

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

THE MAIL AND ADVOCATE

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DIPLOMACY'S SKEIN GETS ANOTHER TANGLE!

American Muleteers Lose Their Lives By a German Submarine Attack on Dominion Liner Armenian

Washington, July 1st.—The Dominion Freight Liner Armenian, flying the British flag and carrying mules from Newport News, Va to England, was torpedoed and sunk Monday night by German submarine U-38 off Cornwall, England. Nearly a score of American muleteers aboard, are reported lost, according to messages received by the State Department to-day, from Consul Armstrong Jr. at Bristol. Twenty nine men lost and ten injured.

London to secure more details. When Secretary Lansing returns to-morrow Ambassador Gerard will be instructed to inquire of the German Admiralty, as to its report. From messages received it appears that in addition to the torpedo at least one shot was fired from a disappearing rifle. The Consul's report said the Wireless house was taken by the second shot.

It was not made clear whether the Armenian was first ordered to halt and resisted capture, requiring the second shot, or whether the submarine attacked without warning. The fact that the number of the submarine was given, indicated she had come to the surface to make the attack.

Submarine Sinks British Steamer Sugar Cargo

London, July 1st.—The British Steamer "Scottish Monarch" bound from New York for Manchester with a cargo of sugar, was torpedoed and sunk yesterday by a German submarine. The steamer's crew of thirty six men took to the life boats. The captain and nineteen men were picked up near Hook Point Lightship, not far from Dunmore Harbor, Ireland and landed at Dunmore.

Premier Borden Sails For England

New York, June 30.—"I have not been called to Britain by the War Office," said Sir Robert Borden, just before sailing, but I am going on my own volition for a fuller conference with the heads of the War Departments. I expect to hold several conferences with the heads of the War Department over placing orders through the J. P. Morgan & Co. These orders have nearly all been placed in the States. Canada seems to have been neglected. I expect Canada to be able to muster about 500,000 more men to go to the front.

Unknown Steamer Collides With American Liner

Deal, June 30.—The American line steamer Nieu Amsterdam, with a large number of passengers on board from New York for Rotterdam, was run down in a fog by an unknown steamer, while anchored in the Downs today.

The Queen Visits Wounded Soldiers

London, June 30.—The Queen and Princess Mary were greeted with cheers from hundreds of wounded soldiers at the Duchess of Marlborough's matinee at the Palace Theatre, yesterday. The Queen wore a dress of pale blue over white with white and black hat.

Asquith Answers David Mason

London, June 30.—The Premier today made reply in the House of Commons to the question asked yesterday, as to whether the Government would state the terms upon which peace would be possible. The Premier said: "It wouldn't be in the public interest to add anything to what I have already publicly stated on this subject."

Italy Resents Montenegrin Act Of Hoisting Flag

Rome, July 1.—The hoisting of the Montenegrin flag over the fortress of Scutari, Albania, is causing a greater feeling of discontent in the Italian capital than did the occupation of the Albanian towns of Tirana and Elbasan by Serbian forces.

Trade Unionists Up to the Scratch Force Unnecessary

London, July 1st.—Seven days have been granted Trade Unionists by the Minister of Munitions, Lloyd George, to make good their pledge that they would prove they were able to supply the needed munitions workers without recourse to compulsion expired to-night.

Investigating Recruiting Among American Soldiers

New York, July 1st.—British Consul General disclaimed to-day, any knowledge of inducements having been to United States soldiers and sailors to desert the American service for the British army and navy, as charged by the Federal Agent at San Francisco who has been investigating recruiting activities in California.

French Government Frees Swoboda

Paris, June 30.—Charges of espionage against Raymond Swoboda, who claims to have been born in San Francisco will be dropped, as no strong evidence of his guilt has been developed.

British Forces Continue Progress On Gallipoli

London, July 1st.—British forged ahead on Gallipoli Peninsula. Austro-Germans continue an almost broken advance in Galicia and over the Polish frontier. These are about the only positive factors in the day's war reports, fighting in the Western theatre having developed nothing to alter the situation.

Munitions Bill Amended to Meet Labor Objections

London, July 1st.—Lloyd George, British Minister of Munitions to-night announced substantial concessions to labor in the form of amendments to the Munitions Bill, the concluding stages of which will be dealt with in the Commons to-morrow.

French Government Frees Swoboda

Paris, June 30.—Charges of espionage against Raymond Swoboda, who claims to have been born in San Francisco will be dropped, as no strong evidence of his guilt has been developed.

Big Strike In Chicago

Chicago, June 30.—A general shut down of all allied building, construction and material interests will go into full effect to-morrow; all plants to remain closed until a settlement is reached with organized labor in the building industry. This will throw out of employment more than 200,000 men.

BRITISH AVIATOR MEETS DISASTER

London, July 1.—Naval Flight Lieutenant Watson was killed near Eastbourne to-day while making a flight in a biplane.

GERMANY ORDERS MOTOR SLEDGES

Berne, Switzerland, July 1.—It is learned from private sources that Germany recently issued orders for 15,000 motor sledges in view of the possibility of another winter campaign.

OFFICIAL

BRITISH

London, June 30.—In Gallipoli Peninsula, successful operations were undertaken on the 28th, resulting in substantial advance and the capture of several lines of Turkish trenches.

The French Government report progress on the sunken road between Angers and Ablain.

In the Vosges certain positions east of Metzler, which the enemy recaptured, were again occupied by the French.

The Russian Government reports that Russian rearguards repulsed desperate enemy attacks in the Tomcow region. Attempts to rout Russian forces retiring towards Gnila Lipa river failed, with enormous losses.

FRENCH

Paris, June 30.—The French War Department today gave out the following:—

"The region north of Arras last night saw a violent cannonade together with some infantry engagements. To the north of the Chateau of Curreul we made slight progress; to the south, at the Cabaret Rouge, a German attack was repulsed.

In the Vosges, German troops endeavored at about 2 o'clock to deliver a fresh attack against our position to the east of Maberat. This movement was easily checked.

German Papers Have Taken On Rational Tone

London, June 30.—Newspapers reaching London from Germany are particularly interesting just now. For the first time since the war began the old boastful tone seems to have subsided, and while in many quarters there are sufficient allusions to peace prospects, significant because they are made with official sanction, there is a general realization that the naval and military outlook is not so promising for the Fatherland as it appeared a few months ago.

In the course of a lecture on the sea power of Germany's enemies, which was delivered by Herr Gehring at Berlin a few days ago, the following statement was made:—

"Today the strength of the British fleet in ships of the line and cruisers, is hardly less, as compared with ours, than at the beginning of the war, for they possess 95 of the first class, and 69 of the second class, in spite of the losses which they have incurred, which amount to 16 and 13 per cent, respectively. The reason for this is that Britain retained all the ships which she was building for foreign States. Our submarines still have a great deal to do."

Norwegian Ship Goes to Bottom

London, June 30.—The Norwegian ship Cambuskenneth from Portland, Oregon, for Liverpool, was sunk to-day by a German submarine.

BRITISH FORCES ATTAIN SUCCESSES ON GALLIPOLI

Several Turkish Positions Taken by Gallant Charge--The Twenty-Ninth As On Other Occasions Signalize Themselves--Conduct Beyond Praise

London, June 30.—An official statement issued today, dealing with operations in the Dardanelles, says:— "The plan of operations on June 28th was to throw forward the left of Genl. Sir Ian Hamilton's line, south-east of Krithia, and establish a new line facing east on the ground gained.

We captured two lines of Turkish trenches, east of Saghir Dere, and three lines to the west, all and more than hoped for from the operations, was gained.

The Australian Corps was ordered to co-operate by making a vigorous demonstration. The action opened at 9 o'clock with bombardment by heavy artillery. Assistance was rendered by the French. This bombardment proved most valuable.

At 10.30 the field artillery opened fire to cut the wire in front of the Turkish trenches. When this was done, its effect on one of the enemy's trenches near the sea was great. Very accurate fire of the cruiser Talbot, and the destroyers Scorpion and Wolverine succeeded in keeping down the artillery fire from that quarter.

At 10.45 a small Turkish advanced work at Saghir Dere, known as the Boomerang Redoubt, was assaulted. This fort, which is very strongly situated, and protected by extra strong wire entanglements, had long been a source of trouble. After a special bombardment by a French mortar, and while the bombardment of the surrounding trenches was at its height, part of the Border regiment at the moment prescribed, leaped from their trenches as one man. Like a pack of hounds pouring out the covert, they raced across and took the work most brilliantly.

Artillery bombardment increased in intensity until 11 a.m., when the range lengthened. The infantry then advanced, and their attack was carried out with great dash along the whole line. West of Saghir Dere

three lines of trenches were captured with little opposition. The trenches were full of dead Turks, many having been buried by the bombardment. A hundred prisoners were taken.

East of the ravine the Royal Scots made a fine attack, capturing the two lines of trenches which had been assigned as their objective, but the remainder of the Brigade on their right met with severe opposition and were unable to get forward.

At 11.30 the Royal Fusiliers led its brigade in the second phase of the attack on the west ravine. The brigade advanced with great steadiness and resolution through the trenches already captured, across the open, taking two more lines of trenches. They reached the objective allotted to them, the Lancashire Fusiliers, inclining half to the right, forming a line to connect with our new positions east of the ravine.

The northernmost objective had now been attained, but the Gurkhas pressing on under the cliffs captured an important knoll still further forward. This they fortified and held during the night, making our total gain on the left 1,000 yards.

During the afternoon the trenches, a small portion of which remained uncaptured on the right, were attacked, but the enemy held on stubbornly, supported by machine guns, and our artillery attacks did not succeed. During the night the enemy made a counter-attack on the trenches gained, but was repulsed with heavy loss.

A party of Turks, who penetrated from the flank between the two lines of captured trenches, were subjected to machine gun fire at daybreak. They suffered heavily, and the survivors surrendered.

All engaged did well, but certainly the chief factor in the success was the splendid attack carried out by the Twenty-Ninth Division, which conducted on this, as on previous occasions, was beyond praise.

And all this takes no account of Canada, Australia and the rest.

When the bare outline of these facts is considered, and the tremendous resources of the British Empire today contemplated, it seems nothing short of folly at this stage to talk of financial collapse so far at least as the allies are concerned.—Ottawa Evening Journal.

Submarine Officers Get Promotion

London, June 30.—The Admiralty have announced that Lieutenant Commander Nasmyth, who won the V.C. by taking a British submarine into the Sea of Marmora and destroying one gunboat, two transports and four other ships, has been promoted to the rank of Commander, together with Lieutenant-Commander Boyle, who also performed a daring feat with a submarine.

LOCAL ITEMS

Owing to the bad weather yesterday only a few people went out on the 2.30 p.m. excursion train to Kelligrews.

The big demonstration of Catholic citizens and societies in honor of the Consecration of Archbishop Roche will take place this evening. The societies will meet in their halls at 6.45 p.m.

Lodge McKay, A.F. and A.M., of Bay Roberts, are holding their installation on Wednesday, July 7th. D.G.M.C.R. Duder and several of the Masonic fraternity from St. John's go over that day.

Last night the halls and many houses were again illuminated as well as the arches erected, and thousands of people were on the streets till a late hour. Grecian fire &c. was in evidence on the arches and a very sight was the illumination of St. Bonaventure's College and Mount St. Francis. The Cathedral grounds also looked very pretty, as well as the grounds opposite the Palace in the trees of which hung many coloured Chinese lanterns.

Last night some mischievous boys got up in the tower of St. Patrick Church and began to ring the bell. Men about the place chased them out of it. Others with fire-crackers frightened a horse, in the cab attached to which were four ladies, and it bolted. Before any damage was done, the beast was caught. A policeman should be permanently stationed on Patrick Street and neighbourhood, where vicious youths parade nightly.

Police Court

To-day two drunks were fined \$1 or 3 days each.

A man up for non-support of his wife was asked to give two securities in \$50 each or journey to the Lake side for 30 days.

A domestic charged with the larceny of \$2 worth of property was remanded for 8 days.

A girl summoned by Const. Tobin for loose and disorderly conduct was remanded for 8 days pending deportation.

A man drunk in charge of a horse was paid \$10 or 20 days.

Our Local Moulders Offer England Services

Not long since 12 of the moulders of the Consolidated Foundry of this city offered their services to the British Government through Capt. McDermott of the Calypso, to work in the Old Country or any other section of the Empire which might be designated. Capt. McDermott, who personally was delighted with their patriotism, transmitted their offer by wire to the Home Authorities, who replied in less than half an hour. They were told to apply to 3 British agents in Canada, which was done, and they will likely have a reply to-day or to-morrow. They will gladly give their services in any part of the Empire and we congratulate them on their loyalty and patriotism.

Wonders of Science

Television is now in the same crude stage as telephony was when Dr. Bell exhibited his first apparatus. Three men have actually demonstrated their inventions before learned societies—two in London and one in Paris. The war has turned public attention right away from scientific achievements, but they exist nevertheless, and after the war we are likely to hear a good deal about them.

Readers will probably know that wireless telephony can now be carried on over distances of 200 miles at least. This will assuredly develop in a wide-world fashion, and it is by no means beyond the possibilities of science that television will also be practicable without wires.

In other words, it is not unlikely that our children may be able to hear and see across continents and oceans without even wires and cables to transmit the electrical messages.

Knowledge may not always be power, but it will tell a fellow when to take to the woods.

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GREECE AND THE WAR

The success of the Venizelos party in the Greek elections is of the greatest import. First, the election, notwithstanding the great chances that it was characterized by corrupt or shap practices, must be accepted as the voice of the people, and should the nation go to war it will have the unique distinction of having voted to do so. And certainly the question whether or not a nation should go to war should be decided always by vote—those voting in the affirmative automatically enlisting in the first army to go to the front. Second, the entrance of Greece must have a profound and immediate effect in an important theatre of the war.

Fully to understand the policy of Ex-Premier Venizelos it is necessary to draw a definite division between the events of the war before and after Christmas. Up to the end of December Turkey had not obviously showed signs of dissolution. She only entered the conflict late in the autumn and it was not clear until the close of the year that her campaign against Egypt would prove so ineffective, while the forcing of the Dardanelles had not been attempted. Again, it was not thought Serbia would do so well against Austria. But after Christmas it became clear that Turkey was on the verge of an early collapse. The Greek premier, closely watching events, defined at once a new policy which he submitted to the king. Under the principle of the Balkan balance of power he asked Constantine to withdraw his opposition to any concessions Serbia might feel inclined to make to Bulgaria and suggested also conditions under which present Greek territory might be ceded also. Two of the outstanding conditions were that Greece should receive a large share of territory in Asia Minor, about the size of Greece at present, and containing about one million Greeks, and that provided Bulgaria received territory from Greece and Serbia she should abandon her neutrality and join arms with the Triple Entente. When the attack on the Dardanelles became an accomplished fact Venizelos made a definite proposal that Greece intervene on behalf of the Entente. Under pressure of the military party the king refused to accede to this and in the end the premier quit office.

The return of Venizelos to power, therefore, marks the inevitable lining up of the Balkan states in the war. Bulgaria is the great factor now. As soon as Greece is ready she will, thru Venizelos, again approach Bulgaria and with the matter of territory settled, will take the field with Bulgaria against the Austro-German alliance. The accompanying news of yesterday that Rumania is now ready to take part in the struggle, and that negotiations are already under way with that object in view, means that will soon be decided between Greece, Serbia and Bulgaria. Rumania would not, of course, think of entering the conflict with a hostile Bulgaria on her one border and Austria on the other. The negotiations may be a bit prolonged, but in the end Bulgaria's demands must be met. The decision means the virtual end of the great and sanguinary struggle, the rest of Europe forming a solid ring of steel round the Austro-German nations in the center.—Ottawa Citizen.

The S.S. 'Fogota's Fishery Report

Not for many years past, we learn by the Fogota, has cod been so plentiful on the grounds all around Foggo District. The great drawback to successful trapping, however, is the presence of numerous pieces of ice in the waters, and it is utterly impossible to put out traps. Boats are doing fairly. In Bonavista Bay, from Greenspond, all up around the Bay, there is extra good fishing and traps secure from 25 to 30 qts. daily. One man, Collins of New Hr., has 200 qts. under salt to date. The hook and line men also load their boats daily, and so plentiful are the fish that the Wesleyville schooners instead of going to the Straits, owing to the ice conditions, all have gone up in the Bay where good catches are to be had and hope to secure large fares before going to the Straits or Labrador. Caplins are also abundant everywhere.

There are 50 traps from Shoe Cove to New Hr., and they are getting fine fares of fish. Heavy sea and high winds prevent men getting on the grounds at Bay de Verde.

"Quite enjoying the job here," says a Yorkman with the West Riding R.G.A. at the front, "don't worry."

UNDERSTANDING WITH GERMANY

Pres. Wilson Has Great Hopes of Amicable End To Difficulty

Washington, June 17.—President Wilson feels encouraged by reports that the pending negotiations between Germany and the United States most likely will have a peaceful outcome.

Those who have discussed the situation with the president and other officials in the last day or two have found a belief prevalent that the chances for an amicable understanding with Germany are much better than they have been at any time since the Lusitania tragedy.

This feeling is understood to be based on both official and unofficial reports from Berlin, telling of the favorable reception there of the American Note and on the hope, too, that the despatches carried by Dr. Anton Meyer-Gerhardt for Count von Bernstorff, the German ambassador here, will impress the German officials with the American point of view.

It was learned that the President does not plan to send another Note to Great Britain protesting against the interference with commerce between the United States and neutral countries of Europe, until the discussion with Germany has shaped itself more clearly. This does not necessarily mean, it was said, that the president will wait until a reply is received from Germany through the British Note scarcely will go forward until some definite idea has been gained of the character of the next communication from Berlin.

Praise Daring Of Prince of Wales

London, June 25.—There are many tales afloat of the Prince of Wales at the front. Private A. Butler of the Second Coldstream Guards writes to friends in Cardiff:

"I must tell you about the Prince, who is here with us. I can assure all Welsh people he is as brave as a hero. Only last night, he passed me when German shells were coming over. You can take it from me that he is not only the Prince of Wales, but a soldier and a man, and we are all proud of him."

"He is not very big, but he has got a bigger heart than a lot who are hanging back in Great Britain. I hope, please God, he will come back safe and sound without a scratch."

The Prince of Wales continues, says the British Weekly, when circumstances permit, to take a six-mile walk before breakfast at the front. When asked if he went to bed very early in order to accomplish this, the Prince replied that he could not go to bed early, as he wrote to his father and his mother and sister every night.

The only way that has been found to induce the Prince to show some precaution when under shell fire is to represent to him that serious inconvenience might be caused if he were taken prisoner.

To any remark about the possibility of his being killed the Prince answers cheerily that he has many brothers at home, so it would not matter.

French Make Important Progress

London, June 22.—The French Government report further progress towards the south-east, with all gains retained. In Argonne, the Germans attacked, using asphyxiating projectiles, and advanced. The French line gave way at some points, but by a counter-attack recovered almost the whole position. Important progress has been made in Lorraine and Alsace. The village of Metzeral was carried after a very hot fight.

The Russian Government reports that the enemy offensive continues in the region of Rawka and Russka, and that the Russians are retiring from the Grodek Lakes to Lemberg positions. Enemy attacks on the Dniester front have been repulsed with heavy loss.

Russian Scientist And Nobleman Dead Of Heart Disease

Petrograd, June 16.—(via London.)—Grand Duke Constantine Constantinovitch, president of the Imperial Academy of Sciences and head of the department of military schools, died last night of heart disease at the age of 57 years. He was a member of the reigning family and his heir is Prince Jean Constantinovitch.

Grand Duke Constantine Constantinovitch, who was a general of infantry, was one of the commanding figures in the Russian nobility. He had not been exempt from revolutionary plots, for an attempt was made in 1907 to blow up a train on which he was a passenger. He was severely arraigned with other grand dukes in 1908 for attempting to influence the actions of the duma.

Saw Dust As A Fire Distinguisher

We are not accustomed to regard saw dust in the light of a fire extinguisher. On the contrary, most of us look upon it as fuel for the flames and would never dream of throwing it upon a fire which we were anxious to put out.

Nevertheless it is very valuable indeed in certain fire emergencies, especially in cases where little volumes of gasoline or other inflammable liquids have become ignited. The motorist in particular will be glad to know that there is perhaps nothing within reach more effective in such cases.

The principle upon which sawdust works is obvious. Combustion ceases as soon as there is not enough oxygen to support it. That is the reason that one may extinguish a small fire by simply covering it with a cloth. The sawdust, indeed works precisely in this manner. Its particles adhere so closely together that they effectively blanket the burning body upon which they are thrown, thus robbing the fire of the oxygen necessary for its support.

It will readily appear that while sawdust may extinguish the flames of gasoline or other volatile liquids upon a floor or flat surface, it is likely to fail when the liquid is in a receptacle which gives it some depth. In such cases the sawdust naturally sinks below the surface very quickly, thus admitting oxygen to the liquid and permitting the flames to break out anew. It is very difficult to spread sawdust over such a surface entirely before some of it sinks to the bottom.

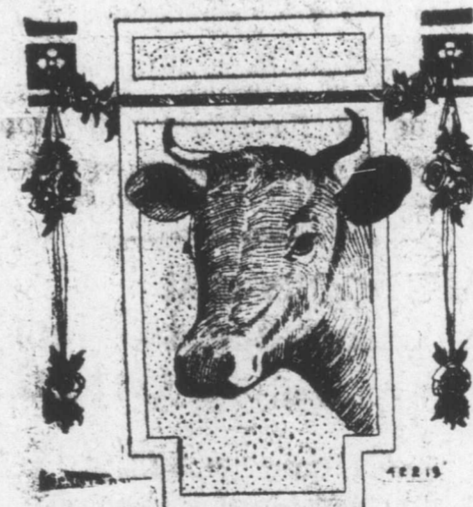
But with such liquids as heavy oils, lacquers, japsans, melted wax and the like, sawdust very effectively blankets the entire surface and so extinguishes the flames speedily and satisfactorily.

The character and condition of the sawdust do not matter. Wet or dry, of hard wood or soft wood, if it is applied to the conflagration quickly, and so applied as to blanket the entire surface of the flames, it will be entirely effective.

The success will be even more striking if common baking soda is added to the sawdust in the proportion of ten pounds to the bushel. When heated this chemical gives off carbon dioxide gas, which is very potent in excluding oxygen and in combination with sawdust forms an extremely efficient fire extinguisher.

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

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Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 961 or 15 Brasill's Square.

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Lounges.	Rockers.
Hall Settees.	Fireside Stools.
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To Boston (Plant Line)	29.00	51.00
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WHERE THE MONEY GOES

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

COURIERS--Continued	
Brigus and Georgetown ..	80.00
Brigus and Railway ..	160.00
Brigus and Turk's Gut ..	85.00
Brigus Cross Roads and Railway ..	20.00
Brigus Couth and Cape Broyle ..	100.00
Bristol's Hope and Railway ..	56.00
Britannia Cove and Clarenville ..	220.00
Britannia Cove and Hickman's Harbor ..	35.00
Broads and Clarke's Beach ..	40.00
Brooklyn and Lethbridge Station ..	193.60
Brookfield and Wesleyville ..	42.00
Bryant's Cove and Harbor Grace ..	60.00
Bunyan's Cove and Port Blandford ..	51.00
Burgoyne's Cove and Britannia Cove ..	10.00
Burin Bay and Burin ..	30.00
Burin Bay Arm and Burin ..	26.00
Burnt Head and Cupids ..	56.00
Burnt Island and Port aux Basques ..	270.00
Butler's Cove and Marystown ..	20.00
Campbellton and Coufort Cove ..	210.00
Campbellton and Lewisporte ..	20.00
Canning Cove and Musgrave Town ..	60.00
Cape Broyle and Railway ..	80.00
Cape Cove and Pogo ..	30.00
Cape Island and Cape Freels ..	40.00
Cape Norman and Lock's Cove ..	68.00
Cape Race and Portugal Cove ..	260.00
Cape Ray and Railway ..	76.00
Cape St. George and Port au Port ..	208.00
Capin Bay and Railway ..	60.00
Carbonear and Railway ..	240.00
Carbonear and Western Bay ..	700.00
Cartwright and Long Pond ..	120.00
Scal Island ..	30.00
Cartville and Railway ..	160.00
Catalna and Railway ..	413.00
Cat Harbor, Newtown and Wesleyville ..	50.00
Champneys West and Champneys East ..	50.00
Change Islands and South ..	
Channel, Fox Roost and Isle aux Morts ..	130.00
Channel and Railway ..	255.00
Charlottetown, Railway and Bunyan's Cove ..	90.00
Charles' Brook, Point of Bay and Laureceton ..	78.00
Chimney Cove and Trout River ..	40.00
Clareville South and Railway ..	50.00
Clareville and Foster's Point ..	131.25
Clarke's Beach and Railway ..	50.00
Coachman's Cove and Bate Verte ..	170.00
Coakerville and Boyd's Cove ..	52.00
Codroy and Railway ..	601.00
Coley's Point and Bay Roberts ..	66.00
Colinet, North Harbor and Whitbourne ..	187.20
Collier's Bay Cove and Railway ..	240.00
Come By Chance and Bay Bulls Arm ..	124.80
Conche and Lock's Cove ..	150.00
Coomb's Cove and Belleoram ..	160.00
Corbin and Epworth ..	52.00
Cottle's Island and Moreton's Harbor ..	52.00
Country Road and Boy Roberts ..	40.00
Coward's Island and Flat Islands ..	40.00
Cow Head and Daniel's Hr. Crabbe's Brook & Railway ..	171.00
Crawley's Island and Long Harbor ..	120.00
Cul de Sac and Cape La Hune ..	25.00
Cupids and Railway ..	60.00
Curling and Frenchman's Cove ..	180.00
Curling and Railway ..	100.00
Current Island ..	200.00
Daniel's Harbor and Port Saunders ..	12.00
Deer Island and Gooseberry Island ..	190.00
Deer Island and Burnt Island ..	60.00
Deer Lake and Section ..	30.00
Delby's Cove and British Hr Dildo and Old Shop ..	10.00
Delby's Cove and British Hr ..	60.00
Dildo and Old Shop ..	50.00
Drake Cove and Fair Island ..	150.00
Dunville and Railway ..	100.00
Elliott's Cove and Asey Cove ..	60.00
Engle and Great Harbour Deep ..	105.00
Engle and Lock's Cove ..	160.00
English Hr. and Railway ..	150.00
Epworth and Collins Cove ..	20.00
Exploits, Fortune Harbor & New Bay ..	210.00
Exploits and Lewisporte ..	374.00
Famish Cove and Railway ..	52.00
Farmer's Arm and Boyd's Cove ..	55.00
Farmer's Arm & Tizzard's Harbor ..	104.00
Femme, Long Hr. Beach and Anderson's Cove ..	208.00
Fermeuse and Railway ..	80.00
Fermense South and Re-news ..	15.00
Ferryland and Railway ..	80.00
Fichot and St. Julien's ..	90.00
Flat Bay and Railway ..	30.00
Flat Islands and Salvage ..	95.00
Flat Rock and Main Road ..	36.00
Fleur de Lys and Burlington ..	282.00
Flower's Cove and Bonne Bay ..	80.00
Flower's Cove and Eddies Cove ..	160.00
Flowers Cove and Lock's Cove ..	200.00
Flower Cove and Port Saunders ..	200.00
Fogo and Little Beaver Cove ..	425.00
Fogo and Seldom Come By ..	48.00
Fogo and Tilting ..	84.00
Foster's Point and Lady Cove ..	40.00
Fox Harbor, Placentia and Railway ..	50.00
Fox Island River and Port au Port ..	150.00
Foxtrap and Railway ..	20.00
Francois, New Harbor and Recontre ..	104.00
Frenchman's Cove and Garnish ..	20.00
Freshwater and Carbonear ..	100.00
Freshwater and Lance Cove, B.I. ..	31.20
Friday's Bay and Herring Neck ..	68.00
Gambo and Fair Island ..	500.00
Gander Bay and Boyd's Cove ..	102.00
Gander Bay & Loon Bay ..	234.00
Gander Bay and Railway ..	
Gander Bay, Frederick and Man Point ..	35.00
Garnish and Burin ..	300.00
Gaulois Head, Bay D'Espoir ..	200.00
Gaultois and Hermitage ..	120.00
Gaultois's Island and Tack's Beach ..	100.00
George's Brook, Milton and Aspen ..	70.00
George's Brook and Burgoyne's Cove ..	234.00
George's Brook and Railway ..	50.00
Goddenville and Spaniard's Bay ..	30.00
Gooseberry Island and Tray town ..	119.00
Gooseberry Islands and St. Brendan's ..	70.00
Goose Cove and St. Anthony ..	85.00
Goulds and Railway ..	104.00
Grand Beach and Grand Bank ..	78.00
Grand Brat and LaPoile ..	200.00
Grand Falls and Railway ..	360.00
Grate's Cove and Old Perlican ..	195.00
Great Braha and St. Anthony ..	108.00
Great Burin and Burin Offices ..	25.00
Great Codroy, O'Regan and Doyleys ..	101.40
Great Jervos and Push-through ..	30.00
Griguet and Cape Norman ..	100.00
Griguet and St. Anthony ..	150.00
Groat's Islands and Conche ..	625.00
Ha Ha Bay, Western Head and Griguet ..	51.00
Ha Ha and Ship Cove ..	70.00
Handy Harbor Island and Paquet ..	40.00
Hant's Harbor and Brownsdale ..	82.00
Hant's Harbor and Lead Cove ..	287.00
Harbor Briton and Hermitage Cove ..	104.30
Harbor Grace, Brigus and Heart's Content ..	100.60
Harbor Grace and Railway ..	370.00
Harbor Grace and South Side ..	152.00
Harbor LeCou and Rose Blanche ..	125.00
Harbor Main and Woodford's ..	201.00
Hare Bay, Gambo and Wellington ..	70.00
Haricot and Colinet ..	40.00
Hatchet Cove, Hillview & Railway ..	207.75
Head Bay D'Espoir and Point Rote ..	100.00
Heart's Content and Carbonear ..	550.00

AT THE NICKEL

FORBES LAW DUGUID

Sings (a) Prologue from Pagliacci, in English; (b) By the Strand, from Elilande.

"THE MILLION DOLLAR MYSTERY"—Episode 6.

The Countess Olga's Coaching Party.

"THE UNPAINTED PORTRAIT"—A social melo-drama. "DASH, LOVE AND SPLASH."—A Keystone riot.

"SANTA CATILNA ISLAND AND HERGARDENS."—A most interesting travelogue.

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J.J. St. John To Shopkeepers:

100 dozen ROYAL PALACE Baking Powder at 50c dozen tins.

500 Dozen TOILET SOAP 1 dozen in a Box, 35c dozen.

500 Dozen BLACK PEPPER, at 10c lb.

150 Dozen ELECTRIC PASTE, the best Blacklead on the market, 48c dozen.

J.J. St. John

Duckworth St & LeMarchant Bld

and Boyd's Cove ..	350.00
Gander Bay, Frederick and Man Point ..	35.00
Garnish and Burin ..	300.00
Gaulois Head, Bay D'Espoir ..	200.00
Gaultois and Hermitage ..	120.00
Gaultois's Island and Tack's Beach ..	100.00
George's Brook, Milton and Aspen ..	70.00
George's Brook and Burgoyne's Cove ..	234.00
George's Brook and Railway ..	50.00
Goddenville and Spaniard's Bay ..	30.00
Gooseberry Island and Tray town ..	119.00
Gooseberry Islands and St. Brendan's ..	70.00
Goose Cove and St. Anthony ..	85.00
Goulds and Railway ..	104.00
Grand Beach and Grand Bank ..	78.00
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Grand Falls and Railway ..	360.00
Grate's Cove and Old Perlican ..	195.00
Great Braha and St. Anthony ..	108.00
Great Burin and Burin Offices ..	25.00
Great Codroy, O'Regan and Doyleys ..	101.40
Great Jervos and Push-through ..	30.00
Griguet and Cape Norman ..	100.00
Griguet and St. Anthony ..	150.00
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Ha Ha and Ship Cove ..	70.00
Handy Harbor Island and Paquet ..	40.00
Hant's Harbor and Brownsdale ..	82.00
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Harbor LeCou and Rose Blanche ..	125.00
Harbor Main and Woodford's ..	201.00
Hare Bay, Gambo and Wellington ..	70.00
Haricot and Colinet ..	40.00
Hatchet Cove, Hillview & Railway ..	207.75
Head Bay D'Espoir and Point Rote ..	100.00
Heart's Content and Carbonear ..	550.00

Heart's Content and Caven-dish ..	240.00
Heart's Content and Hant's Harbor ..	532.00
Heatherton and Railway ..	70.00
Herring Bay and Dunville ..	20.00
Herring Neck and Pike's Arm ..	34.00
Herring Neck and Comfort Cove ..	75.00
Highland's and Railway ..	144.00
Hollywood and Railway ..	12.00
Horse Island and LaScie ..	455.00
Hunt's Island and Burgeo ..	30.00
Indian Harbor and Harbor-buffett ..	80.00
Indian Island and Seldom Come By ..	25.00
Irishtown and Summerside ..	15.00
Island Harbor and Pogo ..	78.00
Jacque Fontaine to Fox Cove ..	25.00
Jackson's Cove and Harry's Hr. ..	68.00
Jamestown and Railway ..	286.00
Jean de Bay and Spanish Room ..	52.00
Jeffrey's Crossing & Bear Brook ..	40.00
Jersey Harbor and Little Bay ..	26.00
Joe Batt's Arm, South and North ..	25.00
Jlien's Harbor and Pilley's Island ..	25.00
Katchuses and Conception Harbor ..	65.00
Keels and King's Cove ..	156.00
Kelligrews and Railway ..	100.00
Kilbride and Railway ..	50.00
King's Cove and Bonavista ..	130.00
King's Cove and Plate Cove ..	296.40
King's Cove, Trinity and Op enhall ..	200.00
King's Pt, Jackson's Cove and Rattling Brook ..	430.00
Lakeview and Chapel's Cove ..	40.00
Lamalaine and Fortune ..	51.00
Lamalaine and Lord's Cove ..	62.40
Lamalaine and Point Crewe ..	75.00
La Manche and Main Rd ..	20.00
La Manche and Railway ..	25.00
Lance au Barque and Lawn ..	130.00
Lance au Clair and Blanc Sablon ..	35.00
Lance au Medec, Quirpon and Griguet ..	26.00
Lance Cove and Britannia ..	60.00
Lark Harbor and Curling ..	300.00
Lark Hr. and Frenchman's Cove ..	80.00
LaScie, Tilt Cove and Shoe Cove ..	120.00
Leading Ticksles and North West Arm, New Bay ..	66.00
Leading Ticksles and West Ticksles ..	40.00
Leading Ticksles West and Winter House Cove ..	104.00
Leading Ticksles and Point Leamington ..	119.00
Lewisporte and Boyd's Cove ..	425.00
Lewisporte and Comfort Cove ..	300.00
Lewisporte and Northside ..	30.00
Lewisporte and Southside ..	20.00
Little Bay Islands and Little Bay ..	119.00
Little Beaver Cove and Boyd's Cove ..	178.50
Little Hr. East and Rantem Station ..	20.00
Little Hr. West and St. Joseph's ..	50.00
Little Ward's Harbor and Little Bay ..	39.00
Long Harbor and Anderson's Cove ..	29.00
Long Hr. and Anderson's Cove ..	80.00
Long Point and Clam Bank Cove ..	182.00
Loon Cove and Greenspond ..	20.00
Loon Bay, Birch Bay and and Campbellton ..	175.00
Lower Island Cove and Western Bay ..	600.00
Low Point and Caplin Cove ..	40.00
Lumbergrass and Salmonier ..	60.00
Lushe's Bight and Ward's Harbor ..	87.00

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EAST END

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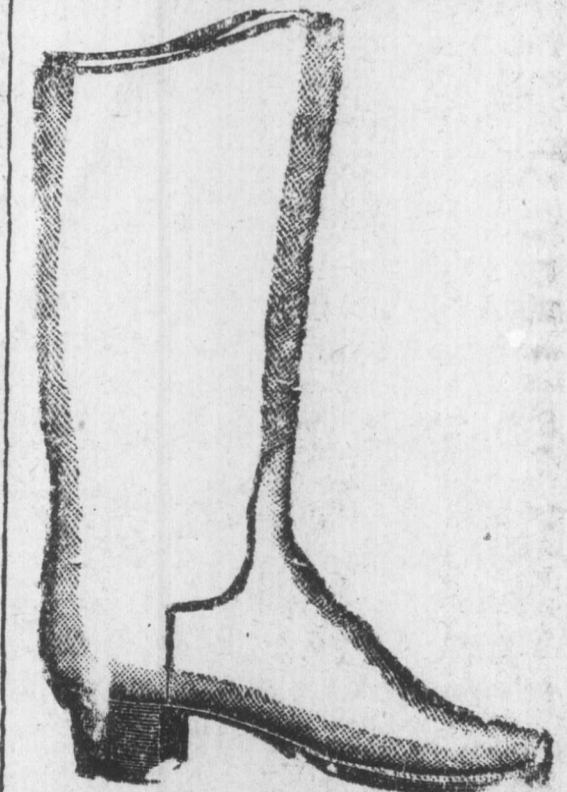
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"SPECIAL" \$3.00 per pair

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Fishermen!



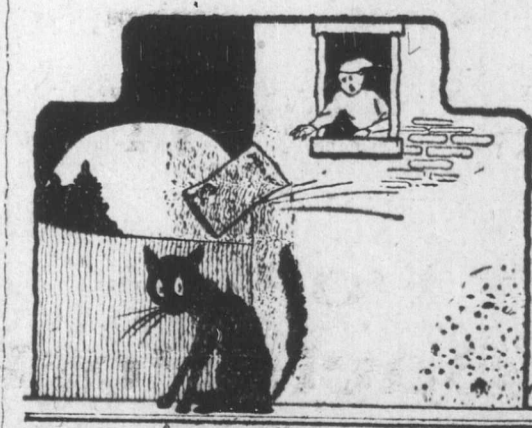
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P.S.—All our Hand-made Boots have the name Fred Smallwood on the Heel plate. Beware of Imitations!

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Cost of French Artillery.

The Paris correspondent of the "Times" says the Supplementary Estimates of the 1914 Budget amount, roughly, to £19,800,000, of which £8,000,000 are for artillery. Altogether, £21,200,000 has been spent on artillery in the first five months of the war, to which must be added over £10,000,000 for uniform and equipment.



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(To Every Man His Own.)

The Mail and Advocate

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ST. JOHN'S, N.F.L.D., JULY 1st., 1915.

The Debates

THE debates of the House of
Assembly are now two
months behind in publication. A
day or two ago the Government
organs published Mr. Coaker's
second speech on the Sealing Bill.

The published speeches of all
Union members are incorrect. The
Supervisor of Debates was asked
to send the copy to the several
speakers for revision but such has
not been done. What is published
is unreliable and incorrect and
does not represent in any way the
remarks made by the several
Union members.

Time and again we have pro-
tested against the outrageous
manner in which Union members'
speeches have been reported, but
all to no avail. Speeches of Lib-
eral members and Graball mem-
bers are well and fully reported,
Only Union members have been
so insulted and their statements
ridiculed.

It will be the last time, for
never again will Union members
allow their speeches to be reported
under conditions which have
prevailed the last two years. They
must be correctly reported or not
reported at all.

The Post Office Scandals

MR. HERBERT KNIGHT, K.C.,
has been appointed Com-
missioner to inquire into Postal-
Telegraph affairs. This appoint-
ment is the outcome of Mr.
Stone's exposures of the depart-
ment made in the House of As-
sembly during the past session of
the Legislature.

Mr. Morine suggested the ap-
pointment of Mr. H. Knight from
his place in the House of Assem-
bly during the debate upon Mr.
Stone's exposures.

The appointment will be gener-
ally appreciated, as Mr. Knight is
not considered as belonging to
any political party, and is univer-
sally respected, and his conclusion
will receive general recognition as
a faithful report of existing con-
ditions.

We thank the Premier for his
attention to our reminders con-
cerning this matter, made from
time to time since the House of
Assembly closed.

Now let him continue the good
work begun by appointing the
Governors of the Hospital.

We trust also that he has given
serious attention to the report of
the Special Committee of the
House on Penitentiary matters,
and that improvements will at
once be initiated at that institu-
tion.

MOSDELL'S BOOMERANGS

[A BOOMERANG—A missile of hard wood, peculiar to the
aborigines of Australia, of two feet in length, and so construct-
ed that, though thrown forward, it takes a whirling course up-
wards till it stops, when it returns with a swoop and falls in the
rear of the thrower.]

Newfoundland Toilers a-
waited a champion, an organ-
izer and a leader. Men there
were a plenty to pose as
champions of the cause of the
Fishermen, but it generally
transpired that they were poli-
ticians at heart and not true
friends of the Fishermen.
Numerous leaders appeared
at one time and another but
they accomplished nothing
either because of their half-
hearted attempts or because
they lacked the saving grace
of organization. They were
men who did not possess or
engender in the Toilers that
absolute confidence that is es-
sential to the success of any
general and champion of the
cause of labor.—Mosdell, in
The Fishermen's Advocate,
Dec. 20, 1913.

Men looked for the saviour
and the deliverer to come
from legislative halls or from
so-called upper classes. They
had decided that he must be
one learned in law or politics;
prominent in business or
some other department of
public life. How else, said
they, can he successfully or-
ganize and lead the Toilers
and do battle on their behalf.
But they were mistaken in
their anticipations and once
again was proven the old ad-
age that it is usually the weak
of the earth that is used to
confound the mighty. The
organizer and leader appear-
ed in W. F. COAKER, who
possessed none of the quali-
fications generally deemed es-
sential to success.—Mosdell,
in The Advocate, Dec. 20, '13.

The Custom House

JOHN McNAMARA's job as
Broker is worth \$3,000.00 per
year, or as much as a judgeship.
McNamara's brother is a defeated
Graball candidate and secured the
transfer of his brother from the
sub-collectorship at Badger to the
position of broker at the Customs
House here.

If John McNamara was a suit-
able man for the job the outrage
would be somewhat minimized
but to place such a man in charge
of such an important position,
while so many good men and
strong Tory supporters were with-
out any pickings or grabs, stag-
gers the comprehension of all
right thinking men.

The citizens of St. John's were
amazed over the announcement,
but why be surprised, for a party
that could pass the Pit Prop Act
and the New Reid Deal are cap-
able of hanging their opponents,
much less outraging their feel-
ings.

Why is the position of 1st Land-
ing Waiter still vacant? Is there
no man on the staff capable of
filling such a position?

The 1st Clerkship is also vacant,
although John Fox is doing the
work of the position.

If two such important positions
can be left vacant for a year, why
should they be filled at all? If
the Customs can be run with two
jobs vacant for a year, it is but
proof of the claims made by us
that the Customs House staff far
exceeds the requirements.

There is a row on over the 1st
Clerkship—Cashin wants to give
it to John Fox, while some mem-
bers of the Executive want Mr.
W. R. Stirling promoted to the
vacant position.

The Customs House will be the
next public department requiring
a Commission of Enquiry, for its
affairs are in a deplorable con-
ditions.

The Bowring Contract

YESTERDAY the trade was
extremely annoyed over the
manner in which Bowring Bros.
handled freight offering for the
Prospero—not a barrel was re-
ceived until yesterday morning.
Shippers had to rush freight and
the cove and street adjoining was
blocked during the whole day.

This sort of treatment must
cease. The contractors must find
ways and means of accommodat-
ing the freight demands. Ar-
rangements must be made to take
freight daily and have it lodged
in sheds to await the dispatch of
the steamer. For years this un-
satisfactory state of affairs has
prevailed. No improvement is
visible.

The Company is drawing \$75,-
000 from the Treasury, and twice
that amount from the public who

must use the coastal boats, and
their just demands are treated
with scorn and contempt, and the
trade is put to no end of expense
and loss of time in transacting
their business with Bowring and
Crosbie.

Will Sir Edgar please attend to
this matter. It is hoped he will,
for if he doesn't dissatisfaction
will continue, for it is not likely
two boys like Jack Munn and Eric
Bowring will find time or gather
their wits together sufficiently
much to find a remedy for this
serious and very annoying com-
plaint.

The public have some faith in
Sir Edgar, and his business abil-
ity is not doubted. Being on the
spot he could do much worse
business than giving attention to
this matter and finding a suitable
remedy.

The people who transact busi-
ness with the old firm find that it
is much more difficult and unsat-
isfactory to do business nowadays
with the firm than it was in days
of yore. Such an important busi-
ness carrying heavy public obli-
gations should receive the con-
stant attention of an experienced
business man.

No one can expect much from
the two local directors who so suc-
cessfully (sic) conducted the af-
fairs of the past sealing voyage.
They must feel exceedingly proud
of their conduct towards their
Liverpool principals the past win-
ter and the large balance to the
credit of the S.S. Florizel result-
ing from the sealing voyage of
1915.

Munn and young Bowring got
their way with the Managing Di-
rectors of the Florizel, but when
they are very proud of their suc-
cess remains to be seen.

Ten thousand men condemned
their conduct and boldly acclaim-
ed it to the world.

Munn claimed his attitude was
strongly supported by Sir Edgar
in London, but those who know
how Sir Edgar handled Munn's
proposal to Sir Edgar to put the
firm's money into The Daily Star
project doubt whether Sir Edgar
was indiscreet enough to be
caught napping by Abram Kean's
last winter's play boys.

This freight outrage upon the
public must end. Firms shipping
goods expect the Bowring firm to
accommodate public requirements
in reference to the receipt of
freight for transhipment by
coastal steamers.

One firm yesterday told us their
cartage cost \$1.60 per load. The
Union Trading Co.'s cartage yes-
terday of goods for the Prospero
cost \$2 per load. Carmen charge
50 cents per hour for delay. Yes-
terday was probably the worse
exhibition of Bowring's inability
to live up to their public obliga-
tion that the city has witnessed.
Carts loaded with freight for

the Prospero reached from Bow-
ring's Cove to the East shop of
Geo. Knowling's and from
O'Dwyer's corner to Templeton's.
It took four hours to get clear of
a cart load of goods.

We have known Reid's em-
ployees to take in as much freight
in an hour on a fall's afternoon
as Bowring's accepted all day yes-
terday.

Every firm on the street was
distrusted, and if there was any
other way of shipping freight
Bowring's would soon find a way
to accommodate public require-
ments and take coastal freight
daily instead of compelling the
trade to do all its shipping in one
day.

It is likely Mr. Munn, the hard
worked man in charge of the
business who has just returned
from a picnic to the United States,
was away playing baseball all the
afternoon, instead of attending to
the requirements of the people
who pay his firm in taxes freight
and passage fares some \$200,000
per year.

We ask the Premier to take
note of those serious protests
against the outrage committed
yesterday by Bowring's firm
against the trade and the public
and notify Bowring's on behalf of
the Colony that such exhibitions
of indolence and indifference to
the people who pay a huge sub-
sidy for the accommodation of
freight, will call forth an order
from the Government that will
bring them to their proper sense.

The Earl of Devon
Strikes a Piece of Ice

The Fogota brought word of
the Earl of Devon having barely
escaped from sinking while en-
route North on her present voy-
age. The steamer struck a piece
of ice, punching a hole under the
water line. The captain left the
ship in a boat leaving those on
board to paddle their own canoe.
The crew stopped the leak and the
ship proceeded on her voyage
North.

JUST BE GLAD

O HEART of mine we shouldn't
Worry so.
What we have missed of calm we
couldn't
Have, you know.
What we've met of stormy pain,
And of sorrow's driving rain,
We can better meet again,
If it blow.

We have erred in that dark hour
We have known;
When the tears fell with the show-
er,
All alone,
Were not shine and shower blent
As the gracious Master meant
Let us temper our content
With His own.

For we know not every morrow
Can be sad;
So forgetting all the sorrow
We have had,
Let us fold away our fears,
And put by our foolish tears,
And through all the coming years
Just be glad.
—James Whitcomb Riley.

Don't forget to ask your grocer
about LaFrance & Satina Tablets.

—ap12,tf

STRIVE AND DARE

We puny mortals do not know,
Nor when, nor where, nor how,
Grim death will lay unerring hand
Upon each living brow;
But come he shall, across the
sands of time,
Ere Heaven's starry heights we
hope to climb.
All we can do, is just to strive and
dare
To reach the top step of the gold-
en stair.
We may not quite attain it,
But God's mercy is sublime,
And, should we stumble on the
way,
His pity is sublime.

Const. Forsey, of the Western Sta-
tion, who had been seriously ill for
the past two weeks, is now able to
leave his room, but will not be able to
resume duty for some time yet.

Avondale Notes

Caplin could scarcely be more plen-
tiful all last week at Hr. Main, Avon-
dale, and Conception H.R. Enormous
quantities of them were landed (and
still continue to be landed) for use
as food and manure.

Captains Philip Healey and Joseph
Sevior of Avondale, O'Dwyer of Holy
rood but at present at Conception
Hr., and the schooner 'Chester' owned
by Kennedy and St. John of Concep-
tion Hr. are awaiting a favourable
wind to proceed to Labrador.

Mr. George Kennedy, M.H.A., left
Avondale a week ago on a visit to the
land of Uncle Sam. Rumour is
talking loudly that George will for-
sake single blessedness, and return
with his bride.

Many inquiries are made concern-
ing railway work by those who could not
secure births to the Labrador as well
as by some of those who have not
troubled that industry at all in re-
cent years. Are all the branches and
all the borrowed millions of no avail
to help out in this distressful time.

The small school and the different
small chapters of husbandry conjointly
took the attention of the largest
force of workers.

During the past week a chain of
activities was in evidence at Concep-
tion Hr. The C. H. E. examina-
tions comprising four grades—Prim-
ary, Preliminary, Intermediate, and
Associate—in which twenty candi-
dates competed, were held in the
convent school. To conduct these re-
quired the services of a committee of
five persons with the Rt. Rev. Mgr.
Veitch, Chairman, besides the Super-
visor, who is always appointed from
some outside parish.

The crews taking passage to the
Labrador were busy within our
'piercing ken' from the exam' room
loading their vessels with provisions
and luggage for the summer's use in
the Northern haunts of the codfish.

Last but not least, the 'Fathers of
the city' were bestowing their un-
divided attention on the public thor-
oughfares. As we observed these dif-
ferent engagements proceeding apace
at one and the same time we felt
that in them was centred the 'Roman
Wall' to ward off the damaging ef-
fects of misgovernment, excessive
taxation, and high prices 'on account
of the war' to our independence and
prosperity.

But our happy feeling o'er this
scene of activity was much enhanced
on turning to one in which the artist's
hand and the mechanic's hammer had
left the effect of completeness to feast
our view. To the casual visitor the
new church of St. Anne is Divinely
inspiring in its heavenly majesty and
grandeur. The recent additions are
two new confessionals that vie with
the other adornments in lending a
superb elegance to the interior. Close
to the church stands the new palace,
just a choice gem of parochial out-
port residences. During the past
season a new barn and other store-
houses on improved arrangements
have replaced the old ones.

The candidates in the examination
hall represented eight schools and 12
departments in the parish, and all of
the former, with the exception of the
high school, are new buildings pro-
vided since Monsignor's Veitch in-
cumbency began. The dome of the
church was re-painted the past spring
and as the church ground and those
of the convent adjacent are profes-
sionally planted with trees, foliage, and
flowers, and as at this particular time
nature is addressing us 'with her
holy meanings eloquently.' The
scene is one truly admirable when
we look deep in its recesses and con-
trast its variety and completeness.
And there still remains what is more
in the people's appreciation, namely,
the good health and activity of their
pastor, the Rt. Rev. Monsignor Veitch,
to whose indefatigable energies
during the past twenty years, the
ascendency of the parish is due.

Hr. Main also contained a centre of
the C.H.E. examinations at which sev-
enteen candidates ranging from Prim-
aries to Associates competed.

U can get Elastic Cement Roof-
ing Paint in 1, 2, 5 and 10 gallon
tins from your dealer.—ap114,ead

Prospero Injures
The Bishop's Yacht

Capt. Abram Kean collided with
the Bishop's yacht while berthing
at the South Side on Monday. The
yacht lay off the Floating Dock
awaiting to be docked. The
Prospero fell away and struck the
yacht, doing considerable damage.

Greenspond Notes

The weather has been very poor,
easterly winds prevailing along the
coast, making it impossible for
schooners to get north, but good
winds for fish to bring it to the land.
Traps doing a little at present. Mr.
E. Edgar's trap has secured to date
about twelve or fifteen qtls.

Capt. Peter Carter, Newel's Island,
who is staying home this season has
secured as much as ten qtls, having
had five qtls. one haul.

Many of our schooners cannot get
away, owing to fog and ice conditions
and the masters of those schooners
have their traps out, and are doing
very well. Capt. William Hunt has
taken twelve qtls. to date, June 24th;
Friend George Oakley, Sani Barry,
Thomas Harding have set their traps
until the time offers to go. Things
look promising for a fair fishery in
this Bay.

Trawlers are beginning to get a
little. Caplin have just struck. Her-
ring have proved a failure in this
place as ice have hindered our men
from getting out their nets. Our men
are toiling from early morn till late
at night to keep the wolf from the
door. But they do not dread such
wolves in sheep's clothing as the
'Star' man, for they say we have it
in our own hands. We are the People
and why should we dread Traitors. His
day is done.

Better sign of fish this morning.
Still getting better.

June 22, 1915.

Paint Advances in Price

All paints have been advanced 10
per cent in price by the Standard Mfg.
Co. Some paints have advanced 60
cents per gallon. The advance is
caused by the increased price of raw
materials abroad.

A Narrow Escape

Yesterday in returning home, M. G.
Harragan of Barter's Hill found the
house locked up and going through to
the rear-way, was in the act of open-
ing a window when he slipped and
fell, broke the glass and received an
ugly cut in the throat under the chin.
He lost considerable blood and nar-
rowly escaped very serious injury.

Reception At
Government House

This afternoon His Excellency the
Governor and Lady Davidson will
hold a reception at Government House
from 4 to 6 in honour of the Archbish-
op and the visiting prelates.

The "Can't Lose" left Sydney for
Greenspond this morning.

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

MR. BUSINESS MAN
are you getting full results from your ad-
vertising?
To get the best results you must ad-
vertise in a paper that is read by the
crowd.
The Mail and Advocate is the best ad-
vertising medium in Newfoundland to-
day. Our circulation is increasing week
by week.
Advertising in The Mail and Advocate
means increased sales. Worth consider-
ing—isn't it. Ask for our rates.

COAKER
ENGINES
are THE BEST Motor
Engines for Fishermen
W. F. Coaker, Esq., M.H.A.,
President Fishermen's Union
Trading Company Limited.
Dear Sir,—
Last Spring I purchased a 6 h.p.
COAKER Engine which has given me
every satisfaction.
I certainly consider it the best
Motor Engine for fishermen to-day on
the local market.
With my trap boat I am able to
make seven knots an hour. Last Sum-
mer I had my trap set four miles
away and I made two trips daily with
three dories in tow, and never had the
slightest mishap.
I would advise any fisherman
who requires an Engine that can be
operated easily and give good results
to buy a 6 h.p. COAKER Engine.
Yours truly,
WALTER HILLIER.
Point-aux-Gaul, Lamaline,
April 1915.

Advertise in The Mail and Advocate

Smart Neckwear For Men

ON your way down town drop in and look over our splendid stock of Men's Ties. We have them in the leading shapes, in the newest fabrics and designs.

Before the GREAT FIRE that destroyed MacGregor's Stock, Mr. MacGregor had contracted for goods to be delivered during March and April, and we have purchased from him all his new goods to arrive.

Today we received a shipment of Silk Scarfs, each one stamped

"Macgregor's, St. John's"

These are certainly distinctive, hand some, refined and entirely correct—the wide-end slip-easy band of a rich quality.

You owe it to yourself to see them and buy a variety. MacGregor's regular 95c Scarf, OUR SALE PRICE 75c EACH.

Come in today and see our general stock of Neckwear, we can surely please you in varieties, styles, qualities and prices.

Anderson's, Water Street, St. John's

Table Butter

Very Choicest Shipment now in Stock of
30 POUND TUBS
14 POUND BOXES
28 POUND BOXES
AND ONE POUND BLOCKS
OF "ENNIS KEAN" IRISH

To meet the shortage in Fresh Vegetables we have imported a large supply Cans of
CARROTS PARSNIPS
BEET SPINACH
SAUER KROUT, Etc.

W. E. BEARNS HAY MARKET GROCERY
PHONE 379

"THE FACTORY THAT IS TURNING OUT SUCH SPLENDID WORK"

This is what President Coaker wrote in a recent Editorial in *The Mail and Advocate* of the BRITISH CLOTHING CO. LTD., and if you insist on your dealer supplying you with one of their suits you will agree with him that for distinctiveness of style, perfect fitting, qualities and superiority of goods they cannot be equalled in this Country.

Insist on **BRITISH Suits**
Made by
THE BRITISH CLOTHING Co., Ltd.
Duckworth Street, St. John's.

Thoughtful People

Are stretching their Dollars by having us renovate the old garments, and make up remnants of cloth.

C. M. HALL,
Genuine Tailor and Renovator,
248 THEATRE HILL

CARD

P. O. Box 17. Telephone 24.
JOHN COWAN
Consulting Accountant
and Auditor
Special attention given to the preparation and examination of Financial Statements. ap14.

ADVERTISE IN THE MAIL AND ADVOCATE

CURRENT PRICE OF CODFISH

Lorenzo Noseworthy vs William A. Munn
Supreme Court

(Charles Jerrett, continued)
Cross-examined by Howley on behalf of the defendant the witness said as follows:

Referring to the fish of King's, I informed him before he put off his second load that I could not give him \$4.00 for it. I told him I could only give him current price, but I did not know what it would be. I told him as I had promised I would give him \$4.00 for the first load and the next load would be current price. I said nothing whatever to him about making any special arrangement with him with regard to the second load, or any load. I never said to him when he came to me about the second load that it would be "all right with him," that "I will put current price on the receipt, but will make it all right." I never said the like of that.

If I wanted to treat him 'all right' whatever is meant by that, I could have made receipts alike. I only knew the current price at the time from the telegram. I could not swear that I said to him that the current price was \$3.60. I have had a good many years experience on the Labrador. One way and another I have had nearly 40 years experience. The \$4.00 I offered in the beginning of the season was not a fixed price. It was of course a definite stated sum. I put \$4.00 and if the price went higher I would have given it. It is not customary or usual to have a definite sum with regard to Labrador prices at that season. Some years it is done and some years it is not. We generally give the men receipts with 'current price' on them. In fact some receipts are stamped 'current price.' I think in 1913 I gave a stated price, when the fish was bought. I gave \$4.60 that year. Hiscock gave \$4.50 that year. There was a stated price that year. I bought at \$4.60 not at current price. The current price that year was \$4.70. I don't remember any other year when the fixed price was less than the current price. I remember a year when Kennedy of Avondale bought at \$3.50 and the current price was \$3.20, I think.

All the men knew what the current price was last year. I am sure I told some of my own people. I read the message to them that the current price was \$3.60. I know I told that to my own fishermen and I am sure they circulated it around. I don't know that King knew what the current price was at the time I dealt with him at current price. I presume he did. I don't know that I told him, but I would not be rightly sure of it. I did not read him the message.

Some merchants will say they never bought at any other rate but current price. I cannot say that. Sometimes during the past ten years I bought at a fixed price, sometimes I bought at a current price. When I buy at current price, I mean the price paid for the bulk of the fish shipped from the Labrador. For instance if the total amount shipped was 10,000 qtls., was purchased at \$4.00 and 2000 qtls. at \$5.00, the current price would be \$4.00. And if 8000 qtls. was purchased at \$5.00 and 2000 qtls. at \$4.00 then the current price would be \$5.00. The greater quantity governs the general price. In my opinion the current price is not necessarily the highest price, nor the lowest price. That is my opinion; I may not be right.

I shipped 3443 qtls. last year. Of that I purchased about 2500 qtls. the rest was my own catch. During the ten years that I have been purchasing fish at current price, some years we make a profit and some years a loss.

I could not say offhand whether the net result of ten year's operations at current price has been a profit or a loss. Some years we made as low a loss as 40 cents only on a whole cargo of fish. One year particularly we did that, having bought at current price. We made as small as loss as 40 cents on the whole cargo of fish, not per quintal. In the past 10 years buying at current price we have made losses about as often as profits; it breaks up about even. I could see by last year's experience in that. Last year I made a profit. Up to last year I shipped on joint account with Harvey & Co. Last year I shipped on my own account and made a profit. There have been years dealing at current price, that resulted in considerable loss. The year we lost 40 cents on the cargo was our lowest loss. Harvey & Co. have lost as high as \$5000 on a cargo of fish. The year we lost \$5000 Harvey paid me a bonus over and above the current price of 20 cents. The cargo was about 3500 qtls., so the loss irrespective of the bonus was over \$4000. There was a big difference between the fish purchased by Baine, Johnson, at Battle

Hr. for \$4.00 and the fish caught further north. The Battle Hr. fish is worth about \$1.00 a quintal more than what we got down there. That is my opinion. They get their fish earlier in the season and make it when the weather is better. They get the benefit of the fine sunny weather and their fish is a better make; it is drier. The weather is better in September than in October and November, and in my opinion the Battle Hr. fish is worth from 50c to \$1.00 a quintal more.

(To be continued)

Peace-Bred Heroes

It has been the contention of the militarists that were it not for wars, and the drilling and preparation for wars, manhood would lose its virility, and the race would degenerate into weaklings, sissies, and mollycoddles. But no one thing has been made plainer in the present war than the fact that men bred in an atmosphere of peace measure up in every respect with those bred to war. The British clerks, artisans and professional men, without the slightest previous military experience were whipped into shape by a few months' training to meet the best troops of Europe. And even more striking has been the behaviour of the Canadian troops. Bred in a country that has been at peace for three generations, and in which conscription is unknown, their action at the second battle of Ypres won them world renown. Describing the battle in the New York Tribune, Will Irwin says: "While they were still ranked as raw troops the fortune of war brought them a supreme test of valor. The poisonous cloud of obnoxious gas had driven back the French to their left. The line was 'dangling in the air.' They were bombarded in front, they were enfiladed, they were bombarded from the rear. They were shrouded in poisonous fumes. They held on. They even advanced. They did the impossible by rescuing their guns. And they stuck, until ordered back to join the new line."

Similar stories are told of the New Zealanders and the Australians in their campaign against the Turks. Nor have the troops from India shown less intrepidity.

Soldiers Understand Home Troubles

This week, which began with news of the death of Rupert Brooke, naval Lieutenant, and the finest of our younger poets, is a critical one in the coal industry. Whatever happens before or after these lines are in print, there will in all probability be no strike, because the miners themselves will not let things come to a strike. But I have no doubt that we shall soon be reading in the Tory papers about soldiers writing indignant letters from the trenches to the effect that they cannot understand how men who produce the first essential of war—coal—can make trouble while the safety of the Empire etc., etc. I know those letters. I have never seen any. They may be written, but that they are not representative I am quite convinced. Privates know too much about capital and labor to write much in that strain. It is odd that we never read in Tory papers about soldiers writing indignant letters from the trenches to the effect that they cannot understand how employers who produce munitions can haggle about paying their men a decent wage while the safety of the Empire, etc., etc. We never do hear of such letters, of course. The failure of them to get into print is part of the false and prejudiced perspective about the working class with vitates not only Tory papers, but nearly all papers.—Ed.

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



SO NECESSARY,

Yet so difficult, is perfect filing and indexing of records that Office Managers would be compelled to devote much valuable time and thought to this important subject were it not already solved by the "Safeguard" system originated by the *Globe-Wernicke* Company. Are you not interested?

The *Globe-Wernicke* Co.
Percie Johnson, Agent.

Mr. Bryan Tinkles His Cymbal

Mr. Bryan uses a lot of Scriptural quotations to ornament his moral essays on the beauty of resigning office in a time of national crisis, but the one that American papers seem to think he ought to quote a tinkling cymbal." His latest pronouncement on the war question is mere empty noise. He speaks of the war in Europe being a "causeless" war, and says it simply happened as a result of the various nations having made military preparation. Furthermore, he says the one reason why the United States is not in the war now is that it was not prepared for war.

What nonsense! The war has a very well-defined cause. It is rooted in the greed and rapacity of the German nation. For more than a quarter of a century the Kaiser and his Junkers have been dreaming of looting the world. "Mein Gott, what a city to loot!" summed up Blucher's impression of London. "Mein Gott, what a country to loot!" sums up the impression of the Germans of every prosperous country on earth. For a quarter of a century the whole activity of the German nation has been directed to one end—the building up of a machine with which to smash all Europe into abject serfdom, and with which to enable greedy Huns to overrun and loot the world. This war has not merely "happened" because the nations have been preparing for defence. It was deliberately planned and deliberately precipitated by Germany; for very definite and long-considered ends.

Mr. Bryan would not be calmly composing moral essays at this moment if the nations of Europe had not made preparations for defence. If Great Britain had not built up her vast Navy, if France had not made her army a marvel of potency and strength, if Russia had not organized her hosts, Germany would already have overthrown civilization, and enthroned tyranny and barbarism. Moreover, her legions would long ago have been knocking at the gates of the United States, where an army of hyperactive traitors is even now assembled as an advanced guard. Mr. Bryan should thank heaven that the nations of Europe were as well prepared as they were to withstand the long-planned raid of the Huns and that they are now engaged in a war for the purpose of giving the last smashing, overwhelming blow to barbarism.

Made in Germany

According to the New York Post, American importers have discovered that the German Government is secretly encouraging German concerns to remove from their products the trade-mark "Made in Germany," which was one of the proudest boasts of the Kaiser's Empire before the war. It is further stated that Germans are doing a considerable export trade by sending their products to neighboring neutral countries, where they are stamped with neutral trademarks. Also that Germany has leased factories in neutral countries, where parts supplied by Germany are "assembled," and the finished product sent forth to the world as Dutch, Swiss, or Scandinavian.

It is quite possible that this story is true. Any German of intelligence must know that to the average person outside Germany the mark "Made in Germany" appears as the very brand of Cain. The most horrible lapse into barbarism that the world has ever known has been "Made in Germany." The idea that a military caste—if it is German—has divine sanction for defying all the laws of God or man was "Made in Germany." The idea that war should be of a two-fold character, namely that it should be conducted against the military forces of an opponent on the one hand, and against the civilian population of that opponent on the other, was "Made in Germany." The plans for spying thru every key-hole in Europe, for the organized looting of innocent and unoffending nations, for the torturing of prisoners, for the slaughtering of Red Cross parties, and for running amuck on the sea amid neutral shipping were all "Made in Germany."

It must be patent to thinking Germans that, no matter what may be the issue of the war, there will be hostility for many years to come to all things German. It is quite to be believed, therefore, that they are already planning to evade the odium of their own name by methods typically German. That they should be using the names of neutral nations for the purpose of hiding their own is a palpable injustice to those neutrals. If it is shown to be true, then products from Swiss or Scandinavian countries will be under suspicion. People will avoid them as tainted. And they will do so rightly, for any neutral that acquiesces in any such scheme will be well deserving of seeing its trademark treated as tho it were "Made in Germany."

Cheese! Cheese!

150 Small Cheese
Just Landed

George Neal

L. JOHN STEVENSON, MACHINIST & BRASS WORKER

Wishes to Announce to the Public that he has opened a Machine Shop where he is prepared to do all kinds of **Marine Engine, & Boiler Work** and solicits a share of the public patronage. Satisfaction guaranteed.

L. JOHN STEVENSON,
Corner Water & Cochrane Streets

GEORGE SNOW

SHIP AND GENERAL IRON WORKER AND MACHINIST

I am extending my business by the installation of up-to-date machinery whereby all kinds of the following work will be turned out with dispatch and satisfaction.

FORGING IRON AND BRASS CASTING OF EVERY DESCRIPTION & PATTERN MAKING.

Saw Mill Work and Repairs to Motor Engines and all kinds of Machinery, etc.

With our equipment we are enabled to guarantee every satisfaction and ensure prompt delivery.

Large Stock of Materials always on hand.

Brazing broken parts of machinery done by special process. Note carefully the address:

GEORGE SNOW
SPRINGDALE STREET (WEST SIDE).

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 Cruise 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. Nine-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.

Apply to
W. F. Coaker.

ADVERTISE IN THE MAIL AND ADVOCATE

The St. Bon's Annual Sports

The St. Bon's Annual Sports were run off successfully on the Campus yesterday afternoon and although the weather was extremely cold there was present a very large gathering of spectators.

The various events on the program were well contested, and the girls and boys were marching down in a manner which reflected very creditably on the students and trainers.

The "Football boys" were particularly interesting, from the fact that the ultimate winners—St Bon's Five—had two periods of overlap before defeating the Saints Five, and an extra period before getting the winning goal against the Stars.

The following were the five winners who received the medals—J. G. Higgins, M. Power, J. Rawlins, W. Callahan and W. McGrath, and other events and winners were as under:

Hurdle Races (Juniors)—Est. R. Murphy, 2nd, A. Gibbs. (Meters)—Est. D. Keegan, 2nd, C. Eagan. (Srs.)—Est. W. Callahan, 2nd, A. Kelly.

Relay Race Won by Day Boys, High Jump (Srs.)—Est. W. Callahan, height five ft. 2nd, A. Kelly.

Primary Races (10 to 12 years)—Winners, C. O'Neil, C. Salter, C. Gleason, A. Chitt. 5 Yards Dash (Srs.)—Est. A. Gibbs, 2nd, R. Murphy.

Relay Race (Inter.)—Est. C. Eagan, 2nd, J. Gibbs. (Srs.)—Est. A. Kelly, 2nd, W. Callahan.

Tug-of-War Won by Preliminary Quarter Mile (Inter.)—Est. C. Eagan, 2nd, D. Keegan.

Three Legged Race 1st, J. Murphy, 2nd, J. Walsh. Egg and Spoon Race 1st, M. Farrell.

Pole Jump (Srs.)—A. Kelly and C. Eagan tied Heights 8 ft. 3 ins. Half Mile (Srs.)—P. Farrell.

Preparatory Races (12 to 13 years)—L. Spurrell. (13 to 14 years)—S. Clift. (14 to 15 years)—R. Murphy.

Relay Race Won by Present Pupils. Preliminary Races Won by S. Kavanagh, C. Eagan, E. Malone, A. Wall, A. Chown, C. Kavanagh, D. Power, A. Bailey, W. Cotter.

Giants' Race Won by N. McGuire. The prizes consisting of medals, books, etc., were presented by His Grace the Archbishop who congratulated the successful athletes.

From the Front Sgt. M. J. Murphy, who left here with the first Newfoundland contingent, is now in France, having gone over with Dr. McPherson in connection with his anti-gas helmet. He recently sent a Service Card to his parents, in which he says he is well in health and that letters will follow.

"Amazon" Fitting Out The Church yacht "Amazon" is now being got ready for the work of the summer in which His Lordship Bishop Jones will engage. Mr. Alex Hamilton, engineer of the Dundee, arrived here a couple of days ago and is fitting up the motor engine of the ship which is in fine condition for her very worthy mission.

When the parade is on to-night it is hoped that boys will refrain from throwing bombs and fire crackers towards the motor cars. It is a dangerous practice as it might cause the explosion of a gasoline tank in a machine with bad results. There is also the danger of frightening horses and causing runaways.

OUR THEATRES

ROSSLEY'S WEST END.

It would be hard to find a better programme than that shown at "Ours" in the West End, and last night, notwithstanding the many attractions, there was a good house at each performance. The new shipment of films are splendid a great educational picture of autisms we never think of, and their habits, a beautiful Vitagraph feature, "The Old Guard's Story" with Clara Kimbrell Young, Charles Dent, James Young and Van Dyke Baird and others; "Uncle Tom's Cabin," a fine comedy; "The Savics," another feature, showing how a jockey was tempted to ruin the race.

The Ring and Queen of the Belgians at home. Our sailors and soldiers at drill in Hyde Park, and other beautiful subjects, and the two little singers in novelty songs.

THE NICKEL.

There was a regular holiday attendance at the Nickel yesterday, the number being one of the largest on record, and everyone was delighted with the show. The general opinion is that it was one of the best on record. The Million Dollar Mystery was immense. "The Unpainted Portrait" was a beautiful social drama, which was very favourably spoken of. "Santa Catalina" was a most interesting travoloco, and the comedy was laughable. Mr. Duguid's singing won great applause. The entire programme will be repeated this evening, and we strongly advise all lovers of the Nickel to attend.

THE CRESCENT.

The bill for the Crescent today is a very interesting and entertaining one. "Steve O'Grady's Chance" is a special two-act play. "The Path to Ruin" is a dramatic story of a stock gambler, with a fine Selig melodrama. "The Rummage Sale." Some extra funny comedies are also shown with good music and fine singing and a pleasing holiday show will await patrons of the Crescent.

Volunteers

Yesterday the volunteers were put through Swedish, Platoon and Section drills, in the forenoon, in the armory. In the afternoon the men of the first platoon got their fortnightly pay and No. 4 Section had rifle practice on the South Side. Excellent work was done and the lowest score made was 12 out of a possible 20 points.

Glencoe's Passengers

The Glencoe arrived at Placentia at 3 p.m. yesterday bringing:—S. Morris, M. Short, W. Nottall, H. Bartlett, F. Parsons, Brigadier Morehen, H. Haynes, H. Cranfield, Rev. A. Nolan, S. Curtis, F. Rowe, J. H. Little, J. Goodland, W. Butt, S. Benning, G. Ross, C. Francis, A. Elliott, Nurses Barter (3), Greenless, Danfield, Clarke Barry, Cull Tibbo, Spracklin, Mrs. Banfield.

Pomeranian Arrives

The Allan liner Pomeranian, eight days from Liverpool, arrived at Sica & Co. this forenoon, bringing 800 tons of general cargo and the following passengers in saloon:—Miss Alice O'Neal, Mr. G. A. Humphrey, Mr. and Mrs. J. J. Murphy, Mr. and Mrs. Alexander J. Roe, Miss Kathleen Kingdom, Mrs. Randell, Mr. Harry Malley, Mr. R. E. Arnold, Mr. Charles Burn, Rev. G. F. Sears, wife and child, Asst. Paymaster H. F. Pearce, R.N.R. and in steerage:—Messrs. G. McPhail, W. Forrester, C. E. Britton, David H. Hutton, Walter Terry, J. Baillie and John Corkhill.

Sick People Arrive

By the express last night there came Mrs. Foran from Argentina, Mrs. Mansfield and daughter from Bay L'Argent. All are all and were looked after by Mr. E. Whiteway.

Broke Her Leg Twice

Some time ago Mrs. Ryan, of Placentia, broke her leg above the knee and was treated at the General Hospital here. She had only gone home a few days ago when she again slipped and fell and broke the same leg in the same place. She suffered intense pain and comes in by tonight's train for Hospital.

DEATHS

PATTERSON—At the General Hospital yesterday at 3:30 p.m., James Patterson of Perth, Scotland, aged 49 years. Funeral at 2:30 p.m. Friday from the residence of Mr. J. T. Lamb, 142 Water St.

Grateful Letter From the Trenches

Written by a Belgian Soldier to a Young Lady in Nfld.

The following is a letter received by Miss S. Ploughman of Port Rexton from a Belgian soldier, who was the recipient of a pair of socks knitted by her. The letter was written in French.

The Trenches, 28, 5, 1915.

Dear Young Lady,— In response to your wish, I take the present time to thank you for the little present which I have just received, also for your good advice. As you see, your parcel was sent to the wrong address and instead of the English soldiers, the little Belgians will profit by it.

Fear not, they will do honour to your socks for you may believe that the Germans will never set your heels. Your socks came at a good time for I really needed them. They have already made the acquaintance of the Germans for I am in a little place 30 metres from them. I put them on 10 nights and they fit me very well.

As to my health, although I have been wounded, I am very well, and I hope that this little note will find you and all your family the same. I also wish you and all your family a long and happy life. I ask you above all to remember me in your prayers and I will not fail to do the same for you.

Mademoiselle, I end by thanking you from the bottom of my heart, and you may believe me that your socks will never have cause to blush for their new owners.

Best wishes from RENI BOITEUX, Caporal 4th Chasseurs a Pied, 3rd Division d'armee Belge, En Campagne.

PARADE NOTICE—The Parade of Catholic Societies in honor of His Grace, Archbishop Roche, will take place to-night (Thursday). The Societies will assemble in their Halls, as previously arranged, at 6.45, arriving at the Cathedral grounds not later than 7.30.

The display of fireworks will begin after the return of the parade at 9.30.

P. J. SUMMERS, Secretary Celebration Com Venus and Velvet pencils will give you satisfaction.—ap12,t

The Dinner At Government House

Last night His Excellency the Governor dined the Archbishop and visiting prelates at Government House. There were present:—His Excellency Monsignor Stagni, His Grace Archbishop Roche, His Lordship Bishop Morrison, Antigonish, His Lordship Bishop March, His Grace, His Lordship Bishop Power St. George's, Rev. J. J. McDermott, Adm. Rev. Dr. Morrissey, Halifax; Rev. Dr. Ryan, Toronto; Rev. Dr. O'Reilly, St. John, Right Rev. Monsignor Sinnott, Right Rev. Mons Searis, Right Rev. Mons. McCarthy, Right Hon. Sir E. P. Morris, Sir W. H. Woodrow, Sir Joseph Outerbridge, Mr. Justice Johnson, Hon. M.P. Cashin, Hon. John Harris, Hon. J. D. Ryan, W. G. Gosling, Dr. V. P. Burke, Lieutenant Commander MacDermott, Magistrate O'Reilly, Placentia, Inspector General Sullivan, Lieut.-Col. Conroy, C.C.C., Capt. A. Goodridge, A.D.C.

Venus Drawing pencils are perfect.—ap12,t

OBITUARY

Mr. James Patterson died at the General Hospital yesterday afternoon after a rather brief illness and operation. He was a native of Scotland, who came to this country a few years ago and entered the employ of Mr. J. T. Lamb, watchmaker and jeweller, with whom he was highly esteemed, as he was a most competent and faithful workman. His passing is unusually sad, occurring as it did far from home and relatives. The funeral takes place to-morrow (Friday) at 2:30 p.m. from the residence of Mr. J. T. Lamb, 142 Water Street, and members of St. Andrew's Society are requested to attend.

Wallace's Chocolates R most excellent.—ap12,t

Published By Authority

FIRST NEWFOUNDLAND REGIMENT HEADQUARTERS.

His Excellency the Governor has been pleased to make the following appointment:— To be Second Lieutenant:—Lance-Corporal Cecil B. Chitt.

St. John's Nfld. June 28th, 1915.

REGIMENTAL ORDERS.

By Lieut. Col. Sir W. E. Davidson, K. C.M.G., Officer Commanding. [No. 15.]

(a) Captain H. Outerbridge having reported from duty resumes the duties of Quartermaster.

(b) The following promotions by Lieut. Col. R. de H. Burton are confirmed:— No. 39, Company Quartermaster Sergeant C. S. Strong, to be Company Sergeant Major. 6/5/15.

No. 214, Sergeant W. Miles, to be Company Quartermaster Sergeant, 6/5/15. No. 192, Corporal C. C. S. James, to be Sergeant, 6/5/15.

No. 410, Private W. H. Grant, to be Lance Corporal, 21/5/15. No. 339, Private C. Burdell, to be Lance Corporal, 22/5/15.

(c) The following promotions in F Company are effective from June 12th. To be Corporal:—1116, Lance Corporal J. Bomister; 1255, Private B. Hann; 1387, Private P. J. Cashin; 1436, Private F. Corrick; 1372, Private A. Abock; 1531, Private P. D. Wolverton; 1382, Private B. Brown.

To be Lance Corporal:—1469, Private L. F. Hickey; 1480, Private J. Dunphy; 1437, Private F. Jerrett; 1450, Private A. D. Jesso; 1438, Private T. Dunphy; 1475, Private C. Guy; 1235, Private S. Pike; 1543, Private H. Jackson; 1397, Private T. Flynn; 1420, Private L. Sheppard; 1422, Private D. Collins; 1414, Private H. Sallars; 1513, Private W. Phelan; 1411, Private S. Gosse; 1545, Private A. Cahill; 1553, Private F. M. Burke; 1529, Private B. Crocker.

(d) "The Army Council permits the wearing of the Badge of the Royal Army Medical Corps by the Newfoundland Medical Corps." A. MONTGOMERIE, Captain and Adjutant.

Fogota Sails

The Fogota sailed North at 10 a.m. to-day with a full freight and these passengers:—J. B. Wheeler, J. Abbott, W. Perry, M. B. Perry, J. Phillips, W. W. Cotton, J. E. Ward and J. Davis, J. S. Pomroy, O'Neill, Sackett and several second class.

Laborer Hurt

While John Fitzgerald was at work this forenoon digging in a pit on Duckworth Street, where water pipes are being laid, the earth suddenly caved in and buried him to the chest. It was fortunate that he was standing straight in the cut or he might have been smothered. His fellow workmen quickly dug him out when it was found that his left leg was badly cut, his ankle dislocated and he was bruised about the body. A doctor was summoned and attended him, after which he was driven to his home in Rositer's Lane.

Mr. John Kelly, of Bowring's South Side, with his wife and child proceeds to New York in the Florizel to spend a holiday.

Kyle's Passengers

The S.S. Kyle arrived at Port aux Basques at 6.45 this a.m., bringing W. H. Lind, Rev. C. Carpenter, Joseph S. Pile, Miss N. L. Keough, John Keough, A. F. Halfyard, H. Greene, E. Ward, J. P. Chetwynd, Misses S. Bradbury, Miss S. Pike and C. Healey.

Fishery Report

Reports from Labrador to-day to the Marine and Fisheries office say that on Labrador dense fog prevails. No fishery news. Bonne Bay—Fine, cod still plentiful with traps; caplin plentiful. Lamaline—Dull, fish scarce. Fog—Good trap fishing, 5 to 30 qtls.; good sign with jigger. Hr. Grade—caplin plentiful; boats 1-2 to 1 qt.; traps 1 to 4 qtls.

Norwegian Fishery

Mr. LeMessurier, Asst. Collector of Customs had the following wire as to the Norwegian fishery today: "1015, total, 66,800,000; 1914—\$1,500,000." The Florizel sailed at 2 p.m. to-day with some freight and these passengers:—Misses C. Stien, J. P. Kelly, wife and child, P. E. King, R. L. McLean and six steerage.

The Late Robert Hobbs

(Editor Mail and Advocate)

Dear Sir,—Please record in your paper the death of Robert Hobbs of Sandy Cove, who passed peacefully away to his reward on Thursday, June 24th, at the ripe age of 74 years. Deceased was in his day one of our honest hard-working fishermen as which industry he actively laboured in order to procure the wherewithal necessary to sustain life.

In Church circles he was a prominent and respected member of the Methodist Church in which denomination he took an active part the whole of his life. The funeral took place on Saturday the 26th and was conducted by one of our laymen, Jas. Cough. Quite a concourse of people attended, including the members of the L.O.A., of which organization he was a loyal member and supporter, having in past years filled the high office of Worshipping Master in that Association.

Deceased was known to have enjoyed good health practically the whole of his life, until in latter years he was troubled with mental infirmity which finally caused his death. By the death of Robert Hobbs, there has passed away one of the oldest and most respected citizens of the place.

Our brother the heaven hath gained. Out-flying the tempest and wind: His rest he hath sooner obtained. And left his companions behind still tossed on a sea of distress, Hard toiling to make the best shore, where all is assurance and peace. And sorrow and sin are no more.

L. C. C. Elliston, June 28, 1915.

SHIPPING

S.S. Home left Lewisporte today, 8.40 p.m. yesterday. The Meigle left Humbermouth at 8.40 p.m. yesterday. The Sagona left Wesleyville at 8 p.m. yesterday and is due here to-night. S.S. Argyle left Marystown at 5.15 p.m. yesterday. S.S. Bruce left Port aux Basques at 1.35 a.m. today. S.S. Clyde left Herring Neck at 2.20 p.m. yesterday. S.S. Dundee arrived at Blandford at 5.30 p.m. yesterday. S.S. Ethie arrived at Clarendville at 7.50 p.m. yesterday. S.S. Erik left St. John's today for Labrador. The "Mary Duff" sailed for Pernambuco yesterday with 3954 qtls. cod shipped by Job Ross. The Allan liner Pomeranian which left Liverpool Wednesday week is due here to-day. The "Bessie A. Cook" cleared for Bahia yesterday taking 4170 qtls. cod for Job Ross, & Co. The Gaspe is now 30 days odd out to Pernam and should soon arrive. S.S. Stephano leaves New York Saturday for Halifax and this port. S.S. Portia arrived at Placentia at 9.15 and sailed west at 10.5 this a.m. S.S. Prospero sails north at 5 p.m., taking a large freight and several passengers. Tuesday at midnight the S.S. "City of Ghent" left Charlottetown, P.E.I. with cattle, sheep, produce &c. for Geo. Neal. The Bellaventure, Capt. Cross, arrived here yesterday afternoon from North Sydney coal laden to A. J. Harvey & Co. after a good run.

Train Notes

Yesterday's Westbound express left Norris Arm at 11.30 to-day. The incoming express is due here at 5 p.m. To-day's express left Basque at 8.50 a.m. The Tabasco sailed at 1 p.m. for Halifax. The five-masted barque Neath, which went ashore last Saturday night at Alexander Bay, was examined by Diver Taylor. The ship's plates were not noted but indented in a few cases. She proceeds to Cardiff to-morrow with her cargo of bit props.

BRITISH ALMOST INVISIBLE ARMY

How Seeming Brick Wall Formed Fours

Mr. Perceval Landou, writing from British headquarters in Flanders, has something interesting to say in respect of khaki. A slight change is even foreshadowed. Here is the message. Another day it will, perhaps, be worth while to write a little series of thumbnail sketches, having for their object some suggestion of the different color-schemes of the various phases and situation of the war.

For, after the first purpose of an army, which is to put the enemy out of action, the most important aim is not to be put out of action itself. Consequently, the object of every man, horse, and machine, is to sink into the background as far as possible. It is probably clear to Macanlay's schoolboy, even before he became one, that such was the purpose of khaki, and that invisibility doubles the power that a force possesses both of attack and defence.

I have myself motored up to a long, high, somewhat crumbling ochreous brick wall running at right angles to our direction, and I have seen as a distance of less than 200 yards, the lower part of the wall suddenly stop and march on into the road. To a man in the car guessed that the other half of the wall was half a battalion in khaki.

Initiating the French. In the trenches the color used by the British is as near perfection as it well could be. The man is, of course, practically invisible from the level of the ground, and from an aeroplane the more men that there are in the trenches the less clearly can the trench be seen. On the other hand, we have learned that we had been far too hasty in supposing that in adopting khaki we showed so much more prudence than our French allies, who for the most part are still uniformed in long dark blue coats and loose crimson trousers of a hue which is known technically as "garance." I believe, khaki is far less conspicuous, warfare is rarely carried on at those distances, while for some purposes, especially night-work, the French uniform has advantages which we are obliged to imitate by a device of our own. With the approach of summer some slight changes in our defensive tints are possible, and they are now being carried out.

It is the truth that many of our men have gone through months of the war, have been wounded and sent down to the base, and have returned and have served again for more months, and yet in all that time they have never seen even the tip of a German's helmet.

Evening Surprises. To such a pitch has the art been brought of rendering every arm of a force in the field invisible that there appears at first sight to be an almost total lack of animation—almost of animal life—along those near and closely-welded hostile trenches from which there comes, either incessantly or at carefully chosen times, the storm of steel of which some small percentage is sure, sooner or later, to take toll of our men. As the summer has filled and colored the fields the trees, the German grey-green khaki is found to be not as inconspicuous as our sandier tint.

Mr. H. W. LeMessurier, Asst. Collector of Customs had the following messages to-day:—"The 'Ambition' sailed from Gaultois with 3318 qtls. for Operto, shipped by P. T. Garland. The 'J. Henry McKenzie' loaded at Burn for Hollett & Co. for Gibraltar per orders. The schr. 'Mariner' 99 tons, put into Hr. Grace, coal laden for Bonavista from Sydney. She had had weather and lost some coal overboard. The schr. 'Arthur P. Strong' put into Trepassey from Sydney bound to Bonavista. The 'G. B. Cuyet' put into Catalina from Boston bound to St. Anthony.

Prelates Entertained

This forenoon His Grace the Archbishop, His Excellency Monsignor Stagni and the visiting prelates and priests were entertained in the Casino Theatre by the pupils of St. Bonaventure's College, and St. Patrick's Hall, Holy Cross and Mount Cashed schools. A splendid programme of choruses, dances, solos, and club drills were gone through, ending with Gilbert & Sullivan's opera, "The Pirates of Penzance" in which Masters Farrell, Carew, Jackman, Fox, Ryan, Duchemin, Sullivan, Daley, O'Phelan and O'Donnell took part, and requited themselves well.

Applause was frequent and His Grace in a neat speech highly complimented the young performers.

WANTED—A Lady

STENOGRAPHER. Must have some knowledge of Book-keeping. Apply BRITISH CLOTHING CO. —jy14i

For Sale A SPLENDID MOTOR BOAT ALMOST NEW. Decked, good accommodation and fitted with Sails—18 h.p. Engine—Will be sold a Bargain. Can be inspected at the F.P.U. Wharf. For further particulars apply to Storekeeper Union Trading COMPANY.