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# THE MAIL AND ADVOCATE.

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## ALLIED FORCES, IN BATTLE ARRAY ARE FULLY PREPARED TO GRAPPLE WITH GERMANY'S ADVANCING TROOPS

Their Plans Have Been Carefully Prepared and They Have Chosen Their Own Battlefield Where They Will Endeavor to Turn Back the Attempted German March on Brussels and Antwerp

FIELD MARSHALL, SIR JOHN FRENCH HAS JOINED THE ALLIED ARMY

Germany is Now on the Horns of a Dilemma—Allied Forces Face Her in the West; Russia's Hordes Are Pouring in From the North and Strong French Armies Are Invading Alsace

London, Aug. 15.—Pushing forward by weight of numbers the German advance across Belgium is slowly but steadily proceeding, and soon must come into contact with the allied armies, which according to an official communication from Brussels last night are in battle order at some point unindicated.

### Sir J. French Takes the Field

Paris, Aug. 15.—A news agency announces that Field Marshall Sir John French, Commander-in-Chief of the English forces, has joined General Joffre, the French Commander-in-Chief, at headquarters today.

### CROWN PRINCE RESPONSIBLE FOR GREAT WAR

Paris Report Says Irresponsible German Heir Precipitated the Crisis

### KAISER WAS FURIOUS AT SON'S ACTION

And When He Returned Home He Inflicted Corporal Punishment on Him

London, August 12.—Crown Prince Frederick William, of Germany, and not the Kaiser, is directly responsible for the general war in Europe, they say, according to a despatch received by a British official from Paris.

The despatch states that while the Kaiser was on a cruise in Norwegian waters the Crown Prince allied himself with the German War party and made plans for a war on Russia.

When the Kaiser returned to Berlin he found that matters had gone so far that he could not back down without compromising Germany. The Kaiser flew into a terrible rage, summoned his son, and in the scene which followed he rushed at the Crown Prince and knocked him down with a reign of blows, the despatch states.

### GERMAN CRUISERS STEAMING NORTH

Leipzig and Nuernberg were Sighted Thursday Off San Francisco

San Francisco, Aug. 14.—The German cruisers Leipzig and Nuernberg were headed north, steaming at full speed when last seen yesterday north of San Francisco Bay, according to the statements of the captain of the steamer Queen, which arrived here today.

The Leipzig passed the Queen 100 miles north of San Francisco in the forenoon, bound north, and making twenty knots an hour.

The Queen's captain tried to speak the cruiser, but all the commander did in response to his wireless communication was to hoist the German flag.

The Nuernberg was reported to have passed fifteen miles north of Point Keys just north of San Francisco Bay, at 4.15 yesterday afternoon.

Brussels, Aug. 15.—The British Government are chartering steamers to transport German prisoners of war to England.

### FRENCH HOLDING STRONG POSITIONS IN VOSGES MTS.

German Attack of 5 Days' Duration Failed to Dislodge Them

### GERMANY IS SUPERIOR IN NUMBERS BUT THE FRENCH PROVE FAR BETTER FIGHTERS

London, Aug. 14.—The Paris correspondent of The Exchange Telegraph Co. telegraphs that an official statement was issued by the Minister of War in the French capital at midnight which says that the French troops held their position on the ridge of the Vosges mountains for five days despite the vigorous attacks of the Germans who were superior in numbers.

At one point the Germans brought up to help their weakened troops some of the reserves, but the latter were unable to resist the French attack and were obliged to lay down their arms. An entire division surrendered.

### MARTIAL LAW IN LONDON NOW

Great Deal of Authority Has Been Delegated to Military Authorities

London, Aug. 14.—What practically amounts to martial law was proclaimed this morning in a special issue of The London Gazette, which gives a long list of new rules for the public.

Under these, private persons may not light a fire on a hill; may not spread alarming reports; must be orderly; must keep indoors at specified times; must when ordered to keep all lights out.

The authorities may order the destruction of any house or property and finally the power of a court martial is given the authorities in certain specific cases.

### GERMAN TROOPS BROKEN IN SPIRIT

Find it Impossible to Fight Under Present Starvation Conditions

Paris, Aug. 14.—An official communication says that German prisoners who have been questioned give the impression that they are broken in spirit, and physically weak from hunger.

### GERMAN RIGHT IN FULL RETREAT

London, Aug. 14.—An Exchange Telegraph from Brussels says the right wing of the German army is still retreating and is being harassed by the Belgian outposts.

During the night number of skirmishes hurried the German retreat.

READ THE MAIL AND ADVOCATE

### JAPS WILL ACT AGAINST GERMANY

Paris, August 14.—The Journal to-night states it is absolutely certain Japan will declare war against Germany.

### JAPANESE NAVY HAS PUT TO SEA

London, August 15.—The Daily Telegraph learns from diplomatic correspondent that the Japanese Government intends to carry out to the full its obligations under the Anglo-Japanese Treaty.

The correspondent says the Japanese have put to sea and will cooperate with the British fleet taking effective action against the enemy's ships in the Pacific.

### JAPAN'S STATUS IS NOW DEFINED

Eastern Empire Reaches An Understanding with Great Britain as to Her Position in Peace Conference After the Present War

Tokio, Aug. 14.—Many Germans, including officials of Japan and China, who with their families were spending the summer in the Japanese mountains, are concentrating at Tokio and Yokohama preparatory to leaving Japan.

Japan and Great Britain, it is said, have not yet reached an understanding concerning Japan's attitude. A length communication passed between Tokio and London defining Japan's program for a crisis and, it is believed, also touching on Japan's status in any European peace conference at the conclusion of the war.

### GERMANS HANGING MANY CIVILIANS

Mete Out Drastic Treatment To Many of the Hostile Belgians

New York, Aug. 14.—The New York Tribune publishes the following cable from the Maastricht correspondent of the London Standard: "The Germans appear to be hanging, instead of shooting civilians accused of firing or spying on them, or of other offenses against their drastic military code."

A fugitive from the Glons says he saw three Belgians hanging from the branch of a tree. They were accused of firing on the invading German troops from the windows of a college. Similar executions are to be witnessed in almost every village the Germans enter.

The inhabitants of the region of Belgium now occupied by German troops are terrorized completely, and are abstaining from any molestation of the invaders.

READ THE MAIL AND ADVOCATE.

### WEATHER REPORT

Toronto (noon)—Fresh South to Southwest winds, fair and warm today; showers to-night and on Sunday.

### GREAT CARNAGE TO THE GERMANS AT HAELN BATTLE

German Cavalry Mowed Down in Drove By Belgian Gatling Guns

### BELGIAN LOSS LIGHT

Invader is Now Retreating And Brussels is Unthreatened

### GERMAN DEAD NUMBER 3,000

Brussels, Aug. 14.—The German casualties in the engagement at Haeln Wednesday were 3,000 dead and wounded. The Germans apparently sacrificed men without any scruples.

During the fight the Germans were obliged to pass two bridges over the ethe and the Vilena where they were exposed to a heavy fire. The retreating Germans left piles of dead and wounded on these bridges.

Brussels, Aug. 14.—At the battle of Haeln, great carnage occurred on the road from Threok to Haeln where the German cavalry opposed with gatling guns to the Belgians, fell in droves. The German infantry and cavalry met a similar reception near Colfaekin. This success of the Belgian arms is considered particularly important here, as most of the Belgian troops participating had not been under fire before.

Belgian casualties at Haeln were light indeed, as the troops were well entrenched, but there were many wounded.

A situation which was somewhat critical arose Tuesday morning when the German patrols arrived close to Brussels, but it is held to be rapidly

### GERMANS LOST 4,000 SOLDIERS IN HAELN BATTLE

Belgians Took 2,000 Prisoners and the French Fifteen Hundred More

### GERMANS WERE MOVING ON BRUSSELS

So Many Dead That Belgians Can't Find Room to Bury Them All

Brussels, Aug. 14.—Accounts of yesterday's encounter now known as the battle of Haeln give the totals of the German casualties as high as 4,000 killed and wounded.

No German report of the engagement is forthcoming and the Belgian staff believe the German movement at Haeln was an attempt to reach Brussels which to-day, it is stated, is no longer in danger.

French official reports say the Belgians have captured 2,000 prisoners at Liege and the French have taken 1500 along the frontier.

The Belgium Government has requested France to provide places of interment owing to lack of room in Belgium.

For Other Cable News See Also Page Two

improving from the standpoint of the Belgians, when, twenty-four hours later, the victory described above was followed by new and successful engagements near Noville Tavers and Eghezee, about 9 miles north of Namur on Wednesday and Thursday.

These operations proved that the Germans were retreating further and that the allies, steadily reinforced and resolutely pushing ahead.

Brussels is no longer anxious, but the situation a few days ago was such that the eventuality of its occupation by the Germans was being considered.

### EXPERIENCES WITH SILENT SERVICE NAVY UNFORGETTABLE, SAYS CORRESPONDENT

London, August 15.—Anthony Nugent writing in The London Globe says: "I have been with the silent service navy and my location was a small port which I shall not name. There I had some experiences which are unforgettable. The swift coming and going of ships; the headiness of the men; the material displayed were great things to see."

"It was no surprise to me to read the Admiralty announcement yesterday that our trade routes are open, but for mines in the North Sea and trawlers are busy clearing these away and are succeeding well. "The German fleet is bottled in its ports."

### Crack British Regiments Were Landed on Belgian Soil And are Quartered at Namur

Paris, Aug. 10.—A fleet of British transports, convoyed by two battleships and three armored cruisers, landed British regulars at Ostend, Calais and Dunkirk Saturday. The first British expeditionary force numbered 22,000 men and comprised some of the crack regiments of the British army. The troops were immediately landed, under the direction of the French officers, who had been sent by the War Office for that purpose. They will be hurried to Namur, where they are to aid the Belgians in making their second stand when Liege proves untenable.

The British expedition was planned by the English and French War Offices at conferences held in London on Wednesday, but the news that the English soldiers were coming was rigidly suppressed.

Only the Advance Guard It is admitted at the War Office here that the troops are only the advance guard and that England already has commandeered enough ships to rush an army of 100,000 across the Channel. It is stated that in addition to escorting the war fleet that accompanied the transports British reserve cruisers are strung almost directly across the Channel thus ensuring safe passage for the British transports. The announcement that these British forces are actually on French soil has aroused the greatest enthusiasm. That French, Belgians and English soldiers are to fight shoulder to shoulder against the invading Germans, means much to the French.

Ostend, where one of the parties landed, is the nearest Belgian port to the English coast being eighty miles from Dover. Dunkirk is just across the French boundary in Belgium and is sixty miles from Dover. Calais further south from Dunkirk in France is about twenty five miles from Dover. The fact that these three ports are being used shows that it is planned to take every advantage possible of the British forces. To have landed them at one point would have retarded speedy landing so the expedition was split up, and it is expected that similar action will be taken with the other expeditions now believed to be en route.

### ASQUITH PRAISES BRAVE BELGIANS

London, Aug. 14.—A Brussels despatch says that British Prime Minister Asquith replying to a message from the Belgian Minister expressed his admiration for the courage and valor of the Belgians, which he added "is the best proof that Britain did right in interfering on behalf of Belgium, and defending international treaties. The example of Belgium will be of service to all the free nations of Europe."

### BRITISH FLEET IN THE FAR EAST IS VERY STRONG

Includes the Minotaur and the Hampshire, two Good Warships

### FRENCH HAVE TWO CRUISERS THERE

And Germany Also Has Two Warships, the Gneisenau and the Scharn

Shanghai, Aug. 14.—A despatch from Hong Kong was received by the Exchange Telegraph Co. at London last night which said it was reported at Hong Kong that the British fleet in the Far East had cornered the German Far East squadron. Correspondent added that weight is given the report by the fact that shipping along the coast is being resumed on a normal basis.

The British cruiser Minotaur has a displacement of 14,000 tons and was completed in 1908. She carries four 3.2 inch guns and smaller armament.

The Hampshire, a less formidable craft, has tonnage of 10,050, and the four largest guns, 7.5 in. each.

The Duplex and Montcalm are of 7578 and 9367 tons respectively. Each carries eight 6.4 inch guns and some smaller ones.

The German cruisers Scharn and Gneisenau are sister ships with a displacement of 11,424 tons. They were launched in 1906 and each carries eight 8.2 inch guns and a cruiser equipment of smaller guns.

### CRUISERS FLY THE GERMAN FLAG

London, Aug. 14.—A Reuter despatch from Paris says, advice have been received from the Dardanelles, which declare that, contrary to the statement of the Turkish Government that the German flag has been lowered, the cruisers Goeben and Bresla still fly the German flag, nor have their crews landed since their arrival in Turkish waters.

### French Colonial Office Says Enemy Checked, Driven Back

Official telegram, from the Colonial Office in Paris to the Governor at St. Pierre, with instructions to communicate it to the French Consul, M. Suzor, at St. John's:

"Please deny all untruthful news scattered by Germany concerning the situation of the English, Belgian, Russian and French allies, which is excellent.

"The Germans are checked, more, driving back. "Liege has not been taken and is still holding out.

"We (French) have occupied, and are still occupying the divide of the Vosges chain (mountains on boundary and even in Alsace territory annexed by Germany in 1870.)

"We have troops in Belgium, where they are now cooperating with the English and the Belgians.

"Mobilization of Russia is being actively conducted and will be terminated very soon now."

—Paris, Colonial Office.

### GERMAN CAVALRY GOT BIG SURPRISE

From the Belgians—German Aeroplanes Brought Down By Artillery

London, Aug. 14.—A despatch from Brussels to Reuter's Agency, says the battle near Eghezee, North of Namur, which occurred yesterday at Nouvelle Tavers, on the Namur Trellemont railway line, was very keenly contested.

The Germans which according to the despatch, were most cavalry men, were surprised by the Belgians and sustained severe casualties.

The despatch adds that three German aeroplanes flying over Diest, were brought down by artillery. Two of the aviators were killed by being dashed to the earth, and the third was terribly injured.

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

Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his cruises North.

Boat is fitted with a 27 h.p. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.

She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Nineteen tenths of the fuel consumed by the engine is Kero oil.

The reason for selling is, the boat is not large enough for the purpose she is now used for.

The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses.

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## CRUISER SALE NOT PERMISSIBLE BY WAR LAWS

And is a New Development  
Fraught with Momentous  
Consequences

**POWERFUL WEAPON  
FOR THE TURKS**

But Allies Will Protest  
Against it as Infringement  
Of National Rights

Rome, Aug. 14.—The news that Turkey had purchased the German cruisers Goeben and Breslau reached here only to-night.

This new development of the war situation was discussed with interest in political circles, where it was held it was fraught with possibility of grave results.

**Would Be Strong Weapon**

It was the opinion of semi-official quarters that the vessels would be strong weapons in the hands of Turkey if Constantinople abandoned its attitude of neutrality, and the belief is expressed that the purchase presages a new position on the part of Turkey and in favor of Germany and Austro-Hungary, which will have an especially important bearing on the interests of the Balkan States.

The Tribuna says that preparation was made at Messina for a "noble death" by the officers of the German cruisers, who, before sailing from that port, made their wills.

**Refuge in Turkish Waters**

Seeing the impossibility to escape from the Anglo-French fleet if they followed their original idea of molesting the transports moving French-African troops, the German cruisers sought refuge in the Aegean Sea where, with the complicity of Turkey, which continues to make love to Germany, the two vessels contemplated how they might paralyze British commerce in the Mediterranean and interrupt traffic to India, but they were closely pursued and had the alternative of taking refuge in the Dardanelles and disarming.

**Not Permissible**

Instead Turkey purchased them and this is not considered permissible according to the law of nations. There never was a nation at war that sold old ships which already had been used against the enemy.

During the Russia-Japanese conflict many Russian ships entered Chinese and American neutral ports, but were disarmed and there awaited the end of the war.

**ROME'S OPINION  
NEGATIVES IT**

London, August 4.—A despatch to The Daily News from Rome says that the news that Turkey had purchased the German cruisers Breslau and Goeben made an unpleasant impression there.

Italy will probably demand an explanation of the future use of these ships and will also warn Turkey that she will not allow the equilibrium of the lower Mediterranean to be threatened. Italy is determined to prevent complications.

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## GREECE ANXIOUS ABOUT CRUISERS

Reported German Sale To  
Turkey Worrying People  
Of That Country

Athens, Aug. 14.—Considerable anxiety is felt here in connection with the reported purchase by Turkey of the two German cruisers, and it is feared the acquisition of those vessels will make Turkey uncompromising on the subject of the disposition of the Aegean Islands.

The rumor that Turkey has named one of the warships the Mytilene is taken as a justification for this belief.

**PORTIA SIGHTED  
VERY BIG SHIP  
ON SYDNEY TRIP**

She Was About 25 Miles  
Away and Identity Was  
Not Discovered

Sydney, Aug. 12.—The S.S. Portia of the Bowring line, arrived at North Sydney at 4 o'clock yesterday afternoon from St. John's, Nfld. She had on board, besides a large quantity of freight, some sixty round trippers from the ancient colony.

Among her passengers were T. J. Foran, editor of the Daily News and also of the Gazette, and D. J. Johnston, of the Western Union, St. John's. The Post had a talk with both these gentlemen last evening with regard to the reported naval engagement off New Waterford yesterday, which was reported to have occurred about the time the Portia passed the spot.

"We saw absolutely nothing of it," said Mr. Foran. "The only thing we sighted on our trip was about 1.30 Tuesday morning when the officers reported the head lights of a big boat about 25 miles away. It was at first thought she was the French hospital ship Ste. Jeanne, but as that boat did not leave North Sydney till nearly midnight it could not have been her. We took no precautions during the trip and made the run with all lights on."

The gentleman stated that the war has played havoc with the fish markets in Newfoundland. Lobsters, which were quoted at \$25 a few weeks ago, have dropped to five dollars. Fish is down to \$2 a quintal. No cash is being received by the fishermen; they are taking out payment in goods.

**COSSACKS WIPE  
OUT THE GERMANS**

Annihilated Two Picked  
Corps of Austrian Cavalry  
Invaders

London, Aug. 14.—The Milan correspondent of The Daily Chronicle writes a despatch which reached him by courier in Italy, which graphically describes how 1,000 Cossacks annihilated two picked Austrian cavalry regiments near Lemburg, an important city in Galicia.

The despatch came by way of Trieste and states that the Austrian cavalry, emboldened by the withdrawal of the Russian forces some fifteen miles their side of the frontier, made a dash as far as Bilgoray, but as soon as the Russian Governor of Lublin learned that the invaders had come into his territory, he put himself at the head of a horde of Cossacks, and supported by a field battery, moved against the Austrians.

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## BELGIAN SUCCESS IS ASTONISHING

No Important Battles Won  
But the Belgians Have  
Lost All Dread of the Ger-  
mans and Are Making a  
Habit of Victory

London, Aug. 14.—A Post correspondent with the Belgian army sends following despatch: "The success of the Belgian army is astonishing. Everywhere along the line of the outposts the Germans meet baffling checks and like an angry dog faced with a porcupine the vaunted Prussian army stands puzzled.

"I do not wish to exaggerate the facts or to pretend that Belgium is winning a series of important battles. The successes so far are all intrinsically small, but are making a habit of success.

"All dread of the Prussians is gone and that is a valuable gain.

"Yesterday I walked some distance with a soldier who was on the way from Brussels to one of the Liege forts.

**Not Closely Invested**

"The Liege forts are not closely invested when individual soldiers can come and go.

"The Belgians jokingly wonder when German military skill will begin to show itself.

"The audacity of the Ublan raids seems nothing more than the audacity of bewilderment.

"In contact with the Belgian cavalry, the Ublans show their inferiority and moreover, neither the artillery nor the infantry has shown any brilliancy.

"As an actual fact the attitude of the Germans to-day is almost defensive and certainly not offensive in any spirited sense."

**EIGHTEEN MONTHS  
DURATION OF WAR**

London, Aug. 14.—"Eighteen months," was the laconic reply of Lord Kitchener when asked to name a duration for the war at a dinner given at the Mansion House, Belgrade Square.

Colonel Unsworth of London, England, will give his lecture entitled "The Salvation Army in the Mother Parliament" on Sunday, August 16th, at 3 p.m., in the T. A. Hall. The chair will be taken by the Hon. Donald Morison. All are welcome.—aug13,14,15

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10 Doz. Men's Straw Hats. Regular \$1.40, now 75c.  
7 Doz. Men's Straw Hats. Regular 50c., now 25c.  
4 Doz. Boys' Linen Hats. Regular 40c., now 20c.  
25 Doz. Men's Neglige, the Shirt that made us famous. Regular 75c. Regatta price 50c.  
10 Doz. Men's Caps, Job Line; 50c. kind for 25c.  
Men's Vici Kid Boots, Blucher make. Regular \$3.00. Now \$2.50.

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**FLASHLIGHTS ON THE BRITISH FLEET**

**1. SUBMARINE FLOTILLA.**

Of all the units that go to make up the great British Navy there is nothing to equal the submarine in interest for the average landlubber. There is something so sinister, so mysterious, so awe-inspiring about the underwater fighters—their mission in life is so dreadful and their power so wonderful—that they command respect and attention wherever they appear.

It was only fourteen short years ago—to be exact, on October 2, 1901—when our first submarine took the water; just a puny, tubby little boat of 122 tons displacement. From this modest beginning we have gone stage by stage right up to the \$10-ton "E" class, which are at the present moment under construction.

**Copying Other Nations**

Though by no means a modern invention, the submarine can count its life as from the coming into being of the first French and American boats, and before we undertook the construction of submarine vessels, France and the United States had a considerable number built and working. We chose to copy the American type, and so the Holland, our first boat, came into being. Her engines, driven by gasoline, were able to propel her upon the surface at a speed of nine knots for a distance of 450 miles.

To-day the engines of the latest type of submarine can drive the boat for considerably over four thousand miles. One torpedo tube, not particularly efficient, was placed in the nose of the Holland, and one well-protected propeller took its place at the rear. She had no conning-tower, and her hatch, flush with the deck, prevented her from working in anything but the calmest weather; otherwise an unruly wave escaping below could instantly upset her delicate balance and swamp her.

**Weatherly Boats**

At the present day the "E" class have a lofty conning-tower and roomy bridge, and she can cruise to sea in practically all sorts of weather. In addition, the new vessels have been fitted with four torpedo tubes, splendidly efficient, and able to discharge the latest type of 18-inch Whitehead torpedo; furthermore, to protect her against the attack of the enemy's submarines and to give her sharp teeth the power to bite, the latest vessels of the "D" class and all the "E's" have been fitted with a beautifully modelled little 3-inch quick-firing gun, so mounted that when the vessel is about to dive the gun can be lowered inside the hull and the deck closed over it, to rise up quickly when the occasion demands.

The boats which quickly followed the original Holland belonged to the "A" class, and have a displacement of 204 tons, and were armed with two torpedo tubes in the bows. In 1904-6 the "B" class, with a length of 138 feet and displacement of 314 tons, quickly followed; and, yet again, came the famous "C" class, which had little difference to the "B's" except in the matter of speed. At length came the "D's," which are the most powerful boats at present in commission, with a displacement of 595 tons and a length of 150 feet. Twin screws now made their appearance, and the ballast tanks were placed outside the main hull of the boat in two long irregular-shaped tanks. At first confined to home waters, these submarines have scattered until we find that some are now stationed at Gibraltar, Malta, and even away with the Eastern fleet at Hong Kong, whither they proceeded without a hitch under their own power.

**A Fleet of Sixty-Eight**

In fourteen years we have overtaken the French—always the pioneers in these new ideas for either land, water, under-water, or air transport—and by the end of this

year we shall have at least sixty-eight boats completed out of the eighty-three on order.

It may not be generally known that the designers and builders of these sinister fighting machines are divided into two camps. One party hold to the submarine proper, which is circular in section with a cigar or spindle-shaped hull, its ballast tanks being found within the main hull and with its flotability limited. The other party take the view that the boat should follow the lines of the ordinary surface vessels. In this case the hull being double, either partially or completely, with the main ballast tanks formed between the inner and outer skins; and, owing to their boat shape, they are much better sea boats for surface work, and have a wider deck space for exercising their crews. It is not possible to go further into technical details for and against both these designs, but the fact remains that we have, right up to the coming of the "D" and "E" classes, pinned our faith to the cigar-shaped submarines, whilst the French and Germans, with several other of the Continental powers, have generally looked with favor upon the boat-shaped submersible.

**The Coming of Oil Fuel**

In the same way as the size and speed have developed, so have the engines. Originally fitted with electric motors only, gasoline engines were afterwards installed in the early French vessels, with the result that we followed suit with our first vessel at a later date. But gasoline was found to have its drawbacks. In a confined space the fumes of this extremely explosive fuel became dangerous to the men who were forced to breathe it; secondly, it exploded on more than one occasion with disastrous results.

In time it was discovered that engines could be made which used heavy oil, a thick, treacle-like fluid that had a comparatively low flash point and was not dangerous in any way; and with this type of engine all our later boats, and those building at the moment, are installed.

The electric motors with their accumulators likewise caused trouble at first, but nimble brains and hands have overcome these difficulties with the usual ingenuity of mankind.

Next, the fitting of the heavy torpedo tubes and the placing of the spare torpedoes in both the bow and stern of the boat was a move in the right direction, for with all the heavy weight of two torpedo tubes in the pointed bows it was found that the vessel never really lifted her nose to the sea, but rather smashed through them in a drenching mass of frenzied water.

Thus we come to the time when disasters began to fall upon us, and we began to pay the dreadful toll in life that man has always to forfeit for every new invention before he can profit by his losses through experience and improvement.

Germany has built a salvage ship *Vulcan*, which it has had to use on at least one occasion. Here it must be said that, notwithstanding the fact that our submarine fleet is so vastly superior in numbers to the "underseebooten" of the Fatherland, we do not at present possess a salvage ship of a like nature, though the new motor-ship *Adamant* has a derrick erected over her stern, and a new salvage lighter has just joined the fleet, and did good work a short time ago when sudden disaster came to the *A3*.

**Life-saving Helmets**

For the safety of our boats' crews we rely upon the wonderful *Hail-Rees* life-saving helmets, which are placed in all our newest type of submarine. This device consists firstly of an air-lock, which is so placed that when the vessel founders and fills with water the men can quickly

reach this lock, and there find sufficient air imprisoned to keep them alive until they are able to don their suits.

These suits consist of a light helmet and a waterproof jacket which is fastened round the waist. The helmet is fitted with a device which purifies the breath of the man, so that he can breathe the same air over and over again. When he is ready he gropes his way to the conning-tower and opens the lid, and then inflates his costume and instantly rises to the surface, where he is kept afloat until rescued.

In the boats of the "D" class there are eight costumes placed "forrard," nine under the conning-tower, and eight at the after hatch.

At Fort Blockhouse, the headquarters of the Portsmouth Submarine Division, there is a diving tank (it was formerly used to store submarine cable), where the men are constantly being trained and made familiar with the invention upon which at any day and hour their life may depend.

In addition to this, the lights are at times turned off, and the crews of the boats are not only trained to work the boat and go about their duties in total darkness, but, further, they are taught how to get into the air-locks and don their costumes without confusion in the awful blackness of the interior of a submarine.

We will now, in imagination, take a closer peep at these fearsome naval fighters, and a first glance at the calm, clean-shaven fellows who have so readily offered themselves for the service in which they have made themselves masters.

Gingerly we take a walk up a swaying plank and reach the long, narrow, steel-clad space that is dignified by the name of "deck." Standing six feet or more above this deck is the small bridge perched on top of the conning-tower. Here stands the officer and helmsman when the boat is in service trim. The wheel is of polished brass, gleaming brightly against the grey paint of its surroundings—a wheel that, like the stanchions and other devices not necessary for under-water work, is removed when the boat is about to go below.

Now let us descend a naked steel ladder and leave the daylight behind. As the torpedo hatch is closed, a gentle burr-burr-burr of the big oil engines tells us that we are getting away to sea. Right forward are the two bow tubes, each with its spare torpedo gleaming at its breach; aft another tube and another torpedo outside, instantly ready for use.

On every hand is a wonderful array of copper tubes that seem to shine from every direction; the wheel of the hand-pump is at our right hand, and great compressed air cylinders take up a considerable amount of room.

**A Camera Obscura**

The man at the wheel, when at work below deck, has no compass, but keeps his eye upon the iron beam before him, where the card of the compass is reflected by a neat arrangement of mirrors from the compass placed outside the hull of the boat.

Alongside him an officer grasps the handles of the box-like base of the periscope. This is a long tube which extends right up high above the boat, and when she is submerged is the only thing that is above the surface, and is practically invisible at a distance.

Inside the periscope are a wonderful series of mirrors; by which the whole of the surface of the surrounding sea above the boat is reflected before the officer's intense gaze, and by which he searches the horizon with more ease and accuracy than if he was on deck looking through a telescope.

After the first momentary tightness about the chest has passed away, the air is breathed regularly, as if you were on deck. Near at hand a lever is gleamingly at rest, but with a single movement the main ballast can be blown out and the boat instantly sent to the surface.

**The Electric Kitchen**

For cooking purposes the crew are supplied with electric apparatus, and for sleeping have the usual Navy hammock. The boat is one whole compartment, and so the officers and crew learn to know each other as they never do in any of the big ships of the line, and with the better acquaintance comes better understanding.

There is a great future before the submarine. This belief is held by the greatest naval experts in the world. For notwithstanding the fact that waterplanes are able to "spot" the submarines by flying over them, the under-water ship will do all its deadly work in the darkness, where the aeroplane would be useless.

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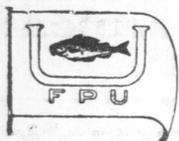
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**J. J. ROSSITER,**

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may 7, 3m

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(To Every Man His Own.)

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ST. JOHN'S, N.F.L.D., AUG. 15, 1914.

**OUR POINT OF VIEW**

**THAT INTERVIEW**

THE News today published an interview with the Premier. It fully proves what we have asserted the last ten days respecting non action by the Government.

The Premier is stated to have said that he has taken no action but he is continually conversing with business men and bankers, and when they propose he is ready to act. What English country ever produced a premier so utterly loyal to all sense of responsibility as to undertake to form a Government supposed to be representing all classes and occupations, and when trouble came to treat his colleagues with contempt and proclaim them ignorant and place his reliance upon outside information and then expect to receive the united support of all parties in the House of Assembly. Why the man must be insane and if not he is utterly devoid of ability and is presented to the public at last in his true colors.

Nothing done—yet war has been on two weeks.

Over \$250,000 extra profit has been scooped in by provision dealers from the public since the war opened.

Some business men are financially paralyzed. There has not been a dozen due notes paid at the banks the last two days, everyone is renewing notes.

The fishermen are away from home and have not been able to draw deposits in the banks, or a serious condition of affairs would exist today, but the 'run' will come later.

A half dozen large supplying firms are in deep water, yet no action has been taken, except that of making the Governor a political tool in order to ease off the hurricane that is arising around Morris.

The Premier expects the Opposition to act in unison with the Government as has been done in England and Canada.

Why did he not take the Opposition into his confidence from the first? Why did he not avail of the opportunity when Mr. Coaker phoned him ten days ago asking

him to take action and open the Legislature and he would support him in overcoming present conditions?

Why has not Mr. Kent been consulted? Are not the representatives of a majority of the electorate to be considered at such a time of national peril?

Only a political trickster like Morris would be guilty of such conduct.

The Opposition was ready to support proper measures immediately after war was declared, but Morris scorned their offer. Now he finds himself in a hole and public opinion denouncing his inaction and he is compelled to take the harm away, if possible, and seeks an interview with the Editor of the News, which interview condemns the Premier and fully justifies the stand we have taken since the war came.

Nothing has been done because the Government don't know how to do anything, and are like school boys asking on the street what may be done? They have no ability and therefore are helpless to act.

They had not sense enough to accept the offer of the opposition to help them out; now they are crying out for united action.

The fact is the Premier's inaction is attributed to some extent to the hope that the financial upheaval would bury the Trading Co. and crush Coaker and leave him free to do as he liked. Now he has found out that Coaker can move and knows how to move and can do so upon his own initiative, and he now sees that the Trading Co. is sure to come out on top no matter how long the war endures.

Had the Premier been less concerned about bringing Coaker down, he might have seen his way clear to act ten days ago and would not now be the butt of every intelligent man because he did not act.

As regards the price of fish the Government are doing nothing to keep the price up. They have absolutely taken no steps to protect the price of fish situation. We defy them to contradict us with proof.

The price of fish will be good, but it must be good as fish is an article of food and as beef soared \$10 why can't the price of fish also soar.

Fish will not be advanced 5c. per quintal by any action taken by Morris.

His inaction, which tends to smash several of the fish exporting firms, is just what the few remaining exporters wish to see, as a crash would remove so much competition and grant the few a complete monopoly.

So Morris has done all he knows how to do to keep fish at \$4.00 per quintal.

Action to save the weaker firms would be the very best thing he could do to keep the price of fish up.

Fish will go to a high figure, but only because the F. P. U. will refuse to sell fish unless the right price is paid.

As during the last four years of short supply so will it be now; the fishermen will secure the value of their fish because they won't sell it cheap to a combine and there will be no combine in fixing the price of fish if Mr. Hickman—the highly esteemed member for Bay-de-Verde—do not join it, and join it he won't.

No fisherman should sell a quintal of fish until advised by President Coaker to sell.

Let Bishop and Crosbie, who have been bleeding the Treasury for five years start in and pay \$7.50 for fish tomorrow—it's proper value—and we will give them due credit for doing their duty in the hour of need. Those are the men that ought to help Morris, and if they pay \$7.50 then Morris will have done something to ease the situation.

Talk is cheap, Sir Edward, and all know you now at your true value. Your coddling days are past. You must "do" now or "get out." Talk won't feed anyone, or bring prices of fish "up" or prices of provisions down. Act or shut up.

**THAT COMMISSION.**

The country has not forgotten for a moment the awful disasters of March 31st and April 1st, and during our trip North we found an unanimous feeling of contempt for the Government because of its attempt to baffle a full enquiry, which all attributed to the desire of Sir E. P. Morris to save Ab. Kean's skin.

The time has come for action and there can be no further delay. The people will never forget the awful calamity and but for the hope that Ab. Kean's conduct would be fully investigated by a



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proper commission has prevented the people from going on board the Prospero and administering to Kean a few doses of medicine calculated to take the haughty vanity out of him. That punishment must be administered is the general expression of the fishermen and unless he is removed from the position of the commander of the Prospero Bowring's will suffer heavily for employing him as a master in defiance of the universal feelings of the people.

Captain Kean is not the man he was, and Bowring's will do well to replace him as captain of the mail steamer Prospero.

The narrow escape of the Prospero at Patrick's Point the present summer is generally commented upon North.

We don't intend to permit either the Government, Capt. Kean or Bowring's to escape from the consequences of what transpired at the icefields the past spring. The Government showed its unfitness to be rulers, and Bowring's defied the people by placing Kean in command of the Prospero in defiance of public opinion.

We had a long interview with Geo. Cuff when at Newtown, and from his conversation with us there is much the public have yet to learn about what transpired that day Cuff and his men left the Stephano.

Nothing but a searching enquiry will satisfy the people and if a full investigation has not been granted when the sealers come to St. John's next spring there will be something doing here in St. John's, and Morris may as well order a warship in port to protect himself from the fury of the sealers.

There was never more contempt for Morris North than there is today. The feeling last fall was hardly discernable, but now it is outspoken and violent, and if Morris attempted to address a public meeting today in any Northern port it would mean a serious disturbance of the peace.

The man the fishermen are most disappointed over is the Minister of Fisheries who, in his official capacity, recommended the Government last spring to appoint a Commission of Enquiry and named the Commission. The public are well aware of the contempt with which the Government treated Mr. Piccott's recommendation and it is not surprising to find the fishermen asking whether Mr. Piccott is cowardly and docile enough to endure the smack in the face administered to him by his so-called friends, when they treated so contemptuously the recommendation he was fully justified in making and which were of vital importance to the fishermen of the Colony, and which should have been immediately accepted or followed by the Minister's resignation. Mr. Piccott found a way to hand in his resignation when he was ousted from crossing to England to buy the dredge, and his manly stand at that time compelled Morris to send him to do what Cashin had been empowered to do.

If the Minister thought the Government's action at that time contemptible enough to call for his resignation, how much more contemptible was the Government's conduct when it ignored his recommendation respecting an enquiry into the loss of 253 of Terra Nova's bravest sons.

That investigation has not yet taken place, nor has a Commission of Enquiry been appointed yet.

Mr. Piccott is still Minister of Fisheries in an administration that treated his very proper proposals in reference to the disaster with such contempt. Morris has gone from bad to worse as shown by his refusal to convene the Legislature to deal with the present awful situation confronting the colony, when

it is considered he would have to give an account of his betrayal of the trust reposed in him, in connection with the disaster and the appointment of two dummy ministers and he realizes that the House of Assembly would ring daily in echoing the cutting speeches of the opposition which would reveal his betrayal of trust in such language as would arouse the country from end to end.

Coward that he is; Liar that he is; Trickster that he is; well does he realize what is in store for him when next he faces a regular session of Parliament.

We also remind the Government today that a vacancy exists in the District of Twillingate and a bye-election must be granted to fill the place deserted by Sir R. Bond.

It is the Governor's place to see that the writ for an election is at once issued.

We trust this reminder will suffice in reference to this matter.

The electors of Twillingate ask that full representation be given them in the House of Assembly and an election to fill the vacancy must be held in October.

**HELIGOLAND**

IN the North Sea, about forty miles from the Coast of the German Province of Schleswig-Holstein, lies the island of Heligoland, fortified and protected to a degree unequalled elsewhere except, perhaps, at Gibraltar or at the Russian port of Kronstadt, in the Gulf of Finland.

The island at one time belonged to Denmark, from which country it was taken by Great Britain in 1807. The British retained possession of it until 1890 when they made the great mistake of ceding it to Germany in exchange for some territory in East Africa.

To-day Great Britain finds the Island the key to the impregnable wall of redoubts that protect the North sea coastline of Germany. It also guards the approaches to the Kiel Canal, to Hamburg and to Bremen.

Within a comparatively small compass, Germany has there several important mercantile and naval harbours, most of them fortresses regarded as invulnerable to attack.

For several years after Heligoland was ceded to Germany, it remained practically unimproved. Later, however, a large section of the rocky plateau was equipped with heavy guns on armored turrets—great coast weapons on disappearing mountings, as well as a formidable array of rapid-fire guns.

Hewn out of the rock are ammunition magazines and bomb-proof shelters, and the entire scheme of fortification is so ingeniously engineered as to be, from without, completely invisible as well as invulnerable.

The Island is also a mighty naval station, and is equipped with disappearing hangars for aeroplanes and accommodation for dirigible balloons. In the event of a concerted attack, the British squadrons would be sheltered by invisible guns, protected by the stoutest armor and concrete, the artillerymen being practically immune from danger. The elevation of the batteries makes possible the direction of a plunging fire, which would prove destructive even to war vessels protected by the most approved types of armor. It is held by German authorities that the guns could annihilate the strongest fleet of battleships at long range.

WITHIN the fortress is a supply of reserve provisions sufficient for three months, and a full complement of seamen gunners and artillerymen for the garrison. Measures were taken several years ago to protect the Island from the merciless ravages of the elements which, in the stormy season, threaten to rend it asunder. The fierce blasts of the North Sea gales and the crash of immense seas against the

soft sandstone cliffs crumbled them away at a rapid rate. So millions of dollars were spent on the construction of strong seawalls; crevices were filled with concrete and a splendid harbor was built.

If the greatest naval battle of history is fought in the North Sea, it will be within hearing, if not within sight of the German garrison behind the ramparts of Heligoland.

**EASTERN EUROPE**

APPARENTLY the Austrians are making little headway with their attempted invasion of Serbia. They have not been able to cross the Save, the boundary river of Serbia, nor have they been able to make good their attempted invasion of Belgrade.

They made an attempt at invasion by crossing the Danube at Semendria, but judged it impossible to cross the mountains to attack Nisa, the military capital of the little kingdom.

More than this, the Serbians are reported to have assumed the offensive by invading Bosnia and Herzegovina to the West where they have captured Potcha. Their task of warring on Austria will be made easier, now that they have the assistance of the mountains.

TAking everything into consideration, Austria is not likely to be of much direct assistance to Germany. For the Serbians and Montenegrins, sturdy and aggressive little fighters as they are, will keep her busy to the South. In this direction too she must guard against the possibility of an Italian invasion, the possibility of an Italian invasion, and there is the Russian menace to the North and East.

Germany, therefore, must do the bulk of the fighting in Central Europe, practically alone—a herculean and almost impossible task, even if her military system and available forces and supplies be all she claims for them.

**BITTERLY DISAPPOINTED**

THE outcome of the early stages of the present war has been a bitter disappointment to the Germans—their plans have miscarried and they have been faced with contingencies which they did not foresee and hence with which they were utterly unprepared to cope.

Their plans and their confidence were based on two developments, of which the first was a swift and an easy march down through Belgium to the invasion of France.

How confident they were of accomplishing this is proven by the fact that plans taken from German prisoners in Belgium showed the German army as being at Brussels on August 3rd and at Lille, France, sixty miles to the South, on August 5th.

Sad has been their disappointment in this respect. They have not got within twenty-five miles of Brussels even yet and the people they regarded as an easy conquest are not only disputing every inch of the march with them, but are also gaining some signal successes over their best troops. Then Liege has, so far, proved an insurmountable obstacle and they dare not move on and leave a position of such strength behind them in the hands of the enemy.

FURTHER, Germany hoped—and on this hope she based her calculations,—that the declaration of war on Russia and on France would cause a financial and food panic in England which, together with threatened or actual civil war in Ireland, would be sufficient to force Great Britain to remain neutral.

Here, too, the Kaiser's plans have miscarried to an extent that is almost incredible. As for finances, Britain is facing the crisis calmly and resolutely and banking conditions show very little abnormality.

**PREMIER MORRIS MAKES OF THE WAR PARTISAN AFFAIR**

Absolutely Failed to Protect The Interests of the Common People

ONLY PARTISAN, CLIQUE CONFERENCE

Public Meeting Engineered To Endorse Action Already Undertaken

AFTER the interview which Sir Edward Morris perpetrated on The Daily News this morning, I am led to wonder whether the Premier of this country blind and indifferent to the grave trade and financial situation now confronting us, whether he is deliberately neglecting to take the precautions which common horse-sense should dictate to a man in his position," said a prominent city man to The Mail and Advocate this morning.

"Two or three points struck me forcibly, as I read down that 'vindictive' of the Government's action," he continued, "and more particularly as I noted those with whom the Premier said he had been in consultation."

IN the first place take considerations affecting the situation with regard to fish. The men whose advice was taken by Sir Edward Morris are the men who export fish and whose interests will be well served by seeing the prices of that staple product keep away down out of sight. Not a single man was called

The British Government has taken prompt and effective measures to prevent any shortage in food supplies or the charging of excessive prices. Shiploads of food are coming to British ports from Scandinavia and Denmark, so that high prices consequent on a real shortage of the necessities of life are extremely unlikely.

GERMAN calculations, then, have miscarried and German plans have been deranged at the very outset. Liege has been a serious obstacle entailing arrangements for the removal and treatment of thousands of wounded and for the replenishing of ammunition and other supplies.

The delay, too, has given slow-moving Russia time to mobilize millions of men on the German frontier and to start an invasion of Eastern Prussia, which has been attended with some success.

France, too, has been able to get her great army together and already the advance guard has joined forces with the Belgians.

From the West is coming a British force composed of crack regiments, which are being held at Namur in readiness to assist the Belgians should they be forced to fall back from Liege on this fortified position. Worse still, from a German point of view, British gold has been thrown in the scale with the members and friends of the Triple and Entente and the British fleet is maintaining its supremacy on the seas and thus protecting the coasts of Belgium and France from attack.

S MALL wonder, then, that the Kaiser, who started the present war with the avowed purpose of making Germany "mistress of the world" has been forced to swallow his vainglorious words and now appeals to his people to "defend the Fatherland."

And, judging from the forces massed against her on land and on sea, Germany will be hard put to it to maintain even a successful defence of her own territories against the legion of enemies she has provoked by her foolhardy and dishonorable conduct.

ed as a representative of the other side—of those who have to catch and cure fish and sell to these exporters. In a word, the rivals of the fishermen had all to say about a matter that vitally affects the fishermen—and the fishermen themselves were not taken into account.

"No one will for one moment pretend that the interests of the fishermen and of the exporters are identical and it is quite easy to decide just whose interest would be conserved by any advice that the exporters would offer—certainly not the fishermen's."

"T HEN as to the price of food. The men who attended this conference and who, according to Premier Morris, said 'don't interfere,' are the importers of flour and other articles of food. The war is not depreciating the price of their goods, but if the Government took the action which the situation requires it would have to set a reasonable limit on their profits—hence these importers said 'hands off!'"

"Surely it is apparent to the most casual observer that in both these respects the interests of one side only were consulted and furthermore that these are decidedly not the interests of the common people or the interests even of the bulk of those who do business."

"And then Sir Edward Morris says the bankers were also present. He does not, however, say that he acted on the advice of the majority of these bankers. In fact, if we accept what is generally understood as true—and there is good reason for believing it to be fact—the Premier took the advice of a minority of the bankers, in fact that only one bank thought that matters should be allowed to slide."

"As to his patriotic utterances, they are of a kind with all his others—intended to make political capital. There seems to be very little reasonable doubt that Sir Ed. Morris sees in this war crisis a chance to rehabilitate himself and his party before the country and that he is utilizing it for partisan purposes to the uttermost of his ability—even though that may not amount to a great deal."

"Evidence enough of this fact is provided by the Public Meeting held the other night to consider ways and means of helping the Empire in the present trial of strength at war with Germany."

"NOT a single member of the Opposition was consulted by the Government with reference to the Resolutions presented at that meeting; not a single member or representative of the Opposition was invited to the meeting or to the platform."

"The Resolutions were put and—naturally—carried, and then the Premier made the very untimely and impudent remark that the people present were simply giving their endorsement to a Party act of the Government."

"I notice that several members and adherents of the Opposition have been nominated on the Committee that is to undertake the practical work of raising the volunteer forces for Home Defence and for Service Abroad, but, under the circumstances, I cannot see how any of them can reasonably be expected to act."

"Morris has made these matters the concern of the Party and of a clique all through and now with his followers and his few chosen friends he must carry them through to what success he can achieve."

"It is unfortunate that Party lines should be drawn in such a momentous concern as this, but the Premier adopted this narrow line of conduct and on his shoulders alone must fall the responsibility be placed."

**LOOK OUT NOW!**  
Everybody's doing it now? Doing what? Why, reading The Mail and Advocate of course. It's surely the house paper now! Without doubt the most widely circulated in the country.

## "NEVER DISGRACE MYSELF AGAIN BY WEARING THE UNIFORM OF BRITISH OFFICER," SAYS KAISER

London, Aug. 11.—It is stated that just before the British Ambassador left Berlin, after receiving his passports, he was handed a letter from the Kaiser, resigning his British military commission. A copy of it has been wired by the British Ambassador, who is now on neutral soil.

"Never again will I disgrace myself by wearing a British uniform," was the tone of Kaiser Wilhelm's last message to Britain.

The Kaiser was Colonel-in-Chief of the famous 1st Royal Dragoons which was the emblem of the French Eagle in memory of the standard won by Sergeant-Major Ewart in historic single combat with a French officer on the field of Waterloo during the charge of the British Union Cavalry Brigade.

The Kaiser was one of the first three foreign ruling monarchs made Colonel-in-chief of the British Army, the others being Tsar of Russia, of the 2nd Dragoons, The Royal Scots Greys and the Kaiser Franz Josef of Austria, of the 1st Dragoon Guards.

The Kaiser was exceedingly flattered with the compliment his uncle King Edward the Seventh paid him on appointment.

He fancied himself in his new uniform and was often photographed in it.

He received a deputation of the officers of The Royals, as they are termed—the lieutenant-colonel commanding, the senior major, senior captain, adjutant and the regimental sergeant major.

All were decorated by the Kaiser after the deputation had presented him with his commission. These decorations will doubtless be as promptly returned now.

### WHEAT ELEVATOR WAS BURNED DOWN

And 70,000 Bushels of Grain With Train Sheds and Cars Destroyed

St. John, Aug. 13.—The I.C.R. elevator here containing 70,000 bushels of grain was destroyed by fire at an early hour this morning. No. 8 freight shed was also burned and the train shed badly damaged. Three freight cars were also burned.

ADVERTISE IN THE MAIL AND ADVOCATE

### TERRIBLE TALES OF BRUTALITIES OF THE GERMANS

Pillage and Burn and Shoot Down Civilians Without Provocation

Brussels, Aug. 13.—Though there is a general idea that the big battle has begun, the only official news that came to hand last night gave no indication as to where the fighting is occurring. Still it seems here that the enemy is inclined to avoid aggression on a large scale.

Harrowing stories continued to be told of alleged German brutalities. They are accused of burning and pillaging the villages and shooting the villagers without provocation. It is alleged that whenever the German cavalry enters a town they make first for the Municipal Treasury and then the banks, taking whatever cash they can find.

At Louvain to the Northeast of Brussels yesterday for the first time prisoners were seen here. They were young officers with spiked helmets covered with brown Holland cloth to render them less conspicuous.

The Belgians fight at a disadvantage, as they are compelled to expose themselves in their ordinary uniforms, some of which, especially those of the cavalry, are brilliantly colored, while Germans all rank wear field uniform which easily melts into the greys and browns of the roads and stable fields.

The Belgian authorities are preserving well the secret opinions of the Military.

A member of the Chamber of Deputies said yesterday that even he and his colleagues were as ignorant of such matters as headquarters.

King Albert passed through Louvain yesterday afternoon in a travel-stained automobile, dressed in a General's uniform, and almost escaped recognition with his escort.

Base Ball Fans, secure your copy of the 1914 Canadian Base Ball Guide containing an official review of Base Ball in N.F.L.D. all Pictures of the Winning Teams. Only 12c. per copy. GARLAND'S Bookstore.

**NO ALUM**  
MAGIC BAKING POWDER  
CONTAINS NO ALUM

MANY BRANDS OF BAKING POWDER CONTAIN ALUM WHICH IS AN INJURIOUS ACID. THE INGREDIENTS OF ALUM BAKING POWDER ARE SELDOM PRINTED ON THE LABEL IF THEY ARE. THE ALUM IS USUALLY REFERRED TO AS SULPHATE OF ALUMINA OR SODIC ALUMINIC SULPHATE.

**MAGIC BAKING POWDER CONTAINS NO ALUM**

THE ONLY WELL-KNOWN MEDIUM-PRICED BAKING POWDER MADE IN CANADA THAT DOES NOT CONTAIN ALUM, AND WHICH HAS ALL ITS INGREDIENTS PLAINLY STATED ON THE LABEL.

**E. W. GILLETT COMPANY LIMITED**  
WINNIPEG TORONTO, ONT. MONTREAL.

### RETREAT ONLY WHEN FORCE OUTNUMBERED

Withdrawal of French Was More in the Nature of Victory Than Defeat

London, Aug. 13.—The Admiralty and War Office information bureau issues a report that an engagement is in progress to the Northwest of Hasselt, in the Province of Limburgh, supported by a battalion of infantry and the German second cavalry division, 25,000 strong, supported by a battalion of infantry and twelve pieces of artillery. The German fourth division is reported as moving towards Jodigne, in the Brabant Province of Belgium.

The German infantry is known to be all on the left bank of the Meuse except the above mentioned battalion. The Germans are entrenching at Visé.

The forts are still holding out. The Germans are constructing batteries to the North of Liege preparatory for the siege. Heavy guns have already been heard.

The Germans are constructing a railroad between Visé and Hamburg, parallel with the frontier of Dutch Limburg.

They are also entrenching themselves in Liege.

Huy, Marchienne and Houfflals are points held by the German cavalry columns moving East toward the valley of the Ourthe.

The French retreat from Muelhausen was well carried out. The proportion of opposing forces was four Germans to each Frenchman.

The German field artillery proved far inferior to that of the French.

ADVERTISE IN THE MAIL AND ADVOCATE

### RUSSIANS HOLD STRONG POSITION IN E. PRUSSIA

And the German Attempt To Dislodge Them Was a Failure

St. Petersburg, Aug. 13.—The following official communication was issued August 10 and 11: The enemy made a careful reconnaissance on the frontier of the Govis. of Kovono and Suwalki.

A German detachment of four battalions and three squadrons of cavalry and eighteen cannon attacked Edytkuhnen, in East Prussia, but were repulsed.

The communication gives details of a number of small frontier affairs. It is stated that Duke Nicholas Michael Ovitch will soon join the active army and it is believed that most of the male members of the imperial family will follow his example.

The Grand Duke Constantine has endowed Wied hospital with fifty beds. The Grand Duchesses Marie and Helene have volunteered as hospital nurses.

### WONDERFUL RESULTS FROM A.I.C., THE WORLD'S CURE

When everything else fails to cure you give our medicine a trial and be cured. We have scores testifying to its curative value. Hear what Mrs. Aron says about it:

July 7th, 1914.  
Nineteen months I have been suffering with heart disease, until I hear of A.I.C. I took a pint bottle and now I am perfectly cured. I tried all doctors and medicine, but A.I.C. was the only cure I could find.

MRS. HENRY ARON, Southside, Carbonear.

Another cured at St. George's:

June 29th, 1914.  
I have been a sufferer for eighteen months. I tried all doctors, but all failed to cure me. I took two bottles of A.I.C. and now I am perfectly cured. If anyone doubts this statement, write or see me personally.

MRS. MARY FRENCH, St. George's.

Manufactured by Saunders & Mercer, Shearstown, Nfld.

Price \$1.25 and \$2.25

### WANTED.

For the Methodist Superior School, Channel, a Male Teacher holding A.A. Certificate. Salary \$220, and school fees.

Also for Primary Department, a Female Teacher. Salary \$75, and fees.

Inclose testimonials and apply to Chairman. —jy27,3w, m,w,f,t,th

### For Sale!

### ONE MOTOR BOAT

Very pretty model, in good condition, with 8 horse power Motor Engine, new this year. The Boat and Engine will be sold at a bargain if applied for immediately.

SMITH CO., Ltd.

### PANAMA CANAL READY TO OPEN

Ship Made Trial Trip Thru In 11 Hours One Way and 8 the Other

Washington, Aug. 13.—The first steamship to pass through the Panama Canal, the Cristobel, made the trip from the Atlantic to the Pacific in 11½ hours.

The return trip, however, was made in eight and one-half hours, which probably marks the average time which will be consumed by merchantmen when all the machinery of the Canal is in smooth operation.

The Cristobel made this experimental voyage on August 3rd and 4th, and at the time was drawing twenty-five feet of water.

It is reported that everything is in perfect order for the formal opening of the Canal next Saturday when the Ancon, a sister ship of the Cristobel, belonging to the Panama Canal Railway Co., and of 9,606 tons, will make the official trial trip.

### WAR GIVES U.S. BIG COAL TRADE

Orders which Formerly went to Great Britain Now to Go to Americans

New York, Aug. 13.—An announcement was made to-day that an united movement is expected and that there will be heavy chartering of vessels to be used carrying American coal to foreign ports.

Ten ships have been engaged to carry coal cargoes from Virginia and to Los Palmas, Canary Islands. Their aggregate capacity is 100,000 tons.

Two other vessels both flying neutral flags have been chartered for South America for the River Plate, and another for Rio De Janeiro.

A third vessel will carry a cargo of coal to Christiania. This La Palmas and Christiania business is the first to be received by American exporters, and it is said that it is due to the difficulty experienced in obtaining English coal.

Brokers have received inquiries from more than a score of exporters who are anxious to charter vessels, and it is believed that within ten days a big fleet will be engaged in the coal trade.

### SUBMARINE INVENTOR DEAD

An Opponent of War, Mr. Holland, Invented Deadly Weapon of Naval Warfare

Newark, N.J., Aug. 13.—John H. Holland, inventor of the submarine boat which bears his name, died of pneumonia last night at his home here after a month's illness. He was 78 years old.

Although the builder of war vessels, Mr. Holland opposed war, his idea of the usefulness of submarines being to have them incapacitate hostile ships without destroying them and their officers and crews.

Mr. Holland was born in Ireland.

### READ THE MAIL AND ADVOCATE

#### PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.

#### FREE TO BOYS AND GIRLS

Watches, Printing Outfits, Cameras, Footballs, Fountain Pens, etc., etc., for selling 25 of our Beautiful Art Pictures, size 16x20 at 20c. each. Write for some today. Address GOLD MEDAL ART CO., P.O. Box 63, St. John's.

#### Tailoring by Mail Order

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

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

JOHN ADRAIN, MERCHANT TAILOR, ST. JOHN'S.

(Next door to F.P.U. office.) Jan 20, tu, th, sat

## CEYLON TEA

A Large Stock on Hand. All Qualities and Prices. Write for Samples and Prices.

### NEW GOODS:

- 300 Sax Beans
- 150 Boxes Evaporated Apples
- 50 Cases Hogarth's Syrups
- 15 Cases Fresh Eggs, (fresh local)
- 200 Cases Flag Brand Full Cream Condensed Milk
- 30 Cases Silver Peel Onions

## STEER BROS.

New Stock Winchester, Eley's and Kynock's

### Rifle & Shot Cartidges

Double & Single Barrel Breech Loading Guns

Double & Single Barrel Muzzle Loading Guns

Single Shot and Repeating Rifles.

Also, the above can be supplied in damaged stock, which we are selling at very low prices.

P.S. All the above can and will be supplied in new stock unless otherwise ordered

## Martin Hardware Co. Ltd.

Front and Rear Next West of Old Store

Advertise in The Mail and Advocate

## BOLINDER'S

Direct Reversible Crude Oil Marine Engines Facts that speak for themselves regarding

BOLINDER'S OIL ENGINES

Largest Hot Bulb Marine Engine in the World.

Holds 14 World's Records.

Used by 16 Governments.

Has the lowest fuel consumption for Hot Bulb Engines.

Has been on the market for 21 years.

N.B.—It has stood the severest tests under the most exacting conditions from the Arctic Regions to China and Japan, and is installed in Oil Tankers, Fishing, Coasting, Passenger and Cargo Vessels and in all services has proved its Economy, Efficiency, Simplicity and Reliability.

Bolinder's, the Makers, are behind their Engine and they will make good all they say of their Manufactures.

Fishermen and others interested are invited to visit the Boat "Bolinda I" and see what this Engine really is.

Alex. McDougall,

McBride's Cove, St. John's, N.F.

Telegrams: "McDougall, St. John's."

Telephone 180 P.O. Box 845

Advertise in The Mail and Advocate

# Invictus SHOES

Only at this Store can the far-famed Invictus Shoes

Be Purchased More Handsome Shoes

or More Satisfactory Shoes are not to be had at any price.

Our New Stock Has Just Arrived.

All styles, shapes and leathers may be had in Invictus Shoes

MARSHALL BROS.



NEWS OF THE CITY AND THE OUTPORTS.

**NIPPER'S HARBOR FISHERY FAILURE**

And Discouraging Reports Also Come From the Coast To the Northward

Nipper's Harbor, Aug. 6.—On Tuesday afternoon the S.S. Prospero arrived here from the north bringing most discouraging reports from that part of the coast.

The fishery to date is a complete failure, and the oldest fisherman in the place says it is the worst on record.

The barq. Isalt, Capt. Williams, which brought a cargo of coal for Goodridge's firm is now discharged and will likely return to St. John's in ballast.

The schr. April Bloom, Skpper Allan Starks, sailed for the Treaty coast on Wednesday morning. We hope this crew of Union boys will secure a good trip.

The F.P.U. store is now fixed up in good condition. Mr. Stone, who was here in connection with the store for a few days, left this evening for Pilley's Island by motor boat.

Everybody here is anxious to get the war news, and looking for forward for England to put the Germans out of commission quickly.

**NICKEL PROGRAM IS VERY GOOD**

The Nickel Theatre was largely attended last evening, and the social drama "Love's Sunset" was presented to a delighted audience. It is one of the best plays ever produced by the Vitagraph Co. Clara Kimball Young and Earl Williams are in the leading roles and play them to perfection.

"The Tomboy," a story of circus life was a very clever presentation. "The Japanese Parade" was exceptionally interesting. There were two very funny comedies which kept the audience in roars of laughter.

This evening's programme will be repeated, and no doubt there will be a large attendance.

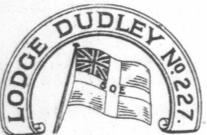
**CANADA ISSUES ANOTHER ORDER**

Ottawa, Aug. 14.—An order is being issued applying against Austrians in Canada the regulations lately enforced against the Germans.

This follows the British declaration of war against the Austrians.

**READ THE MAIL AND ADVOCATE.**

**SONS OF ENGLAND**



A Special Meeting of Lodge Dudley, No. 227, S.O. E.B.S., will be held to-morrow (Sunday) at 1.15 p.m., preparatory to attending the Annual "Decoration of Graves of Deceased Brethren."

Members of Lodge Empire and transient brethren are invited to attend.

By order, C. W. UDLE, Secretary. aug15,li

**"MORWENNA" WAS FIRED ON COMING DOWN**

Had an Exciting and Unusual Experience on the St. Lawrence

**BROKE RIVER REGULATIONS**

Unintentionally and Had To Return to Quebec to Get Papers Endorsed

The S.S. Morwenna, Capt. Holmes, arrived in port at 3 this a.m., after a run of 7 days from Montreal, via Gif ports. She brought a large cargo and the following passengers: Mrs. and Miss Johnston, Judge Conroy, C. O'N. Conroy, Judge Sutherland, Mr. and Miss Beale, Mr. and Mrs. Cowan and child, F. Lumsden, J. F. Steinman, E. W. Van Trees, H. Leo Guther, J. McGrath and daughter, Miss Fannie Richards, Mrs. Capt. D. McDonald, Mr. and Mrs. Delaney, Percy Gordon, W. Wilson, Mrs. Benning and 3 children and 9 steerage.

**Exciting Experience**  
The Morwenna had an exciting and unusual experience coming down the St. Lawrence. She left Montreal on Friday night and the following morning landed the pilot at Quebec and took on board three passengers. She did not stop there longer than to transfer the passengers.

When about 35 miles below Quebec those on the ship were surprised when a shot from a cannon fell in the water just ahead of her. The captain not understanding the reason of the shot kept her at full steam, when a second shot was fired from the Levi shore about a mile distant.

Capt. Holmes then brought the Morwenna too, and shortly after the Government cutter Bellechasse boarded her, and the result was that the Morwenna was ordered to put into Quebec. She was fired upon because the captain did not call at Quebec to have his clearance papers examined and endorsed there.

**New Regulation**  
This is a new regulation adopted since the war and Captain Holmes was not informed of them when clearing at Montreal.

Capt. Holmes informs us that about 7 o'clock last evening, five miles west of Cape Race, he sighted a cruiser. She had two masts and two funnels, but being about four miles off and the shades of evening falling, he was unable to make out her nationality. A flag was flying and though Capt. Holmes used his glass on it, he was unable to make it out.

The warship passed between two sailing vessels, one of which was laying-to, and headed in the direction of the shipping route off St. Pierre. She was under reduced sail.

The Morwenna leaves again at 6 this evening.

S.S. Morwenna leaves at 5 p.m. taking in saloon: Fred Torranceville, Mrs. F. Torranceville, This. Torranceville, Lily Torranceville, Mr. Chandler, Mrs. J. Squires, Albert Squires, Louise Squires, Maisie Squires, Ada Squires, Miss M. Clouston.

Thomas Clarke, formerly of this city, who is on a visit from Montreal who became insane yesterday, was examined by Dr. Roberts and sent to the Asylum.

He was in an asylum at Montreal a few years ago.

**READ THE MAIL AND ADVOCATE**

**KEEN INTEREST IN FIRST AID**

Interest in First Aid matters is unusually keen these days.

A meeting of Divisions 3 and 4 of the Ambulance Brigade was held at the British Hall last night, Mr. N. Alderdice presiding.

A large number of the members attended and an interesting lecture on treatment of the injured was given by Dr. Burden, after which those present were instructed in stretcher drill by Mr. W. Reeves.

**BALL MATCH IS POSTPONED**

The baseball match between the Red Lions and Wanderers set down for this afternoon has been postponed until Wednesday next, as some of the Red Lions are unable to compete today.

**Warship Seen Off Ferryland**

Minister of Fisheries Piccott received the following message from J. W. Costello, Ferryland, last evening:

"White painted, two funnel warship, flag not seen, came in from eastward about 20 miles distant. Now about 12 miles off Cape Ballard, apparently lying-to."

Elsewhere we note that Capt. Holmes of the Morwenna saw a warship off Cape Race. The captain informs us he was unable to make out her color.

**SHIPPING**

The express arrived at 1 p.m.

Prospero left LaScie at 10.45 a.m.

Lintrose left Basques at 1.15 a.m.

Bruce arrived at Basques at 6.05 a.m.

Portia left St. Joseph's at 8.40 a.m. She is due here at 2 a.m. to-morrow.

S.S. Necosian arrived at Botwood yesterday from Liverpool to load paper and pulp.

S.S. Coban arrived at Placentia yesterday from Louisburg with coal for the R. N. Co.

Florizel sails at 3 p.m. taking W. B. Dent, F. P. Rowbottom, Miss Mott, Mrs. Cowley, Mrs. Graff, J. B. Orr, E. Pratt and 20 steerage.

Schr. Annie B., J. Spurrell, master, became a total loss at Venison Island, Labrador, July 31. The crew returned to Trinity by the Sagona.

H.M.S. Lancaster finished coaling last evening and sailed at 8 a.m. She took 800 tons Welsh coal,—all that was in port.

The sailors held a patriotic concert on board last night.

**IN MEMORIAM**

**Catherine Butler**

It is with deep sympathy we record the death of Catherine Butler, who passed peacefully away on Sunday, July 27th, at 11 a.m.

The deceased was 62 years old and leaves a sister and three brothers Mrs. Wm. Murphy, of St. John's, Mr. John Butler of Elizabeth, N.J., Mr. Ed. Butler, of this place, also Mr. O. M. Butler, lightkeeper of this place, with whom she resided for many years.

The corps was towed in a skiff to New Bay by W. F. Coaker, President of the F.P.U., in his motor boat the "F.P.U.," to be interred in the R. C. cemetery at Fortune Harbor. The ladies were put on board the motor boat while the bearers and many other relatives and friends remained in the skiff with the corpse.

We wish to express our thanks to President W. F. Coaker, for his kindness in towing us to New Bay.

—EDMUND T. BUTLER.  
Butler's Cove,  
Leading Tackles, E.,  
Aug. 11, 1914.

**BOARD OF TRADE**

**Semi Annual Meeting**

The Sanitary Committee reported on financial condition of that department at present.

The Solicitor reported as to the law of 1910 governing the laying of water and sewerage in streets where these services are required by the people. The Board has no funds for such extraordinary purposes, and if the property owners require the water and sewerage laid in Golf Avenue at their

**COMMISSION WENT THROUGH A BIG BUDGET**

Held a Lengthy and Very Busy Meeting Last Night

**HANDLED MANY CIVIC MATTERS**

Dealt With the Question of Extension of Water and Sewerage Mains

The weekly meeting of the Municipal Council took place last evening, the following being present: Chairman Gosling, Commissioners Withers, Anderson, Morris, McGrath, Mullaly, Bradshaw, McNamara, Ayre and Harris.

It was a lengthy and interesting meeting, adjournment not being taken until after 11.

The report of the Sanitary Committee caused considerable discussion, but nothing definite was done. We regret that owing to pressure on our columns because of the war we are unable to give an account of the discussion.

The pay rolls and bills were passed excepting the Electric Light Co.'s and an awarding for the steam roller costing \$27.00.

**Asked Damages**

Furlong & Conroy, on behalf of Miss Connors, wrote re damage to her property by persons trespassing on it when going to the swimming bath, Quidi Vidi. The Board find they are not responsible.

John G. Higgins, on behalf of Thos. Lidstone, claimed unfair treatment of his client in being refused a certificate to drive a motor car. This does not come under the Board's jurisdiction.

James J. Kenny complained that his pony was taken or stolen from a field, and not found on the public highway. The Impounder will be asked to report on this matter.

The Commercial Cable Co. wrote that matters were being put in order as regards the encroachment on Water Street.

**Won't Interfere**

R. A. Squires reported on Mr. McEvoy's claim of unfair treatment in the collection of his indebtedness to Council. Mr. McEvoy is to be informed the Board cannot interfere with Mr. Squires in the collection of arrears.

Chas. E. Hunt requested to be informed whether anything was being done in the matter of making roads through Buckmaster's field. This matter was deferred to a special meeting.

W. Greig, Supt. Cleaning Dept., Glasgow, wrote in answer to Board's communication, that they do not use sprinkling motor trucks, and he was not in a position to furnish any information re same.

Brunner, Mond & Co., Norwich wrote giving price list for calcium chloride. The Engineer is to report on the suitability of this for dust prevention.

**Some Applications**

Phillip Wall wrote, asking for the laying of water and sewerage in Lime Street.

I. F. Perlin & Co. applied for permission to erect scaffolding on their store. Granted, subject to Engineer's approval.

J. R. Johnston wrote asking Board to reconsider their decision of compelling him to take down shed erected by him without a permit.

The following tenders were received for trenching and backfilling, Cochran Street: John Whalen, \$340; Thos. Kent, \$540; Geo. Quigley, \$490; Richard Hopkins, \$964; Brady and Devereaux, \$420. It was decided the Board would do the work through the Water Department, according to the estimate of the City Engineer.

The Secretary reported on the matter of the street line of LeMarchant Road. Deferred to another meeting.

The Secretary also reported on the records relating to Fitzpatrick's ground.

**No Permits**

After discussion it was decided that no permits be given to build on this ground, as the Board has no funds for an expenditure in connection with the opening of streets and laying of water sewerage mains, but if Mr. Fitzpatrick wishes the work done, it will be done by the Board at his (Fitzpatrick's) expense.

The Sanitary Committee reported on financial condition of that department at present.

The Solicitor reported as to the law of 1910 governing the laying of water and sewerage in streets where these services are required by the people. The Board has no funds for such extraordinary purposes, and if the property owners require the water and sewerage laid in Golf Avenue at their

own expense, the Board will be glad to do it.

The Solicitor also reported on the claims of Mr. Ring and Miss Kelly. It was decided to put the case of Mr. Ring in the same condition as it was before.

Decided to notify those responsible to repair sidewalks, Water St.

The reports of the City Engineer, Inspectors, Health Officer, and sprinkling supervisor were read and adopted.

**Sensational Offering!**

**LADIES' COATS**

Owing to a backward season in the Old Country, many manufacturers and wholesalers have been caught with heavy stocks, which they are forced to clear out at a sacrifice.

Our representative being on the spot early, has had his pick of several exceptionally good values, some of which have just arrived.

As a sample we are now offering a small lot of

**LADIES' TAILOR-MADE SUMMER COATS** at Less Than a Third of the original Values.

There are only 50 in the lot, so if you wish to get an early choice, come in TODAY.

**\$18 COATS for \$5.00**

**Less than ONE-THIRD OF Original Price.**

- 6 only Navy & Black Serge & Tweed Values up to \$10.00 for **\$3.00**
- 9 only Navy & Black Fine Serge Values up to \$12.00 for **3.50**
- 12 only Navy & Black Serge & a few Colored Values up to \$14.00 for **4.00**
- 17 only Navy & Black Serge & Col'd. Broadcloth Values up to \$16.00 for **4.50**
- 6 only Black Broadcloth Values up to \$18.00 for **5.00**

**SKIRTS—JUST OPENED**  
Dress Skirts in Tweed, Serge and Venetian **\$1.80 to \$4.00**

**SHOW ROOM**  
IN OUR  
**Upper Building.**



**Grenfell Association Meeting**

The annual meeting of the International Grenfell Association took place Thursday. Hon. R. Watson, in the absence of the chairman and vice-chairman, presided. Following the general meeting the Board of Directors held a session. Much important business in connection with the Association was transacted.

The Committee recently met and appointed a sub-committee to arrange a series of lectures and entertainments in the Grenfell Hall during the fall and winter. The following officers have been elected in connection with the Lectures Committee:

Chairman—Dr. W. F. Lloyd, L.I. B. M.H.A.

Vice-Chairman—Mr. F. J. Morris, M.H.A.

Hon. Treasurer—Mr. H. W. LeMesurier.

Hon. Secretary—Mr. A. Parsons.

At 9 a.m. yesterday the Board met Hon. W. C. Job presiding, and present being W. R. Stirling, Esq., a prominent banker of Chicago and representative of the Royal National Mission to Deep Sea Fishermen; Hon. R. Watson, Dr. Grenfell and Secretary Sheard.

The Board sat all day and at 5 p.m. there was a conference of the members of the International and In-stitute Committees. Present were Hons. R. Watson, W. C. Job, J. Harvey, Dr. Macpherson, H. R. Brookes, A. Sheard and B. E. S. Dunfield.

Messrs. Stirling, Bogue, Grenfell and Sheard were the guests of His Excellency the Governor and Lady

**"GOOD HOPE" IN HALIFAX PORT**

Halifax, Aug. 14.—Straight from the Irish coast the armoured cruiser Good Hope, Captain Yelverton, arrived at Halifax to-day to take bunker coal and join the fourth cruiser squadron.

The commander reported he had not seen nor heard anything of a warship during the voyage.

It is understood the battleship Glory will call here in a few days.

**ALLIED POWERS AFTER TURKEY**

Paris, Aug. 14.—The allied Governments opposed to German and Austria-Hungary have agreed to bring Turkey to a realization of the obligations of a neutral power in connection with the purchase from Germany of the cruisers Goeben and Breslau.

**READ THE MAIL AND ADVOCATE**

Davidson at dinner last evening at Government House the others present being Prof. Dunstant, Hon. W. C. and Mrs. Job, Mrs. (Hon.) E. R. Bowring, Capt. and Mrs. Goodridge, Hon. J. and Mrs. Harvey and Capt. D'Oyly of H.M. S. Lapcaster.

At 9 o'clock this morning the committees met again. The directors were entertained at luncheon this afternoon by Hon. W. C. Job at his residence, Rostellan.

Dr. Wm. McDonald, of Brown University, Rhode Island, representing the New England Grenfell Association, will arrive by to-day's express.

**DECLINES TO SERVE**

I notice that my name is included in the list of citizens selected by the Governor to raise a regiment for active service. I was not consulted in reference to the Resolutions submitted at the political meeting held by the Governor on Wednesday, nor was I asked whether I would serve as a member of the Committee.

The Governor having permitted himself to become second fiddler to Sir E. P. Morris in carrying out his political plans to preside at the Government's meeting, held Wednesday, I decline to recognize the Resolutions passed as binding upon the Union Party, and consequently must decline the honor of being one of the Committee selected by the Governor in pursuance of Resolutions drafted by Sir Edward Morris and submitted at the so-called patriotic meeting of Wednesday.

W. F. COAKER.

**BOARD OF TRADE**

**Semi Annual Meeting**

The Semi-Annual Meeting of the Newfoundland Board of Trade will be held in their rooms on Tuesday, August 18th, at 3.30 p.m.

ERNEST A. PAYN, Sec.-Treas.

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