. Regular \$1.40 to \$1.50; now \$1.30 all round.

**Child's & Misses' Dongola, Blucher, "Lassie"**

Sizes 5 to 8. Regular \$1.35 to \$1.50; now \$1.25 all round.

Sizes 9 to 11. Regular \$1.60 to \$1.70; now \$1.45 all round.

Sizes 12 to 2. Regular \$1.85 to \$2.00; now \$1.65 all round.

**YOUTHS' and BOYS' TAN BLUCHER**

Sizes 9 to 13. Regular \$1.35 to \$1.55; now \$1.25 all round.

Sizes 1 to 2. Regular \$1.70 & \$1.75; now \$1.50 all round.

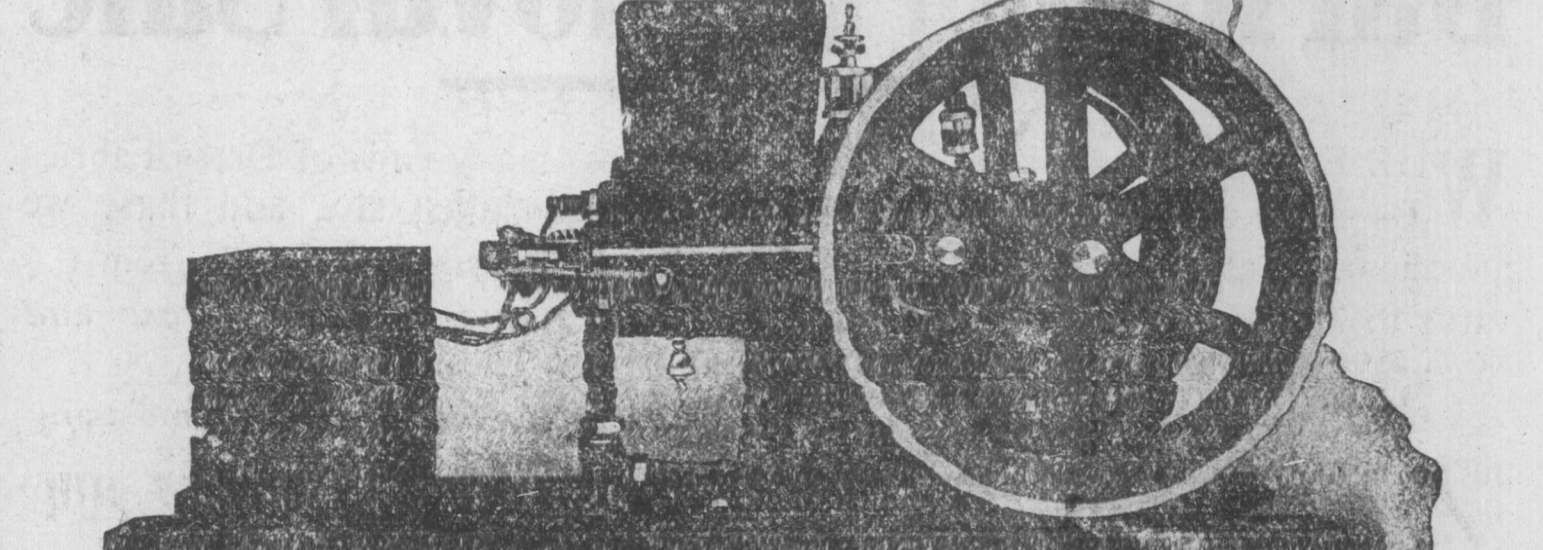
Sizes 3 to 5. Regular \$1.85 to \$1.95; now \$1.60 all round.



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