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THE MAIL AND ADVOCATE.

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

Vol. III. No. 187.

ST. JOHN'S, NEWFOUNDLAND, MONDAY, AUGUST 21, 1916.

Price: 1 Cent.

The Allies Launch Big Offensive from Florina To the River Struma

Operations in This Theatre Have Been Long Expected as Part of Co-ordinated Offensive of Allies on all Fronts—General Serrail is Directing United Operations

SERBIAN TROOPS AGAIN IN ACTION

Town and Station of Florina Were Occupied by Bulgarians After the Serbians Who Acting Under Orders to Retire if Attacked Slowly Withdrew—General Out Look Bright For Allied Forces Along the Whole Line

PARIS, Aug. 21.—Reports received here from Saloniki show the general engagement which began on Friday was continuing in intensity over an extended front running from Florina near Monastir to the River Struma. This represents an irregular line measuring upwards of 150 miles.

General Serrail is directing the united operations of the Allies with General Gordonnier commanding the French troops.

These operations have been long expected as a part of the co-ordinated offensive of the Allies on all fronts. Its opening follows the arrival of General Gordonnier after an extended conference with officials here.

Advices received at Paris indicate that Germans and Bulgars were seeking to anticipate the movement by taking the offensive on the left where the Serbs have moved up to within 25 miles of Monastir holding Florina as an observation, the orders were not to attempt to retain Florina if they were attacked.

The Serbian War Office says the Bulgars were repulsed and thrown back to their old positions but later the Serbians following their instructions evacuated Florina, whereupon the town and station of Florina were occupied by the Bulgarians. The Serbians retired slowly and later delivered a heavy counter attack against a large Bulgarian force which was debouching from Florina toward Panica. Fighting continues in this region.

In the centre the French and British forces, near Lake Dorian, followed an intense bombardment with infantry attacks in which the British occupied the strategic point of Dolzelli. Further east the French rushed a series of small villages much the same manner as the French carried several villages on the Somme front.

The report shows a condition of affairs along the whole line which is regarded here as satisfactory for the Allies.

Big Gathering Ecclesiastics In New York City

NEW YORK, Aug. 21.—The Roman Catholic Church Apostolic Delegate, of the United States, and Pappal Muncio to Brazil, and scores of Bishops and several hundred priests and thousands of laymen, participated here to-day in the celebration of a solemn Pontifical High Mass, at St. Patrick's Cathedral, on the occasion of the formal opening of the fifteenth annual Convention of American Federation of Catholic societies and the sixty-first annual Convention of the National Federation of German Catholics. Seldom has the historic church seen so memorable a gathering of Ecclesiastics outside of Rome. It is estimated that more than 8,000 crowded into the Cathedral, while twice as many more congregated in the streets to view the procession which proceeded to the Mass.

\$20,000 Damage To Powder Plant

DRUMMONDVILLE, Que., Aug. 21.—This morning a fire started, caused by an electric spark from the conveyor belt igniting the powder. The material loss is estimated at \$20,000. The fire will not effect the output of the factory.

OFFICIAL

ITALIAN. ROME, Aug. 20.—The battle of the Isonzo has decreased in violence temporarily, and no important developments are reported in the War Office communication to-day.

SERBIAN.

SALONIKI, Aug. 19.—Bulgarian troops which attacked the positions of Entente Allies along the Serbian frontier on August 17 were repulsed and driven back upon their original positions after sustaining enormous losses says the Serbian official statement.

BRITISH.

LONDON, Aug. 20.—Following is today's official:—At some points on our front between the Somme and the Ancre, local bombing encounters occurred last night, but the enemy made no serious attempt to recover the ground we captured on Friday. On other parts of the line we carried out successful raids, making some captures including a machine gun, and inflicting a considerable number of casualties on the enemy.

LONDON, Aug. 20.—The British troops on the Saloniki front have advanced their line and repulsed counter-attacks by the Bulgarians, according to an official statement issued by the War Office. The text of the statement follows:—Our troops established a line west and north of Bekerril and Caidemil, and south of Dolzelli, where they repulsed counter-attacks with loss to the enemy. Artillery bombardment by both sides continues. On the Struma front our cavalry was in touch with the enemy in Kijpri-Barakli-Bzu area. On Sunday enemy aircraft bombarded Jentkoi, Gavaneli and Gugunci, with small success.

FRENCH.

PARIS, Aug. 20.—The French carried a strongly organized work between Guillemont and Mourepas, taking a large quantity of war material, according to an official statement issued by the War Office to-night.

PARIS, Aug. 20.—The French official report to-day states that the French have driven the Huns out of the trenches north of Maurepas and are actively pressing forward the work of consolidation on the conquered front. Artillery actions are taking place on the Verdun front, but the Germans have made no infantry attacks. The Germans overnight made repeated efforts to retake Fleury, but the attacks were repulsed. The Austrians admit retreat before the Russians on the Kilomea front, and their troops have been withdrawn, after fierce fighting, toward Chornabena Ridge, thirty-five miles southwest of Kilomea.

Major General Sir Fredk. Benson Dead

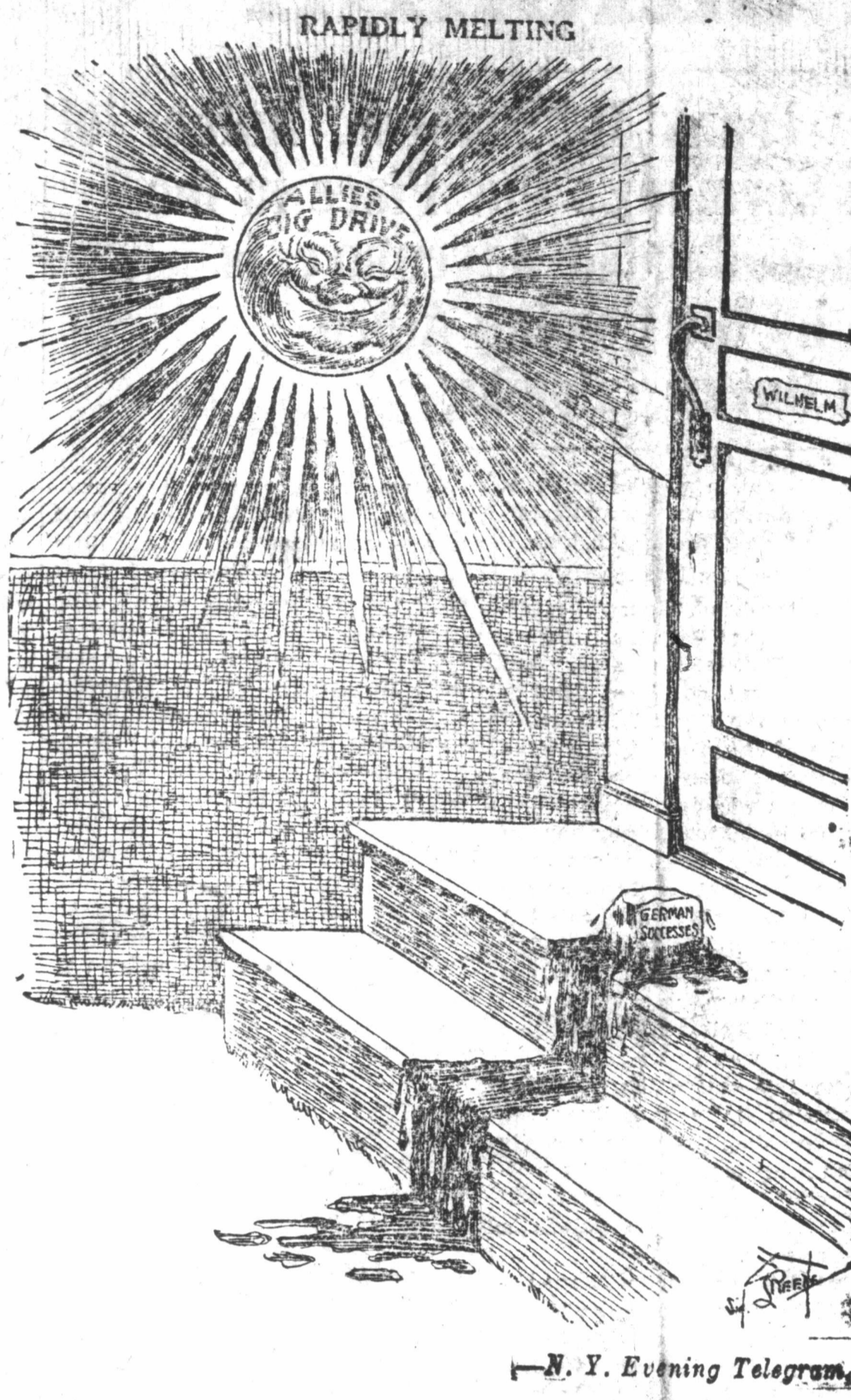
MONTREAL, Aug. 21.—Major Genl. Sir Fredk. William Benson, head of the British Commission for the purchase of horses and mules, on this side of the water for war service, and whose headquarters were at Montreal, died to-day after an illness of two months from heart trouble.

Five Dead and Six In Critical Condition

MONTREAL, Aug. 21.—Five men are dead and six in a critical condition, while eight are in the Montreal General Hospital more or less seriously injured, and several others are suffering from minor burns, as a result of fire in the plant of the Actna Chemical Co. and Powder Factory.

Matters Quiet On Russian Front

PETROGRAD, Aug. 20.—An official issued by the War Office to-night says nothing of importance occurred on our front.



—N. Y. Evening Telegram

Important Advances By British

In Week-End Fighting on Western Front the British Make More Gains and Capture Over a Thousand Prisoners—All Enemy Counter Attacks Repulsed With

LONDON, Aug. 20.—A despatch from Reuter's correspondent on the British front in France says:—The week-end fighting developed into one of the most important and successful battles of the western offensive. Not only is our progress toward the complete mastery of the ridge highly satisfactory, but we have captured about a thousand officers and men, many machine guns and a good deal of material. Several strong points have been destroyed, and the way has been prepared for further progress. Near Lepic Redoubt, Houquet farm and Martinpuich we met with much success. The enemy organized several strong counter-attacks, which, with one exception, were dispersed with heavy losses.

LONDON, Aug. 20.—A great advance has been made by the British army following an attack over an eleven mile front, bringing important gains for the Allied arms. The ridge at Thiepval, the high ground north of Pozieres, and half a mile of trenches west of the high wood has been taken together with 789 prisoners. This week-end battle is one of the most important yet fought and the progress made highly satisfactory. Several strong German positions have been destroyed, and the way prepared for further progress, says a despatch from the British front to-day.

Will Give Evidence in Mesopotamian Enquiry

LONDON, Aug. 21.—The War Office to-night announced that General Sir Beuchmah Duff, in chief, in chief commander in India, has been summoned home to give evidence before the Mesopotamian Commission and will vacate his office of Commander in Chief, being succeeded by Lieut Genl. Sir Charles Carmichael Munroe.

Aviator Killed

PARIS, Aug. 21.—Second Lieut. Brindejonc des Moulinais, a well-known aviator, has been killed in an accidental fall of his aeroplane in the Verdun region.

Successful Operations Carried Out

British Operations at Points Along Front From Thiepval to South of Guillemont Were Very Successful and Result in the Capture of Important Points North of Poziers

LONDON, Aug. 20.—The text of the British statement given out to-day is as follows:—Operations were carried out yesterday at various points along the front from Thiepval to our extreme right south of Guillemont, about eleven miles, and were very successful. As a result we captured the ridge to the south-east and overlooking Thiepval, and the northern slopes of the high ground north of Pozieres from which we get an extensive view east and north-east. We are holding the western edge of the high wood and the trenches made by the enemy extending some half mile west of the wood. We have advanced our line half way to Gincoy and to the edge of Guillemont, where we hold the outskirts of the village, including the railway station and quarters, which is of considerable military importance. The number of prisoners passed back up to four o'clock in the afternoon as a result of these operations was 16 officers and 780 other ranks. To-day to the north-east of Pozieres we made further advance on both sides of the Pocieres-Bapaume road north-east of the windmill. The enemy's artillery bombarded our positions, but there has been no hostile infantry attacks. On our other front enemy guns shelled our lines from the east of Vierstraat to the Ypres and Comines Canal, also in the vicinity of Hill 60.

No More War in Our Day Says Lloyd George

CRICCIETH, Wales, Aug. 20.—Speaking last night to his fellow-townsmen, David Lloyd said: "I am satisfied with the way things are going. I feel for the first time in two years that the nippers are gripping and that ere long we will hear the crack; then we will be able to extract the kernel. I say as once that we shall see that there will not be another war in our day. The British people have made greater sacrifices than we ever thought possible. Three years ago nobody dreamed that Britain would pour millions of her young manhood into the battlefield."

GREEKS RETIRE TO AVOID CLASH WITH BULGARIA

This Policy is Pursued Generally Wherever Military Operations Are Taking Place on Greek Territory—Central Powers Guarantee Return of all Territory Occupied by Them to Greece

PARIS, Aug. 21.—Telegraphing from Athens a correspondent of the Havas Agency says: "Greek troops in the region of Florina retired when the Bulgarians advanced. The same policy is pursued generally wherever military operations are taking place on Greek territory. Both the German and Bulgarian Ministers have declared that the civilian population in all territory occupied by the Bulgarians will be respected and that such territory will be restored to Greece at the end of the war."

Another Storm Brewing in Greece

ATHENS, Aug. 21.—The Royalist party in Greece is taking extraordinary precautions preparatory to the coming election. King Constantine is guarded and visits the capital only on rare occasions.

Take Pattern From the Germans

ATHENS, Aug. 21.—Turkish authorities in the Black Sea region are acting towards the Greeks in the same fashion as the Germans have done.

Regarded As Political Manoeuvre

Occupation of Florina by Bulgarians Has Caused Consternation in Greek Capital—Advance of Bulgars on Kavala Also Causing Disquiet—Impressing Roumania Thought to be the Reason Heavy Losses

ATHENS, Aug. 21.—The Bulgarian occupation of Florina has caused consternation in the capital and many conferences between King Constantine and his General Staff and members of the Cabinet have resulted. The advance of the German and Bulgarian forces in the direction of Kavala is also causing some disquiet although the impression is generally that this movement is a mere political manoeuvre calculated to influence Roumania and effect the Greek elections.

Another Munition Plant is Wrecked

DRUMMONDVILLE, Que., Aug. 20.—Seven persons were killed and thirty injured as the result of a mysterious explosion which blew up a section of a shell factory here. No explanation is forthcoming as yet as to the cause of the disaster. There are rumours of incendiarism, but no reliable facts are yet available. The injured have been brought to Montreal hospitals. Those at the general hospital are Charles Raffel, J. E. Crothers, E. Couillard, C. Antonio and Levin.

French Retake Trenches North of Maurepas

PARIS, Aug. 20.—The French have driven the Germans out of a portion of a trench north of Maurepas into which they penetrated in their counter-attack last night, according to an official statement issued by the War Office to-night.

Hun Attempts To Take Fleury Fail

PARIS, Aug. 20.—The Germans made several violent attacks on the Verdun front last night, in an effort to recapture the village of Fleury, which was taken last week by the French, the War Office announcement says, but the attacks were repulsed.

German Fleet Avoids An Engagement and Runs Back to Port

"War is Hell"

LONDON, Aug. 19.—Thunder and the heaviest rain storm of the season joined with those of artillery and flashes of lightning from heavens vied with flashes from the mouths of many guns in the most lurid battle picture in the darkness as a finale to yesterday's Anglo-French attack from Pozieres to the Somme. The chilly heavy down-pour continues, making artillery observation difficult. The British main advance was toward Guillemont where they gained an important position on either side of the high wood.

Allied Forces Active Along Saloniki Front

PARIS, Aug. 20.—The Allied forces are in contact with the Germans and Bulgarians along the entire Saloniki front, according to an official issued by the War Office to-night, and the Allies have taken five villages.

Greeks Withdraw Troops From Near Frontier

SALONIKI, Aug. 20 (Delayed).—The Greek military authorities have agreed to withdraw from eighteen villages near the frontier.

French Aviator's Splendid Work

PARIS, Aug. 19.—German counter attacks were repulsed after violent fighting, leaving 50 prisoners in the hands of the French. Sub. Lieut. Geo. Guymener of the French Flying Corps, whose exploits have won him reputation as one of the most daring of French aviators, is again mentioned by the War Office in to-day's statement. On August 18th he shot down his fourteenth adversary.

British Line Advanced On the Somme Front

LONDON, Aug. 19.—The British line on the Somme front has been advanced over a section two miles long and 200 to 600 yards deep from high wood to the junction point with the French forces, the War Office announces.

Russian Success On The Stokhold River

PETROGRAD, Aug. 19.—The Russians have broken through the Austro-German lines on the Stokhold River in Volhynia, and have made a considerable advance, it was announced officially here to-day.

British Aeroplanes Raid Hun Stations

LONDON, Aug. 19.—British naval aeroplanes raided German ammunition stations at Lichterveld, in Belgium, 13 miles south-east of Bruges yesterday, causing large fires.

Renewal of Fighting In Mesopotamia

LONDON, Aug. 19.—A renewal of the fighting in Mesopotamia in which the British were engaged with Turkish irregulars is reported in an official statement given out here to-day.

French Win Their Way Foot by Foot

PARIS, Aug. 19.—The remainder of the ruins on the edge of the village of Fleury on the Verdun front was captured last night by the French, the War Office announced to-day. The battle continued violently all night long and the French won their way forward foot by foot.

Why is it the girls like to have their picture taken in warm weather?

On Saturday the German Fleet Again Ventured Out in the North Sea but on Learning of the Presence of British Ships Ran Back to Port Again

TWO ENEMY SUBS ARE REPORTED SUNK

Two British Protected 2nd Class Cruisers Are Sunk in Chase of Enemy Subs—Thirty-Eight of One Ship's Crew Are Missing—All Officers and Men, Save One Stoker, Are Saved From Second Cruiser

LONDON, Aug. 21.—According to an Admiralty statement which follows the reports from our lookout squadron and other units showed there was considerable activity on the part of the enemy in the North Sea on Saturday. The German high seas fleet came out but learning from their scouts that the British forces were in considerable strength the enemy avoided an engagement and returned to port.

In searching for the enemy we lost two cruisers by submarine attacks, the Nottingham, Capt. Miller and the Falmouth, Capt. Edwards. All the officers from the former were saved, but 28 of the crew are missing. All officers and men of the Falmouth were saved, but one leading engine stoker, Norman Frick, died of injuries. One enemy submarine was destroyed and another rammed and possibly sunk. There is no truth in the German report which says one of our destroyers was sunk, and a British battleship damaged. The Nottingham was 5,400 tons, built at Pembroke in 1914, with a normal crew of 380 men. The Falmouth was 5,250 tons, was built in 1910 and carried a crew of 370 officers and men. The Nottingham was 420 feet long, and carried nine six-inch guns, four three-pounders and when on her trials made slightly over 27 knots. She also had two torpedo tubes.

LONDON, Aug. 20.—Two British light cruisers the Nottingham and Falmouth were sunk on Saturday in the North Sea by German submarines, while the vessels were searching for the German high seas fleet, according to an official announcement issued by the Admiralty shortly before midnight. One German submarine was destroyed by the British, while another was rammed and possibly sunk.

LONDON, Aug. 20.—The presence in the North Sea of a German squadron of some fifteen warships, including large cruisers, is reported by trawlers arriving at Ymuden in Holland. Reuter's despatch from that point says the squadron was sighted early yesterday morning in the region of White Bank accompanied by two zeppelins, taking a northward course.

Germany's Crops

BERLIN, Aug. 21.—Information now at hand has given the assurance that this year's crops will be much in excess of those of the last peace years.


PRIVATE JENSEN'S LECTURE TOUR

The Recruiting Committee have received the following message from Private Jensen: "Have lectured Fogo, Change Islands and Herring Neck to packed houses. Splendid donations to Red Cross funds. Eight recruits with many more from North, when fishery is finished. Proceeding to Twillingate. Have been invited to lecture at Heart's Content, Heart's Delight, Winterton, Han's Harbour, Blackhead, Wesleyville, and other places. Proceeding there from St. John's, necessary to rest a few days."

PHILIP J. JENSEN.

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The Decision of the War May Come From Saloniki

Is The Opinion of Mr. Frank H. Simonds, Author of "The Great War": Germany's One Place in the Sun, Her Berlin to Bagdad Adventure, is Threatened by the Coming Allied Thrust Out of Saloniki.

(Frank H. Simonds, in New York Tribune.)

For several days the reports coming from the Balkans and appearing in the press in various parts of the world have indicated that there is immediate promise of one more Allied offensive, this time from Salonika. Nor is it too much to say that the effect of a successful Allied drive from Saloniki to the Danube would be of more considerable influence than anything else in changing the face of the world conflict.

The reason for this is perfectly patent. When Germany, with her Austrian ally, went south, crushing Serbia and Montenegro and by enlisting Bulgaria opening the road to Constantinople and beyond, she actually accomplished more from the political point of view than by all her other much less successful, if more dazzling, triumphs.

For many years Berlin and Vienna had dreamed of an expansion to and beyond the Aegean and the Hellespont. Sea power had effectively checked Teutonic hopes of expansion in the Far East and of more than limited colonial development in Africa and the Far East. As long as Britain remained supreme on the sea water the outlying colonies of Germany were bound to fall to the British in any war, as the progress of events in the present conflict has demonstrated.

The march to the Near East was overland. Seated at the Dardanelles and the Bosphorus, Germany could command the crossing of Asia, she would be beyond the reach of naval power and her expansion could spread through Anatolia and down to Suez as well as outward toward Persia, and even India. A reorganized Turkish army, strengthened and stiffened by Teutonic contingents, could restore the Ottoman empire and threaten Britain at the heel of the British Achilles.

And all of this dream the successful campaign of last winter, for the time at least, transformed into reality. The destruction of Serbia bound Berlin to Byzantium and the Bagdad railroad prolonged the line far down toward Mesopotamia. The train which today starts at Antwerp and halts only at the Stamboul quay is for the Germans a sign and symbol of that "place in the sun" they have long sought. It is the solid achievement of the war.

It is wholly conceivable that Germany might now, or after a few more months of the terrific sacrifices that are daily asked of her, consent to evacuate France and restore Belgium. She might even retire from Russian Poland and persuade her Austrian ally to make certain concessions to Italy in the Trentino. She might accept the loss of her African and Asiatic colonies, but all these would be but comparative losses if she could retain her supremacy in the Balkans and her mastery of the Turk's dominions.

Mittleuropa

Granted all her losses, she would still have emerged from the war a gainer, and in due course of time that Mittleuropa of which we have heard so much would become a reality and the Germans would be masters in a coalition which extended from the Baltic to the Persian Gulf, which touched Egypt at Suez and menaced India from Bura. Given a few years of peace to organize her conquests, Germany would be established permanently in Western Asia, across the exit of Russia on the flank of Britain, through her Mahometan influence a threat to the Moslem populations of France, Britain, Russia, and even Italy.

Therefore it is safe to conclude that only complete defeat, a defeat far more considerable than we have yet any immediate promise of, would bring Germany to surrender what she has won between the Danube and the Aegean. For such a surrender would bolt the doorway to the East, Russia would establish herself at the Straits, the Turkish Empire would be partitioned among Germany's enemies and the real bulk would soon or later

come to the nation which, seated at Scutari and in Armenia, would infallibly penetrate and absorb Anatolia.

A Decisive Defeat

On the other hand, if an Allied offensive, starting at Salonika, where a huge Anglo-French-Serb army has been concentrated, could cut through the forces of the Central Powers in the Valley of the Vardar, reach the Danube by Skopje and Nish, then the German dream would be extinguished, there would be no longer any hope of profit after peace which might compensate for the past sacrifices or the future suffering that war entailed. Such a defeat would be far more effective than any retreat in Northern France or Belgium, any withdrawal in Poland and Volhynia, in bringing Germany to peace.

It is for this reason that I believe the campaign in the Balkans, to which every sign points, may easily prove far more important in its political effects than anything that will happen in Picardy or even Galicia in the present year.

Now, what is the exact military situation at the present moment in the Balkans? Nine months ago an Anglo-French army which had come too late to save Serbia fell back sullenly from Macedonia into Greece, took its stand before Saloniki and across the neck of the Chalcidice Peninsula under conditions strikingly recalling the recoil of Wellington behind the lines of Torres Vedras in the Napoleonic Wars. The mass of the Serb army, fleeing over the Albanian Alps, reached the coast of St. Jean de Medua and at Durazo, took ship for Corfu and came temporary rest on this island, reduced to abject misery and for long out of the war.

Joffre Overruled Kitchener.

There was a time when it seemed likely that German, Austrian, and Bulgarian troops would pass the Greek frontier and attempt to repeat the exploit of Solt at Corunna, when he forced the army of Sir John Moore to take ship. But this did not happen. The Central Powers paused at the Greek frontier. Austrian troops entered Albania and approached Valona but an Italian army here stood safely under conditions recalling the army at Saloniki.

From that hour to the present there has been a slow but steady rise in the strength of the Allied forces at Saloniki. Kitchener, who opposed the transfer of British troops to Saloniki, was overruled by Joffre in a memorable interview, when the French commander visited Britain. There was a further interview between Kitchener and Briand, which is a basis for legend already. But the upshot of the matter was that the French decided that Saloniki should be held and that there should be a promise, at least of a future deliverance of Serbia.

Thereafter Sarrail, who defended Verdun in the opening campaign, but was removed by Joffre because of differences of opinion, was sent to the Near East with a strong French army. Many of the British troops withdrawn from Gallipoli passed to the mainland. In a few months there were not less than a quarter of a million French and British troops in this region, and backed by a strong fleet, they had transformed the easily defensible position into a practically impregnable stronghold, another Torres Vedras. By spring a restored and equipped Serbian army was brought over from Corfu, and at the present hour the Allies have an army that is rarely estimated at less than a half million and has recently been declared an interesting authority to exceed 650,000.

All question of an attack upon Saloniki was over with the winter. In due course we were informed that the French and British troops were beginning to push out from the sea coast and were approaching the Old-Serb frontier. Only the other day there was official report of Serbian advances along Lake Presba, which is close to the Albanian line and only a short distance from Monastir, the chief city of Macedonia. Such a force would be in touch with the Italians pushing out from Valona.

We may then, assume that something over half a million Allied troops are now occupying a line but little south of the former Serb-Greek frontier, while an Italian army of little less than 100,000 is covering its western flank at Valona. The Allied troops are based upon two railroads, or rather three, the Saloniki-Monastir railroad, passing through Vodena, which crosses the firing line just south of Monastir; the main Belgrade-Salonika line, which goes up the Vardar Valley, and the Saloniki-Adrianople line, which parallels the Belgrade line for some miles and then turns east, south of the Greek frontier, and follows the Aegean shore to Bulgarian territory.

Facing them the Allies have practically the whole Bulgarian army, but allowance being made for losses in the three recent wars this cannot number more than 200,000. For Bulgaria is compelled to keep rear guard troops in Macedonia and Old Serbia and she is also obliged to maintain forces to watch Roumania, whose intentions are never certain. As far as the Black Sea coast is concerned Bulgaria seems to be relying upon Turkish troops, stationed at Varna and Burgas, to prevent an attack by a Russian army conveyed by the Black Sea fleet.

In addition there has been a considerable Teutonic force to the north-east of Salonika, covering the Struma Valley, the direct route to Sofia, up which the present Greek King led his victorious army in the Second Balkan War, and covering also the railroad from Salonika to Adrianople, where it enters Bulgarian territory. This railroad is the sole supply line for that army, aside from the bad road up through the Struma Pass and over the crest into Kustendil, where a branch line from Sofia terminates.

The Bulgarian armies in Macedonia are dependent upon the main Belgrade-Saloniki line for supplies and upon the Nish-Sofia-Adrianople line for communication by rail with Bulgaria. There is a good road over the mountains from Skopje, by Kumanovo to Kustendil, but no railroad. The Bulgarians in Monastir depend entirely upon highways, the best coming from Veles, where it leaves the Vardar Valley, and the Belgrade railroad by Prilip to the Monastir Plain. Such Austrian forces as may be facing the Italians in Albania have only wretched trails leading back by Orhidra to Monastir, by Dibra and Pristina and by such service as can be maintained by the sea.

Obviously when the Allies do strike their blow will be threefold. Their main thrust will be up the Vardar Valley toward Skopje, and thence to Nish, following the Belgrade-Saloniki railroad. If they can reach Nish they will cut the railroad which binds Berlin and Vienna to Constantinople and, save for Danube River steamers, isolate Bulgaria and Turkey from their allies.

There is also certain to be a joint operation by the Serbs, who are already active before Monastir, and the Italians, who hold Valona. The former will undertake to clean the Bulgarians and Austrians out of the Monastir Plain, taking the city of Monastir. The latter will endeavor to clear Albania and reach the old Montenegrin frontier, with the city of Scutari as their objective.

Finally, there is bound to be some effort made to move east and drive the Austro-German troops out of the lower reaches of the Struma Valley and eastward along the Saloniki-Adrianople railroad, but this last will hardly be of more than minor importance, unless the Allies shall undertake to follow the route of the Greek King, which is unlikely, in view of the extreme difficulty of transport in this region and the strength for the offensive supplied by the mountain positions.

Delay Helps Allies

Why have the Allies so far postponed their thrust? The answer must be found in political as well as military considerations. The attacks upon Aus-

tried Germany by Russia on the one hand, have already compelled the Central Powers to withdraw a considerable portion of their troops from the Balkans. In fact, the withdrawals began at the time the German blow at Verdun was being prepared. This leaves more and more of the burden of defending Macedonia to the Bulgarians, and it gives the Saloniki army of the Allies an increasing advantage in numbers. These are evidences, too, that Italy, already on the offensive along the Trentino front is about to attack at the Isonzo. This might compel the Austrians to recall their last battalions from the Balkans, as they have already called home most of their troops in Albania.

Note: This article was written just before news of the Italian success on the Isonzo was received.

In such a situation Bulgaria would either have to face a combat wholly unequal or else change sides. No one will predict that the latter will happen, but no one will believe that it is impossible. The war has not gone as the Bulgarians expected, and despite the easy conquest of Macedonia, Bulgaria has since had to bear the great costs of a protracted war, the end of which does not appear in view. She undertook to help destroy Serbia, but will she remain to fight Britain and France as well? This is the political riddle.

The military considerations are simpler. The longer the Allies wait at Salonika, while the pressure against the Central Powers on all the other fronts is growing, the fewer German and Austrian troops will remain to bar their way to the Danube and the more certain they will be of a decisive success. This, I think, is the main factor. We shall hear many rumours of Bulgarian surrender. They may prove accurate, but I do not believe Allied strategy is chiefly based on the notion that Bulgaria, having sold out to Berlin, can be bought back by London and Paris in advance of a real military disaster in the field.

But unquestionably such a disaster would bring the collapse of Bulgaria. The war is unpopular, although all Bulgaria desires to have and to hold Macedonia and see Serbia reduced to nothing. There is the bitter memory of the fiasco of the Second Balkan War, and there is a strong Russophile party, which has no immediate power but is by no means inactive. If Bulgaria, by gold or by defeat, should be brought to change sides, then the whole complexion of affairs in the Balkans would be changed, and there would be a permanent and complete severance of communications between the Central Powers and Turkey, with the cessation of the flow of the munitions necessary to maintain Turkish forces and the subventions which keep Turkish finance going.

It is safe to conclude that some in the next two or three months, at least before the Balkan winter approaches, we shall see a great thrust out from Salonika. If it succeeds there will be the biggest change that can be conceived of, and there will be the complete extinction of the chief hope that German statesmen and publicists cling to, of a greater Germany after the war and a future for German economic and colonial expansion beyond the frontiers of the German Empire of 1914.

If the thrust fails, then the situation will be left as it is, and the outlook for the future will depend on the progress or lack of progress that has been made in the Eastern and Western and Italian fields. While the longer the attack is delayed, while the other offensives are calling back the German and Austrian troops in the Balkans the surer the Allies will be of success and the less will be the Bulgarian enthusiasm for remaining with her present partners.

What the Allies Can Offer

Remember always, too, that the Allies can offer Bulgaria the Thracian districts, including Adrianople and the country north of the Enos-Midia line, which were lost to Turkey in the Second Balkan War, after they had been acquired in the first. They can also, with the consent of Serbia, leave Bulgaria that portion of Macedonia east of the Vardar, which Serbia was willing to cede a year ago. But only with Serbian consent could this be done, and there is very great reluctance now to ask Serbia to make any further sacrifice since the mistakes of Allied diplomacy brought about her present agony.

Allied delay may also be conditioned on the fact that a Greek election is at hand, and a victory by Venizelos would put Greece in the hands of the Allies and insure a real neutrality, if not an active support, from the Hellenic government. Already the Greek army has been demobilized and the old dangers from German intrigue in Athens and ascendancy in the mind of King Constantine are at an end. It is by no means certain that the election will not be followed by a revolution whether Venizelos wins or is defeated by German influence and royal interference, and the Allies would be in a

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better posture to deal with the Greek problem if they were not already committed to a Macedonian campaign. Sooner or later, by early autumn at the latest, however, this Balkan push is to come. It may easily turn out the most important of the various Allied operations. Its relation to all the others is perfectly clear, and the fact that it is contemplated indicates the manner in which Allied military direction has now been co-ordinated and the moments on all fronts harmonized.

The Road to Nish.

But it is essential to emphasize the difficulties of the Balkan campaign. The Vardar Valley is in many places little more than a canyon. The Germans have had many months to construct defensive positions for their allies and the country is so restricted that the advantage of numbers, which the opponents of Bulgaria plainly possess, will be considerably if not decisively offset. Again the real test will come in the matter of artillery.

The road to Skopje and Nish is, then, long and hard campaign will have no decisive value, although a successful ejection of the Bulgars from Macedonia may, by depriving them of their profit in the German alliance, cool their loyalty to their partners and open the way for a change of alignment. All in all, the Balkan campaign may prove the most interesting and the most important of the present summer and autumn. It is worth close watching, and it recalls the rapidly mounting curve of Allied resources and the patent weakening of the strength of the Central Powers, since they have been compelled so greatly to reduce their effectiveness on this highly important front.

Allied victory here will have a tremendous effect in Bucharest and in Constantinople, but these are things that may well wait upon the progress of the campaign itself. What should be realized is that the British and French drive at the Somme, even the Russian offensive in Galicia and Volhynia, are only component parts of one comprehensive scheme, which also includes an Italian attack on the Isonzo and a thrust up from Salonika. This combined and concentric attack on several fronts simultaneously is nothing more nor less than Grant's strategy of 1864 and once more there is great light to be found by a study of the Civil War campaigns of the closing year.

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Advertise in The Mail and Advocate

Bulgaria's Collapse Is Near

British Military Expert Forecasts Balkan Campaign—Says Rumania is Ready to Start—Turkish Power Crumbles When Bulgaria is Brought Low

LONDON, Aug. 18.—The importance attached in London to the new offensive in the Balkans is indicated in a long article written for the Daily Telegraph by Colonel Ashmead Bartlett, the noted military expert, who was official observer for the Entente Allies during the operations on Gallipoli. Col. Ashmead Bartlett says:

"The Bulgarians, even assisted by the remnants of the Turkish army, are not strong enough to resist an offensive from Salonika and at the same time hold off the pressure of half a million Rumanians from the north. I see no reason why Rumanians should not throw pontoon bridges across the Danube in 1916. There may be some resistance but under cover of her heavy artillery the task should be fairly easy of accomplishment. After the river is crossed there is no formidable position between the river and Sofia which could not easily be turned.

"In 1915 Rumanian had neutrality forced on her by the great German drive which cleared the Russians south of Galicia and Bukovina and brought their victorious armies to her northern frontier. She could not afford to risk an attack on Bulgaria with her northern and western frontiers thus threatened. Therefore she continued her wait-and-see policy.

Foe Has Lost Initiative

"But this consideration no longer exists. The Central Powers have lost forever their power of making a big offensive on the scale of 1915. The stubborn, ill-formed German will fight till crushed, but the Entente will be able to clear up the Near East and get rid of the foolish dupes who backed the wrong horse. Then we shall be in a position to concentrate our entire strength against the arch-villain of peace.

"The first important move is to separate Bulgaria and Turkey from all communication with the Central Powers. This can be accomplished only by the clearing of the enemy out of Serbia and gaining possession of the Orient railway. With Nish in our possession the communication now open between Berlin, Vienna, Belgrade, Sofia and Constantinople will be cut, and with the Danube patrolled by gunboats not a biscuit or a cartridge can reach the Bulgarians and Turks who must then rely on their own feeble resources.

Invasion of Bulgaria Next.

"Once Nish is in our possession, the Anglo-French army can turn its attention to an invasion of Bulgaria. When Bulgaria finds she has been abandoned to her fate by Germany and Austria, she faces absolute ruin, which means disappearance from the map as an independent nation, or else she must endeavour to save something from the general wreck by coming to terms as speedily as possible.

MAN DIES SUDDENLY ON S.S. SAGONA

Solomon Brown of, Spencer Street, who was employed as carpenter on the S.S. Fogota died suddenly on board the S.S. Sagona, where he was transferred to proceed here for medical treatment. It was thought that the man was merely suffering from an ordinary cold, but Friday he suddenly grew worse, and died in a short time. He has a wife and family to whom the Mail and Advocate extends its sympathy.

ON S.S. SAGONA

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A GUESS

When women cease to care for dress and want no diamonds and no pearls and ardent baldheads, one may guess, will have few chances with the girls.

A BIG EXCLUSIVE FEATURE WEEK AT THE NICKEL THEATRE.

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In five acts, from the famous play of the same name by GEORGE ADE. Star cast includes ETHEL CLAYTON, GEORGE SOULE SPENCER. Direction of BARRY O'NEIL.

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The eleventh thrilling and powerful episode of that wonderful serial,

"THE STRANGE CASE OF MARY PAGE."

GEORGE OVEY IN A COMEDY SCREAM ENTITLED "THE TREASURE BOX."
WEDNESDAY—Reverend Townsend Brady's "ISLAND OF REGENERATION," a Vitagraph Blue Ribbon feature with EDITH STOREY and ANTONIO MORENO, in six powerful acts.

FRIDAY—CHARLIE CHAPLIN in his great two act comedy, "POLICE."
COMING—"HEARTS AND THE HIGHWAY," Vitagraph, 5 parts.

Medals Issued By The Germans

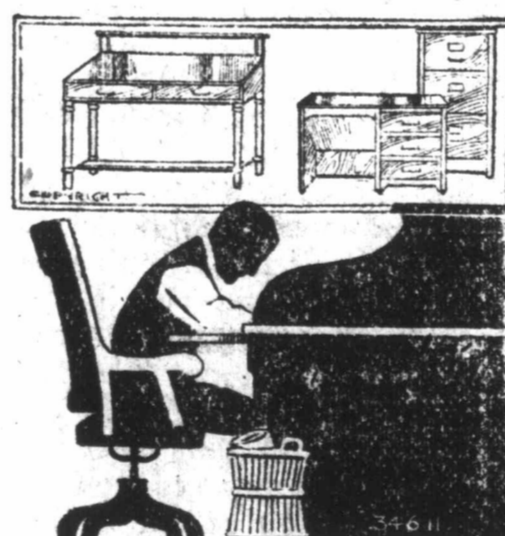
They Were Far Ahead of Events

Now that the tide of the war has turned so strongly in favor of the Allies, it is amusing to recall that two years ago Germany was so certain of entering Paris that she had medals struck in advance to commemorate the event. On one side was a naked figure on horseback, holding a torch, and on the other the portrait of General von Kluck and the inscription "Paris, 1914." Another medal issued about the same time to commemorate the conquest of France showed the German eagle surrounded by the words, "We Germans fear only God, and nothing else in the world"—Bismarck's famous phrase.

As for the Crown Prince he has issued no less than four medals to immortalize the things he intended to do or thinks he did. One of these describes him as "The Victor of Longwy," a title of somewhat doubtful value, seeing that his only contribution on that unfortunate day, after he had thrown away the lives of thousands of his own men, was to run away.

Perhaps the most interesting item of all these collections is a medal struck on August 28th, 1914, to commemorate the total destruction of the British army by Generals von Kluck and von Buelow.

Somehow or other we never can get ourselves to speak of putting jam in bottles as "canning."



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Telephone 506.

The women, bless them, hardly wait till summer gets outside the gate before they start to loudly call for styles to clothe themselves in the fall.

Youth of France Die in Full Dress

Students at Saint Cyr go to Battle in Gayest Uniform

The glorious heroism displayed at the beginning of the war by the students of the military school of St. Cyr, which is the West Point of France, was revealed in the course of a lecture delivered in London by M. Maurice Barres.

The annual promotion of young officers at the Saint Cyr school of July 31, 1914—just as the war was beginning—was the occasion of a remarkable demonstration of patriotism. Not only the men who had just received their commissions in the French army and were about to leave the school, but also the junior students before them, swore on that occasion that they would proceed to the front and go into action to receive their baptism of fire wearing their full dress uniforms with patent leather boots, white kid gloves and plumed kepis. They all kept their word, and were killed almost to the last man, the Germans having no trouble in picking them out on account of their conspicuous dress.

"Foolish valor though it may have been," added M. Barres, "it was yet in accord with the traditional spirit of France, and symbolized the enthusiasm with which the entire nation arose to defend its own existence."

Wants Lorraine Redeemed.

The present-day reputation of M. Barres as a patriotic writer, and especially of course as the literary mouthpiece of the French passion for the redemption of Lorraine, is only the latest phase in a varied career. M. Barres, who was born in the early sixties, was well known when a young man as the leader of a literary school of brilliant individualists. He is a Conservative, and was a supporter of Boulanger and an enemy of Dreyfus. His name as the champion of the French population in Alsace-Lorraine dates from the early nineties, when there began a remarkable revival of the agitation for the reconquest of the lost province. In books like "Collette Baudouche" and "Au Service de l'Allemagne" he made a profoundly subtle and sympathetic study of the moral sufferings of the French under the German yoke. He has done more than any other writer to keep the fierce desire for liberation alive in France.

Gallantry Marks Youth.

Continuing his lecture, M. Barres said one thing only counted—that France should no longer be a beaten nation. The France of Aug. 2, 1914, was born during the forty years she had passed under the menace of Germany. Sorrow, long humiliation, exploded at last in hope. M. Barres went on:

"With the older men it was otherwise. Men of 40, fathers of families, do not rush to death with the same careless gallantry that marks youths of 18. 'Gemens, spero,' was their device, but they knew whereof they fought, and their sacrifice was not less noble for being made with deliberate heroism. At first there existed a shadow of sans culottism among these citizen-soldiers, an excessive feeling of independence. But in face of the common danger it ripened, and was ennobled.

"These men continued to look upon each other with a severely critical eye, but took for their standard of judgment the services rendered by each to the common weal. They respected true superiority, that of the heart and that of the mind. Between them and their chiefs there grew up a respectful brotherhood. As one of them, an international Socialist,

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wrote, 'Has not our international faith been justified, seeing that it inspired our will to save France? They all felt the need and the pride of shedding their blood for a just cause. To perceive the height of moral feeling which they reached we must understand the symbolic action of the heroic Lieut.-Col. Driant, who at the risk of his life crawled to a wounded lieutenant, and under the enemy's fire received his confession and gave him absolution. Thus military units acquired a collective soul and lived in an atmosphere in which saints are born. A regiment, 3,200 strong, spiked and span, passed on its way to the trenches the remnant of another regiment, reduced to 250 men and commanded by a captain. Torn, muddy, wounded, worn out, these returning heroes cried to the newcomers, 'We have thrashed them.' 'As we went forward,' wrote one of the 3,200, 'moved to the depths of our being, to take their places, they disappeared with their weary triumphant step. That day I understood 'La beauté de la Gloire.'

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("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 Company Limited, Proprietors.

Editor and Business Manager:
JOHN J. ST. JOHN.

ST. JOHN'S Nfld., AUGUST 21, 1916

Political Grafters

GRAFT seems to have become epidemic amongst Canadian politicians; and the chances are that if we could only get to the bottom of things here, we would be found to be rowing in the same boat. The grafting that has been carried on here for the last five or six years is known to practically everybody; but yet we are so dreadfully callous about it that it is now being conducted "according to custom," so that there is no longer anybody on the Government side of the House who cares a whit as to what is being done.

In two of the Western Canadian provinces, Saskatchewan and Manitoba, graft has been rampant to an extent previously unheard of in Canada's political history. Wholesale frauds of the most brazen and systematic character have been perpetrated on the provincial treasury; an ex-Premier and several prominent men are now facing trial. The disclosures made show the greatest laxity on the part of the Ministers of the Crown who have permitted political heebers to defraud the Government at will. Similar conditions exist here; yet we do not seem to regard such things as stealing.

High subsidies are being grabbed by men high in the Councils of the land; excessive charges are being made for services ill-performed; bonuses are being raked in without warrant; and tens of thousands are being handed out to the camp-followers of the Morris Party; and we assert that conditions here differ little from those in the Canadian provinces, except possibly in the size of the "haul."

It is time that those in authority would insist on a straightening out of the Government end of our colonial economic system. Let this thing go on, and we must inevitably face bankruptcy.

Some time ago the Manager of the Bank of Montreal in this city during a visit to Montreal stated that the Colony was in a very prosperous condition. This may be true; but how long can it continue so with the reckless extravagance that is now so characteristic of our public men.

The toilers of the sea are struggling hard to gather the harvest from the sea; but, with the handicap which confronts them now in the matter of increased cost of living, they will find it difficult to make the two ends meet. We say it is about time for those higher up to realize just where we are tending.

OUR ARMY'S EFFICIENCY

London Daily Mail:—Tactics, as Napoleon has said, must be changed every ten years. It is proof of the fast-growing efficiency of our Army that it is now able to fight, on even terms, a perfectly organized enemy, who started the war prepared with novel and murderous weapons.

Tourist Traffic

WE hear a great deal those days about the "tourist" traffic on certain sections of the coast; and the ordinary reader would be lead to believe that we were reaping a wonderful financial harvest off the visitors who come to our shores.

We are told that Nova Scotia and certain sections of New Brunswick gather in large sums annually from this traffic. Now, if we examine this traffic from various angles we shall find that its importance is, from a financial standpoint, very exaggerated. Further, there is no parity whatever between the tourist traffic in the Maritime Provinces, and ours, as we shall demonstrate.

The tourist who visits the Maritime Provinces generally spend from two weeks to a month, if not more, in some sections of the country, put up at hostleries, and spend money freely in sight-seeing.

This means that the butcher, the baker, the cabby, and other such local institutions gather in a very respectable harvest. It means the circulation of a good deal of money and it helps business to a very marked extent. In fact, there are certain sections of Nova Scotia that depend almost exclusively on the summer tourist traffic for most of their business. The same thing applies to New Brunswick and, to a certain extent, to the Province of Quebec. In fact we know one section of Quebec which depends exclusively upon tourist traffic for its existence.

Now, we ask very respectfully what does tourist traffic amount to in St. John's? The "tourists" who arrive here are housed, fed, and amused on shipboard. So the hostleries get nothing. The cabbies get a certain amount of patronage; and possibly the knick-knack stores. But beyond this we fail to see where the advantage arises.

We realize, of course, that the steamship companies are doing a very prosperous business; but from what we have been told by certain store-keepers in the city, the amount of purchases made by the "tourists" would not give them a vacation to Topsail. Of course, we are delighted to see visitors in our city; but we should not be laboring under any delusion as to the financial phase of the tourist business.

Things are different on the West Coast. Practically all the visitors to the West Coast spend from two to three weeks, or longer there; and, if they are not "campers" they put up at some of the hostleries where, by the way, they get the best of accommodation and the best of attendance. The campers hire guides, and in many instances, buy their supplies locally. The tourist traffic to the West Coast is an asset worth while.

We have heard it said repeatedly that one of the reasons why we do not attract more tourists to St. John's is the lack of good hotel accommodation. Possibly, we do need more hotels; but hotels need patronage to keep them running. We have some very excellent hotels in this city; we have no Waldorf-Astorias or New Manhattans, or anything of that sort; but we have just such places as a summer visitor would patronize. The rates are low comparatively; and from some guests who spent weeks here at the — and the — we have learned that the accommodation was all that they could wish for. So the hotel argument means very little, as far as the city is concerned.

What we do need, however, is more and better accommodation in the outports, especially along the West Coast, in Notre Dame Bay, Bonavista Bay, and in Trinity Bay. The accommodation in all these sections is limited. We do not want "Log Cabins," but we need nice attractive hostleries with modern appliances and good service. Our outports generally are lacking in decent hotel accommodation.

With such features as these and a good advertising campaign, we might hope to be able to secure tourist traffic that would be worth while.

DOG FISH SELL AT NEW YORK

The U. S. Bureau of Fisheries states that dogfish have been put on the New York market and brought good prices as a food fish. In large lots the price was five cents per pound and in small barrel lots to 150 pounds these fish have sold for \$3.75 a barrel. The bureau also states that russels engaged in the fisheries in New York landed in March 131,100 pounds of that fish and it found a ready market.—Gloucester Times.

READ THE MAIL & ADVOCATE

Genl. Zeiller Skiddadles

A TELEGRAPHIC despatch to The London Daily Mail says: "General Zeiller, who commanded the Austrian forces at Gorizia, stole out of town with all his staff, leaving his troops to sacrifice themselves in the last fruitless resistance."

Evidently the Austrian commander believes that

"He who bluffs and runs away May live to fight another day."

Before General Zeiller left Gorizia, carrying with him all military documents, he gave orders that the civilian population should be removed and sent to Laibach, forty-five miles to the eastward of the doomed city. Non-combatants had attempted to escape toward Tarnova, northwest of Gorizia, driven on by the Austrian military police, but encountering an Italian curtain of fire, they were forced to retreat. There were tragic scenes. Old women and children ran across the country seeking for shelter in ruined houses and dug-outs, panic stricken, bewildered, and shrieking agonizing appeals for help. In the end they regained the town, which was not under fire, and ran and hid themselves in cellars until the hour of deliverance came.

When the Italians entered Gorizia, there was great rejoicing, notwithstanding the fact that the Austrians had made every effort to banish all who were in sympathy with the Italian campaign.

Gorizia is the chief town of the Austrian crown-land and is beautifully situated in the fruitful valley of the Isonzo, twenty-five miles N.N.W. of Trieste by railway, and before the war, had a population of about 22,000. It has several excellent educational establishments including a deaf and dumb institute and an agricultural school. The industries include cotton and silk weaving, sugar refining, brewing, the manufacture of leather and the making of wine. It has also a considerable trade in wooden work and fruit. For some years, owing to its delightful climate, Gorizia has been much resorted to by invalids in winter.

The capture of Gorizia is one of the greatest events in the history of the war; and Austria's doom is sounded.

Historic Paradoxes

THIS war has proved that there are no irrevocable verdicts in history; its chapters are now under constant revision. The Turks are back in Hungary after one hundred years of absence; for Austria, which was in deadly conflict with Germany half a century ago has called them to her assistance, as she called for aid from the Poles when the Turks threatened all Christendom in 1683. When the Turks face the Slav troops on the eastern frontier will be witnessed the strange spectacle of Islam attempting to preserve the one power that stood between her and the conquest of Europe and changed the whole course of events for two hundred years. But for Austria the Turks would have been masters of Europe, if not of all the continent outside of Russia.

It is a singular spectacle to see the Poles (there are many in the Austrian Army) fighting with the Turks; for it was the Poles under Sosbieki that rolled the Turkish hordes back from the walls of Vienna and dispelled forever the dream of Kara Mustapha.

The arrival of the Turks to aid the Austrians is said to have a more immediate significance. Germany, it is said, induced the Turks to enter Austria because the Bulgarians could not be induced to fight the Russians. With all their faults, the Bulgars are perhaps the most grateful of the Balkan peoples. They have not forgotten that it was Russia who freed Hungary from Turkish rule. The nightmare of horror under which Bulgaria existed for centuries was dispelled by Russia and Bulgaria does not forget that fact, though for nigh half a century Russia has not exhibited any particular regard for the national feelings of her adopted child. It is said that no Bulgarian commander could give his men an order to fire on the Russians with any certainty that such order would be obeyed.

The greater the Russian advance in Galicia, the more uncertain becomes the hold of the enemy on the allegiance of Bulgaria and her people. Singular complications are now arising for the Central Powers; and it is difficult to forecast what is likely to happen within a week. Few of us show discretion in the selection of things to be left unsaid.

**REVELLE
BY CALCAR**

HOW is it that not until the pinch of financial and other economical embarrassment is felt that the spectre of Confederation rises. Is there any connection between this invocation of political alliance with Canada and the reckless mismanagement of the Morris Party. There is strong suspicion that there is. With such an inviting port to leeward those who have the management of the Ship of State, if they be corrupt enough and so degraded, so bereft of the spirit of patriotism have a fine prospect before them of plunder without entailing any great risk to their own previous carcasses. We hold with the writer of The Star, "R. U. Right," that it is best to have this matter of Confederation forever settled and settled at once and in such a way that will compel us to either trim our course for the broad open sea of nationality or enter the port we have so long been keeping under our lee.

Until this question of our determination to either put to sea or go into harbor is decided, there will be the prospect for us of getting on the rocks. Our position to-day is that of a lotted ship. A pirate crew has stripped us and left us in a very embarrassing position. Are we able to put to sea or must we by stress of unfortunate circumstances seek the safety of Confederation.

It is inimical to our welfare to have this port to leeward. This keeping of a port in sight is a direct invitation to unskillful and dishonest men to assume command. If we were on the high seas with no prospect of making a port in the event of disaster there would be less likelihood of unskilled men attempting to take charge, and those in control would be apt to exercise due caution so as not to jeopardize the ship. There should be no need for this country to seek Confederation unless it were sought in order to fulfill a higher destiny. In that event it would be quite honorable, but to seek it as a release from the consequences of our folly is disgraceful, especially as we have kept the last refuge constantly in sight.

Morris has disavowed any leanings towards Confederation. He is not the one who would risk his political skin by any declaration either for or against, but he has been dishonest enough to risk the probability of this country having to seek that safety by his unpardonable excesses. He sees the port to leeward and "carries on" in spite of all warnings.

Our financial sails have been blown to ribbons and now at last it is a question of our being able to avoid having to drop anchor in Ottawa.

Only honest, capable and earnest men, men of patriotic mould, can save us now, if it is desirable to again put to the test the seaworthiness of the old ship. Only clever seamanship can ever make a course under such shreds of canvas as are left of the once broad sails we flew.

Let us have this question of Confederation settled once for all, for it is plain that with it as a safe retreat from the waves that threaten through unskillful sailing, there is forever a premium on incompetence and dishonesty.

What matter to the corrupt and dishonest, not to say unpatriotic politician the degradation and ruin of his country when he knows that he can escape the consequences of his crimes by submitting his country to Confederation with Canada, a contingency forever lurking in our path. No permanent advancement can ever come to this land while Confederation is a moot question, for whatever good may be done by honest men will sooner or later be demolished by the dishonest. The unscrupulous politician fattens upon the labors of honest statesmen, and we have a very painful evidence of this fact in the corrupt administration of Sir Edward Morris. He found the country prosperous and pursuing a sane course, he soon reduced her to beggary and upset the wise plans of a wise government.

PULLMAN CAR SOLDIERS

New York World:—Probably the National Guard complaints have been exaggerated. We trust so; for if not, it would be hardly worth while for either the Federal or State Governments to waste money on a National Guard that could not endure the discomforts

**GLEANINGS OF
GONE BY DAYS**

AUGUST 21

THE National Synod of Thurlles, Tipperary, first opened, 1850. Regatta on Quidi Vidi Lake: names of boats: Banshee, Indian Girl and Jenny Lind, 1852.

Floral and horticultural show in Victoria Rink, 1873. Mendellshon Club (singers) arrived from Boston, and held entertainment in Athenaeum—a great success, 1878.

Paul Carty and family arrived here, 1873. Bishop McDonald consecrated at Pictou, 1881. William Fitzpatrick, baker, died, 1870. Captain Denis Mealey, jr., died, 1881.

John T. Carnell, City Councilor, died, 1893. Maurice Cummins, father of Captains Peter and John Cummins, died, 1853. U.S. warship Kearsage arrived in St. John, 1879.

WHITCOMB RILEY

SOCIETY owes Whitcomb Riley a debt of gratitude for his delineation of the virtues of the domestic hearth. In this age of divorce and martial infidelity, his sketches of the ideal home life are indeed refreshing. These two little poems, the first a verse from the poem entitled "A Boy's Mother" and the second "That Old Sweetheart of Mine" will reveal something of this phase of the author's works:

She loves me when she cuts and sews
My little cloak and Sunday clothes;
An' when my Pa comes home to tea
She loves him most as much as me.

As one who cons at evening o'er
an album all alone,
And muses on the faces of the friends
that he has known,
So I turn the leaves of fancy, till
in shadowy design
I find the smiling features of an
old sweetheart of mine.

'Tis a fragrant retrospect, for
the loving thoughts that start
Into being are like perfumes from
the blossoms of the heart;
And to dream the old dream over
is a luxury divine,
When my truant fancy wanders
with that old sweetheart of mine.

Though I hear benseath my study,
like a flickering of wings,
The voices of my children, and
the mother as she sings,
I feel no twinge of conscience to
deny me any theme,
When care has cast her anchor in
the harbor of a dream.

But, ah! my dream is broken by a
step upon the stair,
And the door is softly opened,
and my wife is standing
there;
Yet with eagerness and rapture
all my visions I resign,
To meet the living presence of
that old sweetheart of mine.

to which the ordinary person must
submit in going to Coney Island
on Sunday. Wars are not won by
armies that can travel only in
Pullman cars.

**THE HARVEST
OF THE SEA**

INTERESTING AND USEFUL TO THE FISHERMEN OF THE COLONY

By Our Own Correspondent

TECHNICAL TRAINING FOR FISHERMEN

THIS subject is a very important one; and we have several times in this column discussed the necessity of it. Whether our humble efforts will produce any effect we know not; but we shall keep hammering at it until something is done to bring about the desired consummation. Technical education for fishermen is a recognized necessity in every other fishing country except our own; but nowhere is it so important as in Newfoundland, for we are almost entirely dependent on the Harvest of the Sea for an existence. Every other industry is simply subsidiary to fishing.

Mr. Sexton, Director of Technical Education in Nova Scotia, says: "There is no occupation which cannot be assisted and developed to the benefit of the worker, and this is especially true of the fishing industry, which calls for the exercise of so much hardihood and intelligence. Fishermen have not received the same advantages in technical training as have the mechanics or farmers."

Scotland and Norway have forged to the front largely because of the application of technical education and science to the fishing industries in these countries. There are schools of navigation for fishermen in all the important centres in these countries, and in the former there are even travelling instructors in navigation. The best methods of packing, curing, and storing fish have received minute attention and the fishermen are educated along this line. The migration of fish has been studied scientifically with the result that the fishermen have found out where the best fishing grounds are situated for different times of the year."

Training schools for fishermen have been in operation in Great Britain, Ireland, Germany, Denmark, Belgium, France, Holland and Japan for years. Here young fishermen receive a training in navigation, in everything that fits them for their avocation.

We notice that the fish merchants of Halifax are very pronounced in their advocacy of technical training for fishermen; and Mr. Howard Smith, Manager of N. & M. Smith, says that he is a firm believer in technical education for fishermen, and he suggests that it be undertaken by instructors who should get a remunerative salary; and "that as a preparation for their work they should be sent to Norway, Scotland, and other countries for a course of training. These instructors would then be in a position to speak authoritatively. For instance, the instructor could show his class how herring cured by the Scotch method is easily worth ten dollars, whilst he now gets only four. He could exhibit fish which sells for eleven dollars a quintal whilst the Canadian product realizes only seven dollars."

The Nova Scotia fishermen are a very practical lot of men and they study the needs and demands of the fish trade with a view to a further development of the industry. What are our fish merchants doing? The only thing we have noticed is that the Board of Trade "resolutely" something at the annual meeting; but we have heard nothing since. We

Saloniki Front

TO-DAY'S public messages tell of activity on the part of the Allied Armies on the Saloniki front. That a general offensive by the Allied forces there would be soon attempted has been the opinion of military critics for some time past.

On page two of to-day's issue will be found an article from the pen of Mr. Frank H. Simms of the New York Tribune dealing with the Saloniki campaign and in view of to-day's messages it should prove interesting reading.

F.P.U. NOTES

The F.P.U. freighter Hattie A. Heckman has sailed for Sydney to load coal for one of the outport stores.

The F.P.U. schooner Paragon left Cadz on 15th inst. with a load of salt and will proceed direct to Exploits to discharge.

The schr. Josephine, Capt. Johnson, is loading supplies at F.P.U. wharf for the Union store at Bonavista.

**Russia is Not
Thinking of a
Separate Peace**

PETROGRAD, via London, Aug. 14.

—The rumors which were circulated following Premier Sturmer's appointment as foreign minister, that Russia might entertain proposals for a separate peace, have elicited a definite denial of such a possibility from the new foreign minister. In denying the rumors to a correspondent of the Ruskyy Slovo the premier said:

"I have learned that my appointment is commended upon in some circles as forecasting a separate peace. I desire to strengthen the public belief that the change in the post of foreign minister must not be considered in any sense an indication of the variation of the line of conduct of the last two years toward her Allies. The agreement with them will not be changed."

"Russia considers it her duty to support all measures England desires to accomplish with regard to Germany and L. as a tool in the hands of the Emperor, will do my best to work hand in hand with our Allies, and will strive to strengthen the friendship with England and France."

have some men in the mercantile community who have had extensive experience; but their modesty prevents them from giving us even a suggestion.

The Liberal-Union Party will carry out the plans outlined in the F.P.U. "Bonavista Platform" regarding education, technical and otherwise for our fishermen; and when they submit these plans they will have something definite to offer. We understand that Mr. Coaker during his recent visit to the United States and Canada gathered up a great deal of practical information on this subject; and we have no doubt that when the subject comes up, he will be in a position to offer something of a practical nature. We had a concrete illustration of the manner in which our young fishermen are neglected educationally, during the last few months; and it is hoped that things will be better ordered in the future than they have been in the past.

We have too many educational faddists abroad in the land just now; we need some more practical men such as is the editor of The Daily News who does not believe in present methods, or as Mark Twain would say, methods "with much frill and no shirt."

Reid-Newfoundland Co.

**LABRADOR SERVICE
S.S. SAGONA**

will sail from Dry Dock Wharf at MIDNIGHT on Tuesday, calling at Harbor Grace, Carbonear Trinity Catalina, King's Cove, Wesleyville, Twillingate, St. Anthony, Battle Hr. and the usual Labrador Ports. Freight received up to 6 p.m. Tuesday.

Reid-Newfoundland Co.

Men's Negligee Shirts, 49 cents.

SUMMER SPECIALS!

Child's Rah Rah Hats, Only 14c. ea.

READ THIS LIST.

HUMP HAIR PINS.
5c. and 10c. per pkge. A patent device clips the hair which prevent them from falling out.

MEN'S SOCK SUSPENDERS.
20c., 22c. pair.

MEN'S TWEED CAPS.
Special lot only 70c. each.

LADIES' HOSE.
Silk Lisle in White, Grey, Black and Navy. "Gordon" brand, the kind that's hard to wear out, only 40c. pair.

RIBBONS
In all the leading colours and widths. Price from 3c. to 15c. per yard. See them to prove the value.

BOYS' SHIRTS.
Fitted with double soft collar and collar links for the low price of 15c., cream shade.

BOXES OF MOURNING STATIONERY.
Containing 24 Envelopes and 24 Sheets Paper, only 24c. Box.

PURSES
For the low price of 5c., other prices 8c. to 10c.

BOYS' KHAKI DRILL PANTS.
Extra good value and superior quality—37c. and 65c. per pair.

BOYS' SHIRT BLOUSES.
35c. Big value for little money.

BOYS' STOCKINGS.
22c., 24c., 25c., 27c., 30c., 32c., 33c., 37c. pr.

BOYS' SHIRTS.
White Dressed Fronts, 25c., 40c., 45c., each.
Worth regular price 80c. to \$1.20.

MEN'S SHIRTS.
Job lot—45c. and 70c. each.

MEN'S SOFT COLLARS.
10c. each. Regular price would be 20c.

LADIES' BOOTS!

LADIES' DONGOLA LACED BOOTS, high heel, patent tip.....\$1.95.

LADIES' DONGOLA LACED BOOTS, low heel.....\$2.60.

LADIES' LACED GUN METAL, Blucher style, high heel.....\$2.50.

LADIES' TWEED PAT. GAITER POLISH, cloth top, white piped, very stylish.....\$3.00.

LADIES' TWEED GUN METAL BLUCHER, high heel, mat top.....\$2.60.

LADIES' TWEED GUN METAL MAT TOP BLUCHER, high heel.....\$2.90.

LADIES' TWEED GUN METAL BLUCHER, high toe, high heel.....\$3.00.

LADIES' TWEED VICI KID BLUCHER, patent tip, high heel.....\$2.35.

LADIES' TWEED BOX GRAIN BALS., med. heel, very strong.....\$2.20.

LADIES' BUTTON DONGOLA, self tip, med. heel.....\$1.95.

LADIES' BUTTON DONGOLA, self tip, high heel.....\$2.25.

LADIES' BUTTON DONGOLA, pat. tip, high heel.....\$2.35.

LADIES' BUTTON DONGOLA, self tip, low heel.....\$2.60.

LADIES' BUTTON PAT., CLOTH TOP, back strap.....\$2.60.

LADIES' BUTTON GUN METAL, mat top, high heel.....\$2.90.

LADIES' BUTTON BOX CALF, Cuban heel.....\$2.40.

LADIES' BUTTON GUN METAL, Louie heel, white piped, \$3. piped.....\$3.00.

NEEDFUL ARTICLES.

TALCUM POWDER.
Large cans, 1 lb. size, only 10c. per can.

SHAVING BRUSHES.
12c., 20c., 35c., 40c. each.

MEN'S LEATHER BELTS.
Only 35c. each.

MEN'S PIPES
Only 15c. each. Very nice quality.

MEN'S SOCKS
In Black Cashmere, only 17c. pair.

GOBLIN SOAP
Works wonders. Highly endorsed for surgical and hospital uses on account of its antiseptic and thorough cleaning and cleansing properties. Recommended for Artists, Accountants, Painters, Printers, Automobilsts, Mechanics, Engineers and people generally whose hands are likely to show stains from their daily occupation. Only 5c. per cake.

RUBBER HEELS
For Ladies' Boots only, 10c. pair.

RUBBER HEELS
For Men's Boots only, 12c. pair.

MEN'S LACED BOOTS!

SPECIAL JOB LINE.

MEN'S PATENT LEATHER BLUCHER STYLE, kid top, Bargain price.....\$1.90.

MEN'S PATENT LEATHER BAL., Vici heel top, Bargain price.....\$1.90.

MEN'S BOX CALF LACED BAL., Bargain price.....\$2.20.

MEN'S DONGOLA LACED BAL., Bargain price.....\$2.40.

MEN'S GUN METAL, Blucher style, high toe, dull top, Bargain price.....\$2.70.

MEN'S GUN METAL, dull top, medium toe, dull top, Bargain price.....\$2.50.

REGULAR PRICES:

MEN'S VICI KID, Blucher style, high toe.....\$2.85.

MEN'S VICI KID, Blucher style, high toe.....\$3.60.

MEN'S VICI KID, Blucher style, med. toe.....\$3.10.

MEN'S GUN METAL, Blucher style, med. toe.....\$3.40.

MEN'S VICI KID, Blucher style, Turk toe.....\$1.70.

MEN'S VICI KID BAL., nature cushion inner sole; very special for tender feet.....\$5.00.

MEN'S GUN METAL BLUCHER, high toe.....\$4.10.

MEN'S BUTTON BOX CALF, med. toe.....\$3.70.

MEN'S TAN LOCAL CALF, Blucher style, high quality, \$4.10.

CHILDREN'S AND MISSES' BOOTS

In all the leading styles. Gun Metal, Vici Kid, Box Calf, Dongola, Box Grain, Glove Grain, Cloth Top, Tan, Black. Prices are of the lowest.

BOYS' AND YOUTHS' BOOTS.

Gun Metal, Box Calf, Glove Grain, Box Grain, Vici Kid, Dongola, Tan, Black. Prices ranging from \$1.40 to \$2.65 per pair.

MORE BARGAINS

LADIES' BLACK BLOUSES.

A bargain lot just opened for the benefit of those who want to spend their money economically. Price only 48c. and 67c. each.

LADIES' WHITE BLOUSES.

Another bargain lot at 60c. each.

LADIES' COLOURED BLOUSES.

60c., 65c., 75c. each. Worth twice as much.

A REAL BARGAIN

In Ladies' Muslin, Cotton and White Pique, 1 piece dresses, \$2.20, \$3.00. Don't miss seeing this line.

CHILDREN COTTON WASH DRESSES.

A line worth crowding about because the prices are so low and the quality so high—45c. to \$1.20 each.

LADIES' HATS.

Most any style to choose from—50c. to \$1.10. Reduced prices to clear.

LADIES' TRIMMED HATS.

Better grade—\$1.50 to \$4.00.

JAPANESE STRAW MATTING.

Cool, sanitary. Price 30c. and 35c. yard.

STAIR OILCLOTH.

15 inches wide, 8c. yard. 18 inches wide, Duck Back, 18c. yard.

STAIR CANVAS.

24c. yard.

LINOLEUM.

Beautiful Tile and Mosaic patterns, \$1.20 yard, 2 yards wide. Good value for price.

CONGOLEUM RUGS.

2 sizes—3 x 4 and 3 1/2 yards. Up to date patterns, good wearing qualities.

KALOMITE, Laundry Marvel.

Astounding, Marvelous discovery, which abolishes forever the rubbing of clothes—Saves time, lengthens the life of clothes and makes them clean and wholesome. Wash day becomes a day of pleasure by using KALOMITE, only **20 cents** per package.

FISHERMEN'S UNION TRADING COMPANY, LTD.



DEFIANCE TO FIRE

is all right—when you're insured. How about your anxiety if flames are destroying your home when

YOU HAVE NO INSURANCE?

Don't get caught in a trap. Act by having us write you insurance on your home and chattels.

PREMIUMS ARE CHEAPER THAN LOSS.

PERCIE JOHNSON,
Insurance Agent.

We have received a further supply of CHOICE CODROY TABLE BUTTER.

This Butter is the best produced in the island, is better than Canadian Dairy Butter, and will keep through the winter.

Small tubs.
R. TEMPLETON,
333 Water Street,
St. John's.

BRITISH OFFICIAL COMMENT ON THE NAVAL BATTLE OF JUTLAND

(From the "Navy")

(Issued by the official Press Bureau and placed at the disposal of the British Press.)

It is well known that nearly all our great naval battles—not even excepting Trafalgar itself—have been the subject of controversy after the event. In many cases every aspect of the action became a matter of debate—the strategy, the tactics, the conduct of subordinate commanders, the actual way in which it was fought, and the true estimate of its results.

The debate was not confined to the public or the press. As often as not opinion was divided both as to the facts and the conclusions among officers who were present and had best means of knowing. Many of the discussions were premature, but many continued long after all the available facts were known, and are even still alive.

It would be idle, therefore, so soon after the late battle in the North Sea, and at a time when so little of its detail can be disclosed without giving undesirable light to the enemy, to attempt anything like a final appreciation. All that can be done is to point out certain aspects of the battle which seem to detach themselves from the mass of half-disclosed detail, and which, so far as can be judged at present, are likely to remain its salient features.

Seen in its broadest aspect, it stands out as a case of a tactical division of the fleet, which had the effect of bringing an unwilling enemy to battle. Such a method of forcing an action is drastic and necessarily attended with risk, but for great ends great risks must be taken, and in this case the risk was far less great than that which St. Vincent accepted of bringing an unwilling enemy to battle. Such a method of forcing an action is drastic and necessarily attended with risk, but for great ends great risks must be taken, and in this case the risk was far less great than that which St. Vincent accepted of bringing an unwilling enemy to battle.

In the present case there was only the appearance of division. The bat-

tle fleet was to the north and the battle-cruiser fleet to the south, but they formed in fact one fleet under a single command, acting in combination.

They were actually carrying out, as they had been in habit of doing periodically, a combined sweep of the North Sea, and Admiral Beatty's fleet was in effect the observation or advanced squadron. The measure of the risk, should he have the fortune to find the enemy at sea, was the length of the period which must necessarily elapse before the commander-in-chief would be able to join the battle. It was a risk that would be measured mainly by the skill which Admiral Beatty could entice the enemy northward without being over-whelmed by superior force.

In the light of this outstanding feature the action will be judged, and the handling of the battle-cruiser fleet, and the splendid group of four battleships that was attached to it, appraised.

When Admiral Beatty got in contact with the German battle cruisers they were proceeding northward, and, being inferior to his force, they turned to the southward. The inference was that they were either trying to escape or bent on leading him into danger. When such a doubt occurs there is in the British tradition a golden rule, and that is to attack "the enemy in sight." It was the rule that Nelson consecrated, and it was good enough for Admiral Beatty. He engaged, and continued to engage as closely as he could till he found the enemy's battle fleet coming north. Then he turned, but he did not break off the action. The enemy was in overwhelming force, but by the golden rule, it was his duty to cling to them as long as his teeth would hold. They had spread a net for him, and it was for him to see that they fell into the midst of it themselves. It was a task that demanded some courage. Yet he did not flinch, but continued the fight to the northward, and signalled the four Queen Elizabeths to turn sixteen points.

Now was the hour of greatest risk, but he was well disposed for concentrating on the van of the enemy's line, and the commander-in-chief was hurrying down at full speed. For an hour and a half the unequal battle raged as Admiral Beatty and Admiral Evan-Thoms led the enemy on, before Admiral Hood could appear with his battle-cruiser squadron. The action was then at its hottest, but Admiral Hood, without a moment's hesitation, and in a manner that excited the high admiration of all who were privileged to witness it, placed his ships in line ahead of Admiral Beatty's squadron. No Admiral ever crowned an all too short career more devotedly or in a manner more worthy of the name he bore.

With his fine maneuver the risk was in a measure reduced, but there still remained the more delicate work of the grand fleet effecting the junction and entering the ill-defined action. With the exact position of the enemy's fleet shrouded in smoke and in the gathering mist the danger of interference was very great, and before the commander-in-chief lay a task as difficult as any admiral could be called upon to perform. To the last moment he kept his fleet in steaming order so as to preserve up till the end the utmost freedom of deployment, but by what precise maneuvers the deployment was carried out must for obvious reasons be left in a mist as deep as that which was hiding all that was most important for him to know. Suffice it to say that the junction was effected with consummate judgment and dexterity. So nicely was it timed that the deployment so barely completed when, at 6.15 p.m., the first battle squadron came into action with the enemy, who had by that time turned to the eastward and was already attempting to avoid action.

Thus the fine combination had succeeded, and the unwilling enemy had been brought to action against the concentrated British fleet. They had fallen into the midst of the net which the inevitable limitation that the time left for completing the business could but barely suffice. There were barely three hours of daylight left, and as darkness approached the action must be broken off unless a need-

less chance were to be given to the enemy for redressing his battle inferiority. Still our battle fleet was between the enemy and his base, and there would have been but little hope of his escaping a decisive defeat but for the mist that robbed those who had prepared for the chance, and those who had seized it with so much skill and boldness, of the harvest they deserved.

It was a beaten and broken fleet that escaped the trap. It had lost many units, its gunnery had gone to pieces, and no one can blame its discretion if it fairly ran for home and left the British fleet once more in undisputed command of the North Sea.

For that, in a word, was the result of the battle. What it was the enemy hoped to achieve we cannot tell. Whatever their effort meant, it failed to shake our hold upon the sea, and that is what really matters. We have fought many indecisive actions, but few in which the strategic result was so indisputable, few which more fully freed us of all fear of what the enemy's fleet could do. It is by such standards that history judges victories, and by such standards the country cherished the memory of the men that prepared and won them. Current opinion will always prefer the test of comparative losses. Let this be applied, and it will be found that the battle of Jutland will well hold its own against all but a few of our most famous victories—none of which we obtained on a first attempt.

Famous Surgeon Of Chicgao Dead

CHICAGO, Aug. 15.—Dr. John B. Murphy, the famous surgeon, died at Mackinaw, Mich., to-day. He was a fellow of the Royal College of Surgeons, London.

He performed more than 1,000 operations years for which he never received a cent, this being his contribution to charity.

Late word from the Grand Hotel at Mackinaw Island to-night stated that Mrs. Murphy and Dr. McArthur and Dr. Keefe would leave at once for Chicago, with the body, and will arrive at noon to-morrow.

Marriage, according to the merry grass widow, is a perfectly lovely experience to have had!

Passengers Shelled by Submarine

Who Were Escaping From S.S. Letimbro—A Cruel Deed of Piracy Against Women and Children

Syracuse, Via Rome, Aug. 15.—The submarine which sank the Italian mail steamer Letimbro, shelled the boats in which passengers were trying to escape, according to the stories told by twenty-four survivors who have arrived here. It is stated the submarine was an Austrian.

The Letimbro carried 220 pas-

sengers and a crew of fifty-eight. Nothing is definitely known as to the loss of life which is believed to have been heavier than usual. The survivors say that the Letimbro hoisted the white flag and stopped her engines before launching a boat but that the submarine continued her bombardment.

The first news of the sinking of the Letimbro, a boat of 2,210 tons, was received on Thursday from Malta where twenty-eight survivors were landed. The survivors also described the shelling of the boats which, they said, caused many deaths.

The passengers included women and children. It was said the boat was overtaken after a long chase.

WE'RE MERELY HANDING YOU THIS PIECE OF **GOOD ADVICE** IN AUGUST

In the hope that you will remember it IN NOVEMBER:

IF YOU WANT ALL KINDS OF SATISFACTION WITH RUBBER FOOTWEAR,

WEAR BEAR BRAND

Cleveland Rubber Co.,
New Martin Bldg., St. John's.

Private King of Lewisporte Dies on Passage Home

Pte. J. W. King, of Lewisporte, who was a member of the last contingent which left here, became very sick and was being sent home by the authorities with the squad under Corporal Hackett, and when the S.S. Sicilian was five days out from Liverpool poor King passed away. His death occurred at 6.20 a.m. on the 9th inst. Every care and attention had been given to him, both by the doctors as well as his comrades, but all their efforts were unavailing. The body of the young hero was clothed in his uniform and sewed up in canvas and four hours after death ensued was consigned to the deep. The burial service was conducted by a C. of E. clergyman, the ship being stopped and the bells tolled while the solemn duties were being performed. All on board were present and assisted in the service. Although it was not destined that Pte. King should bear arms he nevertheless died in the service of his country and will rank among the many other heroes who have laid down their life for King and Country.

SPENT \$100,000

The S.S. Lyngfjord, which came off dry dock a few days ago, cost for repairs and the discharging and reloading of her cargo over \$100,000. She was on dock seven weeks and the work done by Supt. Ladley, of the Reid Mfd. Co., was of a very superior character. The ship when she left dock was without a leak and many of the experts said it was the best work ever put out of hands there.

From the Sagona we learn that the whaler Cachalot has secured 38 whales up to date, she having towed one into Hawke's Hr. while the Sagona was at that place. She hauls for three sperms among that number. The fish are all very large and the amount of oil yielded is much larger than last year. The Sagona brought up 200 casks, which she is discharging at Bowring's South Side premises.

NOTICE

AFTER four weeks from date hereof, application will be made to His Excellency the Governor in Council for Letters Patent, for a new Useful Invention and Improvement in Freight Transporters, to be granted to Ivan A. Bayley of North Sydney, in County of Cape Breton in the Dominion of Canada, Gentleman. St. John's, August 9th, 1916.

M. P. GIBBS, Solicitor for Applicant. aug12,4w,11w

FOR SALE!

SCHR. "LOUISA A. W." 86 tons. Built by Manuel in 1906, constructed for bounty, iron strapped. New sails last year, second sails fairly good. Ground tackling good. On dock July, topsides caulked and painted. Carrying capacity one hundred and twenty tons coal. Reason for selling being too small for Oporto trade. Could deliver vessel in October. Price \$2,100. Sails and rigging worth half the amount. Apply to

JOHN PENNY & SONS. Ramea. aug18,6i

HATS!

Ladies' Summer Hats, all selling at HALF PRICE to clear.

Also 6 Dozen

LADIES' BLOUSES, Job 30c. and 50c.

Nicholle, Inkpen & Chafe Limited.

315 WATER STREET 315 Agents for Ungars Laundry & Dye Works,

OUR THEATRES

THE NICKEL This will be a big exclusive feature week at the Nickel theatre. The pictures will excel any ever shown in this city before. The principal film is "The College Widow" by the Lubin players. It is in five acts from the famous play of the same name by George Ade. It has an all star cast including Ethel Clayton and George Soule Spencer, while it is under the direction of Barry O'Neil. "The Strange Case of Mary Page" will be continued, the eleventh episode being shown. It is entitled "The Raid" and is thrilling and powerful. Wednesday Rev. Townsend Brady's big story, the "Island of Regeneration", will be given; it is in six acts.

THE CRESCENT

"The Hungarian Nabob" is classed as one of the best four-reel features released this year. It is a picturization of Maurus Jokai's famous novel produced by the Biograph Company, with an all star cast, including Charles H. Mailles, Louise Vale and Franklin Ritchie. The Crescent Picture Palace has been fortunate in securing this big feature and will present it to its patrons to-day. And a rich Vitagraph comedy, "Freddy's Last Beau," featuring Dingman, a new Vitagraph comedy star. The musical programme arranged by Professor McCarthy to accompany this big show is of the latest and best. Don't miss seeing this great four-reel to-day.

SHIPPING

The S.S. Florizel, Capt. Martin, left New York Saturday morning for Halifax and here.

The schr "George Ewart" left Grand Bank Saturday with 4,550 qtls of codfish from S. Harris Ltd. for Oporto.

The S.S. Erik arrived Saturday with a cargo of coal to Crosbie and Co., and later tied to the S.S. Ariel, which is in port short of coal to give her a supply.

The S.S. Susu arrived Saturday evening from the Fogo mail service bringing a small freight, and a number of passengers. Capt. Roberts reports no improvement in the fishery since last reports.

The S.S. Tabasco, Capt. Moxon, arrived from Halifax at 12.30 p.m. Saturday bringing about 1500 tons of cargo. She is not expected to get away for Liverpool before Wednesday as a big outward freight is offering, including a large shipment of paper from Grand Falls.

Union Stores do Big Business

F.P.U. Activities North on the Increase—Mr. Geo. Soper Completes His Inspection Tour of Outport Stores and is Enthusiastic Over the Commercial Prospects of the Union

Mr. George Soper, the popular Union outport store inspector arrived by rail last night from Catalina Mr. Soper has made an extensive tour of the North as far as LaSalle. He is looking well after his trip, and speaks in glowing terms of the progress of the Union Trading Company. The business of the Company has increased at a miraculous rate during the last couple of years and a great commercial future may be looked forward to. The volume of business done by the Company through its various stores exceeds anything that could be anticipated. Many new stores are being erected at different harbors and those already in operation are being enlarged and improved. At Herring Neck a new store is being built, while great improvements are being made to the Union premises at Greenspond. Arrangements are also underway for the erection of a large store at Seldom and Valleyfield. Everything is booming and in spite of the stringency of the times a surprising volume of business is being done all along the coast.

Mr. Soper speaks enthusiastically of the possibilities of the herring fishery in Green Bay, which, if properly encouraged and developed, will become second only to the codfishery as a staple industry. The work of procuring material and manufacturing packages, etc., will also afford winter employment for a lot of our people who in the past earned very little during that season of the year. It is to be hoped that the Government will grapple with this big herring proposition which will mean such a boon to our people. When asked about the Coastal Service Mr. Soper said that some complaints are heard of the S.S. Susu. The ship is not considered suitable for the service, the large scupper which projects out from the ship's side renders it dangerous for boats to come to her side, especially in rough weather when the ship is rolling. The danger of capsizing or breaking up a boat by this projection catching it is such that many will not bring their boats alongside and the landing of passengers in dorries is complained of as being very unsatisfactory. No blame, however, is attached to Capt. Roberts, or his officers, who are very courteous and obliging to everybody.

Speaking of the Catalina project, Mr. Soper says it is surely destined to revolutionize the commercial and industrial life of the North. The work of construction is being pushed vigorously and the great work of the F.P.U. will be greatly facilitated when these spacious premises are opened for business. An electrical expert from Grand Falls has inspected and surveyed the Union electric light and power company's premises and says the conditions for the future development of this side of the enterprise are perfectly ideal. Mr. Coaker was fortunate in securing the service of this gentleman, whose expert knowledge and advice is an inspiration to the work in hand.

Generally speaking the work of the F.P.U. in the North is progressing beyond all expectations and under the capable and faithful management of President Coaker, the future prosperity of the enterprise is a foregone conclusion.

Board of Trade Fishery Reports

Aug. 17th.—From T. O'Brien, Point Amour to Red Bay!—The total catch is 4,200 qtls and for last week 200. Very few dorries of skiffs are now fishing. There is no bait, there being no sign of herring and none of caplin since the 9th inst.

Aug. 17th.—From A. Keeping, Durnt Island to Hiscock Point.—No traps but 12 skiffs and 16 dorries are fishing. The schooners R. G. W. C., Keeping Master, with 175 qtls; the Nota, King, with 166; the London, Thorne, 160, have arrived from the Straits. Prospects are as good as known for 30 years. Sufficient squid is taken on the ground for bait. The catch for last week was 225 qtls.

Aug. 17th.—From P. J. Wade, Salmon Cove Point to Brigus South Pt.—The total catch is 820 qtls and for last week nil. The traps have all been taken in and trawl fishing is just beginning. Nothing is being done by hook and liners. There is a plentiful supply of squid but prospects are not very good.

By the excursion train to Kelligrows last evening 220 passengers went out.

And sometimes a stock company don't even carry a line of likely looking chickens.

OFFICIAL CASUALTY LIST

FIRST NEWFOUNDLAND REGIMENT

RECEIVED 5.45 p.m. AUGUST 19th

761 Private Alfred Reid, 17 Cook St. Died at Wandsworth, August 18th.

1999 Private Edward J. Strickland, Port aux Basques. Died of wounds in head, 13th Stationary Hospital, Boulogne, August 18th.

1170 Private Edward Bennett, Big Cofe, Bay St. George. Previously reported missing. Now reported—latest information from officers commanding Battalion:—not missing.

RECEIVED 11 a.m. AUGUST 21st.

1825 Private Alfred Humphries, "Notwood" (Northern Arm). Killed in action, August 9th.

1810 Private Isaac Mitchellmore, Green Island Cove, St. Barbe. Wounded, August 9th.

2151 Private Joseph French, Winterton, T.B. Wounded, August 11th.

1396 Private William Masters, Harbor Harbor Buffett. Wounded and missing August 4th. Previously reported wounded July 1st.)

JOHN R. BENNETT, Colonial Secretary.

Deutschland Sunk, is Report

Pensacola, Fla., Aug. 12.—The Deutschland, first sub-Atlantic liner, was sunk on August 8 by a British patrol boat, according to an orderly of Captain Lique, commander of the French armored cruiser Admiral Aube. On that day, the orderly said, a wireless message was received by the Admiral Aube saying that the patrol boat had sunk the Deutschland that morning. Captain Lique refused to affirm or deny the statement of orderly.

B.I.S. QUARTERLY MEETING YESTERDAY.

The B. I. S. held their quarterly meeting yesterday morning, Hon. J. D. Ryan presiding and quite a large number of members present. The usual reports were submitted and passed, and resolutions of condolence were passed to the parents of Capt. M. Frank Summers and Pte. Allen Cleary, who have died in action. After some more routine business was dealt with the meeting adjourned.

NAVYMEN HOME ON FURLOUGH

By the incoming express to-day there will arrive seventeen more Royal Naval Reservists on a well-earned furlough. These men have been on active service almost since the war began. They will be welcomed at the station by the Ladies' Patriotic Association and the Acting Premier, Hon. J. R. Bennett; and then will motor to Government House, where they will be received and addressed by Sir Joseph Outerbridge in the absence of His Excellency the Governor.

SGT. MAJOR WISEMAN HERE ON FURLOUGH

Sergeant Major Wiseman who is attached to the Canadian Guards Artillery have been visiting his home at Clarendville and returned by the Stephano to rejoin his detachment on Saturday. Sergt. Wiseman has been four years attached to the Canadian Regulars, being all that time stationed at Halifax, and though every effort has been made to get to the front he has so far been unsuccessful. Sergt. Wiseman says that Newfoundlanders are enlisting daily with the Canadians and that more than 1,000 have already gone with the C.E.F. to France or elsewhere.

FROM PRIVATE AIDEN HOGAN

A letter was received from Private Aiden Hogan, son of Doctor Hogan of St. Mary's, Thursday, which was written in Charing Cross Hospital. The young soldier, who passed through the Gallipoli campaign, and was one of the wounded in the big drive, July 1st last, is doing fairly well. He suffers from fracture of both thighs, and since being in hospital has had six operations performed. Aiden is quite hopeful, and in the best of spirits, and desires to be remembered to his many friends, particularly his former schoolmates at St. Bon's.

The Canadian Government will contribute \$25,000 to the memorial to be erected by the Empire in honor of Lord Kitchener.

READ THE MAIL & ADVOCATE

Corporal Hackett Had Hard Time

Among the number of boys to return from the front Saturday were Corporal D. Hackett and Private R. C. Greive, both Gallipoli veterans, and they are also the first to return of those who took part in the big drive on July 1st. They both received slight wounds on that memorable day are now quite recovered.

Corp. Hackett, who came in charge of the men, tersely describes the "push" as "hell on earth." When "Ours" received the order to advance about 9 o'clock in the morning, he went forward with a bombing party of ten, and safely crossed no-man's land, but when he reached the enemy's first line of entanglements he was the only one of the group left, the others having been killed or wounded. Then he received his wound in the left arm, the bullet passing clear through the elbow. The shock was so great that he spun round like a top before falling. With his uninjured hand he managed to throw three bombs fairly into the enemy trench, where a machine gun was blazing out death, and had the satisfaction of hearing it speak more. His bombs either killed the crew or caused them to remove the gun to another position. Then he rolled into a shell hole, where he partly checked the flow of blood from his arm by making a tourniquet with a strip of his clothing and the spike of his jack knife. Weak from loss of blood and suffering from thirst, as his water bottle had been shot off his back, he remained there thirteen hours not daring to move, as the Germans sniped the wounded who attempted to get away. Then, at 11.30 at night, he began to crawl back to his own lines, stumbling over dead and dying all the way. He was at once treated at the dressing station and then hurried to Ocean Village, (thence being sent on to Hospital. Motor ambulances were run in a stream all the night, and the way the injured were handled was marvellous. After two days at Etaples he was despatched to England with 250 other wounded men and placed in Wandsworth Hospital. The sights he witnessed during and just after the charge defy description. Many deeds of valor were performed that probably will never be known, and every man played a hero's part.

Corporal Hackett was fortunate while in Gallipoli in only being slightly wounded by a shell which killed four and wounded seven. He is looking none the worse for the cruel ordeal through which he has passed.

Big Crowd Greeted Returned Soldiers

Ten more of the boys returned by Saturday's express, six of whom are on furlough and four have been declared medically unfit for further service. Their names are: Crisp, D. Hackett, F. Cornick, L.C. Bartlett, L.C. T. Christopher; Privates R. C. Greive, Ed. Nottall, W. Roberts, C. Robertson, J. Knight, V. Pearce. On arrival they were met by the reception committee of the Ladies' Patriotic Association, and Acting Premier Hon. J. R. Bennett. Thousands of citizens including clergymen from the various city denominations, members of the executive, and volunteers now in training as well as veterans who returned last week were also present, and loudly cheered the returned heroes as they stepped from the train to the platform. Hon. Mr. Bennett then welcomed the soldiers. Later they were placed in automobiles and driven to the Government House, where in the absence of His Excellency Sir W. E. Davidson, Sir Joseph Outerbridge received them, Sir Joseph spoke highly of the work of the Newfoundlanders both at Gallipoli and in France, and of the splendid encomiums paid them by the most brilliant men in the British Army, and of the Army of France.

After Sir Joseph Outerbridge had finished his very appreciative address the lads were dismissed to form that happy reunion with their relatives and friends which has been looked forward to by both with such keen anticipation.

KYLE'S PASSENGERS

S.S. Kyle arrived at Port aux Basques 7.20 a.m. yesterday with the following passengers—Mrs. Jas. Hanham, H. J. McIsaac, J. Roche, Miss J. Pidge, H. C. C. Paul, Mrs. Hansen, Mrs. M. J. McLeod, P. J. and Mrs. Garland, C. S. and Mrs. Cornelius, J. King, J. H. Moulton, S. and Mrs. McNeill, B. and Mrs. Orr, W. Dickie, Mrs. F. Cox, Mrs. Geo. Herlihy, Rev. N. Matthews, J. Morris, C. C. Penney, F. A. Guy, Jas. Connors, M. Bennett, J. R. Wright, E. Vatcher, Mrs. A. Strong, Mrs. E. Miller, Miss W. Mahan, P. and Mrs. Power, John Greene, L. Buffett, H. Bruce, Mrs. W. Hanham, Miss B. Whitley, Mrs. T. Woodward, Mrs. W. A. Perkins, Mrs. G. Hertridge, Miss E. Boland, Miss Mary Kilkinson, Miss E. Tomkins.

LOCAL ITEMS

Lieut. A. Gosling who had been here on furlough left by the Stephano on Saturday to resume duty.

There was very little doing in police circles Saturday night one inebriate being the only arrest.

A local express with the S. S. Lady Sybil's mail arrived at 10.30 last night.

Mr. Fisherman, to save ninetenths of your Engine trouble, use CARBONVOID.

The passengers which went out to Bowring's Park yesterday numbered 1,220.

Capt. Kendrick leaves during the present week for Nova Scotia to bring down a vessel recently purchased by Harvey & Co. for the local trade.

Kalomite Laundry Marvel—the clothes washing wonder of the century. Try it. Ask your grocer for it and save labor. G. W. GUSHUE, 216 LeMarchant Road. —aug21,tf

A message to His Excellency the Governor from Captain Carly yesterday stated that he had arrived at Quebec and would probably reach home on Thursday.

Carbonvoid saves 25% your fuel cost.

The Tor's Cove train yesterday afternoon took out almost 500 passengers, the greater number getting off at Bay Bulls to attend the Garden Party.

Mr. J. Maher, engineer, who was on the S.S. Desola when she sunk at the dry dock pier, arrived by the Stephano. He will reside for some time in the city.

The regular monthly meeting of the Cathedral branch of the Holy Name Society was held yesterday afternoon, at which several candidates were admitted to membership.

Mr. and Mrs. Isaac Abbott of Musgrave Harbor announce the marriage of their daughter Annie to Mr. Arno Winsor, of Wesleyville, on the afternoon of Thursday August 24th.

The use of Carbonvoid means more Power, less Fuel, perfect Ignition, easier Starting, and uniform Combustion. IT PAYS.

Engineers West, Hansford and McCourt, and Steward McCrudden, formerly of the Samuel Blandford lot by the Stephano on Saturday to join the Thetis which is expected shortly to Job Bros. and Co.

Mr. Isaac LeDrew, of Kelligrows, is in town to-day for a short business trip. He received a letter from his son, Private Bert LeDrew, who it will be remembered was so badly wounded in the big push on July 1st. Bert is doing well considering the nature of his wounds. He is cheerful but rather reticent in describing the part played by the boys on that memorable day.

Carbonvoid gives increased mileage and more power.

We learn that the schooner "Mary Hendry", bound from Lunenburg in ballast to Grey River to load pit props for England has been lost at Couteau, near Burgeo; all the crew are safe. The Hendry was a large schooner of 278 tons net register, and she took a load of codfish from this port last year for the Brazilian market.

It is proved that Carbonvoid absolutely eliminates Carbon from Cylinders, Cylinder Walls and Piston Heads.

We understand that the first of the sanatoriums promised by the Messrs. Reids will be erected at Bocock's farm, the work of excavation commenced Saturday last and the construction work will be pushed until its completion. The building will be 90 feet by 30 and will be of wood and concrete. Messrs. M. and E. Kennedy, contractors, have managed to secure the contract.

The use of Carbonvoid means Bright Spark Plugs, Clean Cylinders, no Carbon, less trouble, no

We learn from passengers by the Sagona that a drowning accident occurred at Bateau, Labrador, when the steamer was coming South, but the name of the unfortunate man is not known. Passengers say that a man and his son were in the boat when the father's oar came out of the score and he fell into the water and was drowned before his rescue could be effected.

Sagona Back From Labrador

The report brought by Capt. Parsons of the S.S. Sagona is not very encouraging. Very little improvement is reported south of Nain for the last 3 or 4 weeks and the prospects on the whole are not encouraging. The weather, too, has been very unfavorable and this condition has contributed to the poor catch to date.

Along the whole coast, except at Battle Harbour where crews are getting a few quintals daily, nothing has been done for some time, and some of the crews are getting ready to quit the voyage. North from Nain, however, where a large number of floaters are fishing, prospects are good if fine weather prevails. Const. Dwyer, who is doing special duty on the coast, wrote Capt. Parsons at Nain, giving him the different places which he visited early in the present month.

On Aug. 7 there were three schrs. belonging to Little Bay Islands at Turnavie. There was plenty fish on the bottom, but not much doing.

At Long Tickle there were three schooners from Herring Neck getting all the fish they could handle, one having 350 quintals on board. At Green Cove plenty fish about, but not doing much with traps.

At Three Mountains the schooner Susie of Little Bay Islands trapped 45 barrels on the 5th and 20 barrels on the 7th. Several Twillingate schooners here.

At Mugford Tickle there are eight schooners and five of Churchill. They are not doing much, but there is plenty fish about, and a good week's work is expected. Winsor's crew trapped 45 barrels in one haul on the 7th.

At Mahar's Hr. seven schooners are fishing, with prospects good. At Green Cove there are two schrs. both with some fish.

At Cut Throat Island there are forty schooners. One trap had forty qtls. on the 7th. There is a lot of fish about.

From Cut Throat Island south there is not much doing, except at Beachy, where hooking is good.

There is, however, a good sign of fish on the bottom from Hebron to Cut Throat Island and if the weather holds anyway good, good catches on that section is looked forward to. Four vessels are reported as being well fished at Wolf Island, one hauling for 800 qtls.

Mrs. Capt. Faulke left by the Stephano to join her husband at Halifax. Capt. Faulke will bring down the Thetis which has been purchased by Job Bros and Co., and leaves shortly for here.

St. John's Municipal Council TENDERS FOR HAY

TENDERS addressed to the undersigned and marked "Tenders for Hay" will be received until Thursday, 24th inst., at 4 p.m. for delivery at the Sanitary Stables 10 TONS (2210 lbs) NO. 1 TIMOTHY HAY in lots from one ton up.

The Council is not bound to accept the lowest or any tender.

By order, JOHN L. SLATTERY, Sec. Treas. aug19,2i

Storekeepers! 'Clover Leaf' Tobacco

HAS not or will not advance. So why pay higher prices when you can get this well made Tobacco, right from Virginia, made by Union men only. Special prices on case lot.

M. A. DUFFY, Sole Agent. Office—Gear Building, East of Post Office.

FOR SALE—Freehold Dwelling House, situated No. 50 Leslie Street. Fitted throughout with all modern improvements. Apply to WILLIAM SNOW, 20 South Side.—aug15,8i

WANTED—At once, experienced Pants Makers, to work in factory and outside. Constant work and high prices for making. Apply to BRITISH CLOTHING CO., Duckworth St.—jnc27,tf