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# THE MAIL AND ADVOCATE.

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## HUNS NOW SHIFT OFFENSIVE EASTWARD OF LE MORT HOMME

Attack French Line With Heavy Forces and Succeed in Entering French First Line Trenches—French With Vigorous Counter Attack Expel Invaders—Bombardment Northwest of Verdun Greatly Slackened

### BELGIAN AND GERMANS EXCHANGE ARTILLERY DUELS

An German Infantry Attack on French South of Somme River Resulted in Failure—Decrease in Infantry Fighting on Russian Front is Reported as Well as Bad Weather on Austro-Italian Theatres of War

LONDON, April 1.—Having centered the village of Malancourt, the Germans have now shifted their offensive eastward to the sector around the famous Le Mort Homme. With heavy forces, the Germans have attacked the French line between Hill 295 and Le Mort Homme and succeeded in entering the French first line of trenches. A vigorous counter-attack by the French, however, almost immediately expelled the invaders. Another attack by the Germans delivered little later, is declared by Paris to have been put down completely. The Germans have made no attempt to debouch from Malancourt since their occupation of the village. The heavy bombardment of preceding days in the region northwest of Verdun, has greatly slackened. There also has been only moderate activity by big guns north and east of the fortress. Paris reports the failure of a German infantry attack against the French to the south of the Somme River, near Dompierre, the shelling by the French of German troops on the march in Argonne forest, and the battering of German positions in the Forest of Apremont. Violent artillery duels have been in progress between the Belgians and the Germans in the region of Dixmude.

There has been a noticeable decrease in infantry fighting on the Russian front, probably owing to the soggy ground, due to spring thaw. Artillery on both sides, however, have been carrying out bombardments at various points from the region of Riga southward. Bad weather is also hampering the fighting between the Austrians and Italians.

A German torpedo-boat or submarine, has been sunk in Black Sea by Russian ship "Portugal" according to the French Official Press Bureau. The vessel is said to have had a large number of wounded men aboard.

## Big Liner Ashore Cape Good Hope

LONDON, April 1.—The large British steamship Rangitira, from London to New Zealand, is ashore on Robben Island, in a heavy fog, and efforts are now being made to get her off, says a Reuter's despatch from Cape Town. The Rangitira is owned by Shaw Seville and Albion Company, of Southampton. She is of 10,118 gross tons, is 478 feet long, and 61 beam, and was built in 1910 at Belfast. Robben Island is an isle off the Cape of Good Hope, at the entrance of Falz Bay.

## Now Thought Both Strikes Will Collapse

Strikers Held Parade Yesterday in Glasgow—Were Jeered at and Hooted by Populace—3000 Strikers Have Returned to Work in Liverpool

LONDON, April 1.—To-night there were excellent prospects for a collapse both of the Clyde and Liverpool strikes. Demonstrations by strikers held in Glasgow this afternoon were hooted and jeered at by the populace. The day was made a sort of holiday, but so many strikers returned to work that the conference which Arthur Henderson, resident of the Board of Education, and other Government representatives were to attend on Sunday afternoon, has been postponed, and probably will be unnecessary. In Liverpool 3000 strikers returned to work to-day. It is expected the remainder of the men will resume work to-morrow, leaving the adjustment of their claims to be negotiated afterwards.

A line, has been sunk in Black Sea by Russian ship "Portugal" according to the French Official Press Bureau. The vessel is said to have had a large number of wounded men aboard.

READ THE MAIL & ADVOCATE

## Germans No Match for British

Battle of St. Eloi Was Most Important One—British Forces Again Prove Their Metal and Take Heavy Toll of Germans

LONDON, Mar. 31.—A correspondent of the daily Mail at the British headquarters in France, describes the action at St. Eloi on March 27th, as having been more important than is superficially apparent. A valuable position was gained, he said, consisting of rising ground which overlooked the British communication trenches. The British loss was small, and the German loss very heavy, the latter's being due mainly to artillery and bomb-throwers. It is a remarkable fact that during the whole of the fight not a single aeroplane was allowed to approach.

The correspondent writes enthusiastically of the dash and individual zest of the men. "The men complained he said, that the Germans, in some positions, would not half fight, but surrendered too soon. Nevertheless, there was much hard fighting. Some of the German bombers held their ground well for hours, and the German artillery was good.

The correspondent records several incidents of the fighting. In one of these a section of the British advancing was critically menaced by a German machine gun. A British subaltern and one soldier rushed forward, and attacked with bombs, wrecking the gun and killing the gunners. At another point of the fighting two men were astray in a German disjunct trench, which was almost unoccupied, but which led them far back into one of the principal communicating trenches, where they met a number of Germans. One of the British officers threw bombs, while the other fired his revolver over the former's shoulder. A majority of the Germans ran back, a few surrendered, and the trench was cleared. At another point an officer found two Northumberland Fusiliers, their rifles thrown on the ground, fighting for possession of a German prisoner whom both claimed. The prisoner was watching with amazement.

## Latest Re Sinking of Hospital Ship

PETROGRAD, via London, April 1.—The sinking of the Russian hospital ship "Portugal", in the Black Sea, is thus described in news from M. Golubonof, Delegate General of the Red Cross with the Caucasian army: "Yesterday at 8.30 in the evening, near Sitaffe, our hospital ship 'Portugal' which was at anchor, was sunk by an enemy submarine with two torpedoes, from a range of 60 yards. At the second torpedo was fired, which struck the engine room, the ship sank in less than a minute.

Lifeboats from trawlers and from a torpedo boat, which came up, rescued 26 Sisters of Charity, who were aboard. They also saved three Commanders, including French Commander Duvent, two Doctors, one Priest, 125 men of the Russian Naval Medical Corps and 43 men of the French crew. The missing include Count Tatistchoff, Delegate of the Red Cross, a Doctor, the senior Sister of Charity, Baroness Mayerdorff and 14 other sister of Charity, 50 men of Russian Medical Service and 29 of the French crew, according to the Commander. The Portugal had 273 persons on board, of whom 158 were saved. On receiving news of this outrage I proceeded to the spot and interviewed the survivors at the Red Cross hospital on shore. We are exploring the nearby coast in search of missing bodies."

## "Chiyo Maru" Refloated

LONDON, April 1.—A despatch from Hong Kong to Reuter's Telegram Co. says the steamer Chiyo Maru was refloated, after she stranded on one of the Lema Islands. She will be surveyed.

## OFFICIAL BRITISH

LONDON, April 1.—A British official statement issued this morning says: "Yesterday, there was much aerial activity on both sides. A great deal of successful work was carried out by our airmen. Three of our machines are missing.

"Thursday night the enemy exploded a mine near Neuville St. Vaast and endeavored to attack with infantry, but were easily repulsed by our bombers. We exploded a strong mine near the Hohenzollern Redoubt, wrecking hostile posts at two old craters.

"On Friday there was continued artillery activity north and south of Angres, south of Hulluch, north of Ploegsteert Wood, about Mikelm and south of St. Eloi. An enemy attack on Friday morning broke down under our fire."

## FRENCH

PARIS, Mar. 31.—In the Argonne district we have repulsed two attacks with hand grenades directed against our positions to the north of Avocourt. To the west of the River Meuse, the bombardment of Marancourt has gone on with redoubled violence. Last night the Germans delivered a series of attacks in massed formation. They advanced from three sides at a time upon the village, which formed the advanced salient of our line, and which sheltered one of our battalions. After furious fighting all night long, which entailed considerable sacrifices on the part of the enemy, our troops evacuated the ruined village, but we still hold all the outskirts. To the east of the River Meuse the night passed quietly. In the Woevre district the Germans endeavored on three separate occasions to capture from us the works to the east of Haudromont, but all their advances were repulsed. There has been no occurrence of importance on the remainder of the front.

## Gets Great Reception in Rome

Premier Asquith Arrived at Rome—Is Met by Premier Salandra and Other Cabinet Members—Crowds Cheer Him as he Drives to British Embassy

ROME, April 1.—Premier Asquith, of Great Britain arrived here to-day. He was met at the station by Premier Salandra, Foreign Minister Sonnino, and other members of the Cabinet, and the British Embassy Staff. He was cheered loudly by crowds as he drove to the Embassy. Among the spectators were several hundred British soldiers, who were passing through Rome. The British Premier was obliged to come out on the balcony and bow acknowledgements to the crowd. The Press attaches great importance to Premier Asquith's visit, seeing in it a further confirmation of the unshakable decision of the Entente Allies to carry the war to a victorious conclusion.

## TRADE EXPORT FIGURES

Exports From London to States During First Three Months of 1916 Are \$45,186,037 Against \$32,202,700 For 1915

LONDON, April 1.—Robert P. Skinner, American Consul-General in London, is the authority for the statement that the total exports from London to American ports during the first three months of the year were \$45,186,037 and exports during the corresponding period last year were \$32,202,700.

ROME, via Paris, April 1.—The Duke of Avarna, who was Italian Ambassador to Austria-Hungary, when Italy declared war on Austria, has died.

## U.S. Troops Hot on Trail of Villa

American Cavalry Swoop Down on Ranch Where Bandit Chief and Forces Were Having a Rest—Villa Wounded but Escapes to the Mountains

EL PASO, Texas, Mar. 31.—Four hundred American cavalry men, under command of Colonel Dodd, galloping down from the granite slopes of the Great Continental divide, have fallen on the main body of Francisco Villa's bandits at San Geronimo ranch, scattering them in many directions and driving the bandit chief, wounded and crippled, to seek a hiding place in the mountains. Villa was hurried from danger in a carriage. The fight opened at six o'clock on the evening of March 29th, and lasted several hours. Colonel Dodd, with picked troops of the Seventh and Tenth Cavalry, fell upon the unsuspecting Villa camp, where 500 bandits had effected a massacre of 172 Carranza soldiers, two days previously at Guerrero. Villa, shot through the leg, with one hip shattered, hurried from the scene barely in time to escape the onslaught of the Americans, and the bandits made a brief, but fruitless stand, before Col. Dodd and his troopers. They broke and fled, leaving 31 men killed on the field, including Commander Gen. Hernandez. Two machine guns, and a number of horses, rifles, ammunition and equipment fell into the hands of the Americans.

## War Department Commandeers all Stocks Oats, Hay

All Stocks Now in Stock Whether Threshed or Unthreshed Are Taken Over by War Department.

LONDON, April 1.—An Army Council notice issued to-night says, that all hay, oats, wheat or straw, threshed or unthreshed, now standing on farm or other premises in bulk, in Britain, is requisitioned by the War Department.

Farmers and stock dealers are authorized to use a normal quantity of straw for their livestock. The amount allotted for private consumption is to be restricted on the monthly average for the preceding three months.

## Brilliant Work Italian Brigade

Repulse Violent Counter Attacks of Enemy—Resolve at Any Cost to Take Whole Fortifications Which They Did in Splendid Manner

ROME, Mar. 31, via London, April 1.—The following official statement was issued to-day by the War Department: "In the Daone Valley, during an encounter between small detachments on the slopes of Mount Mellonon on Wednesday, the enemy was put to flight and abandoned his arms and munitions. In Suga, Valley our artillery dispersed a supply column marching from Calceranica toward Caldonasesso. Our artillery has done some good work in the Upper Cordoleve against barracks, at the head of Selvaza Brook and in Upper Berte, and against enemy camps near Sompanese, north-west of Podestagno.

"On the Isonzo front, intermittent artillery actions were hampered by driving rain. Later advice regarding the success won by our troops at Bas Selt is emphasized by the excellent work of an Acqui brigade. On Monday, this brigade, by vigorous offensive operations, took by assault about 150 metres of enemy fortifications. After repulsing violent counter attacks, our soldiers resolved at any cost to take the whole fortifications, and they succeeded in doing this, on Wednesday afternoon, after three days of continuous conflict. They captured many prisoners and important booty."

## THOUSANDS SEEK SHELTER OF POLICE STATIONS FROM RAID

One of the Zeppelins is Brought Down—Raid Commenced at 8 O'clock Last Night—Thousands Were Unable to reach Their Homes

### CROWDS LINED THE STREETS AND WATCH THE SKIES QUIETLY

Handling of Precautionary Measures in London Worked Well—Proving That Machinery for Protection of Metropolis is in Efficient Shape—One Zeppelin Passes Over London at Great Height

LONDON, April 1.—It is reported that one of the five Zeppelins which raided the eastern counties of England last night was brought down off the East Coast. The approach of the raiders was first noticed about 8 o'clock last night. They arrived from different directions and took individual routes across the country. It is rumored that they were quickly forced by anti-aircraft guns to turn about. Although no formal warning was issued to the population, the usual signs of approaching air raids were manifested in London by the calling out of special constables, by darkening of streets, and by stopping of train service above ground. Even omnibuses and street cars in many sections, either discontinued service, or ran in a limited way. Thousands of persons were unable to reach their homes and for the greater part of the night the police stations were crowded with wayfarers seeking shelter.

An exceptional feature of last night's raid was the fact that the weather was fine and clear, there was no moon, but the stars were bright. Towards midnight a slight haze came up, but it was not sufficient to obscure the landscape from the view of aviators or anti-aircraft gunners. It was such a night that experts thought would oblige airships to keep at a very high altitude, if they hoped to escape damage. The handling of precautionary measures in London worked more smoothly than ever before, showing that the machinery for the protection of the metropolis was in efficient shape.

Small crowds in the streets watched the skies in a quiet, expectant manner. At 9.30 p.m. one Zeppelin was reported seen over London, traveling slowly at a great height. A telegram from a correspondent on the coast said that a Zeppelin was seen, soon after 9 o'clock, sailing in a north-easterly direction.

Later, it is officially announced that one of the Zeppelins that raided the Eastern Counties last night came down off the mouth of the Thames Estuary. On being approached by one of our patrol vessels she surrendered. The crew was taken off her, and she was taken in tow, but she subsequently broke up, and sank.

## Another Air Raid by Five Zeppelins


All Raiders Crossed the Coast at Different Places—90 Bombs Were Dropped on Various Localities—Zeps Also Raid North East Coast.

LONDON, April 1.—Five Zeppelin airships raided the eastern counties of England last night, according to an official announcement just issued. Thus far, it has been ascertained that about 90 bombs were dropped by the invaders.

An official statement regarding the raid says: "An air raid took place last night over the Eastern counties, in which five Zeppelins are believed to have taken part. All the raiders crossed the coast at different places and times and steered different courses. At present about 90 bombs are reported to have been dropped on various localities in the Eastern counties.

"The result is not as yet known. It was further reported that hostile aircraft visited the north-east coast, but no details are yet received.

VERY LATEST WAR NEWS ON PAGE 3



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The S.S. FLORIZEL will also leave St. John's after the Sealshery, and will probably leave New York between May 2nd and 20th.

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# AN ATTACK ON THE GERMAN TRENCHES-- WHAT IT COSTS TO WIN A FEW MILES IN THE FACE OF ARTILLERY FIRE

## Terrific Bombardment of the German Lines is Followed by Infantry Charge.--Men Fall Like Leaves Before Blasting Fire of Machine Guns and Rifles.--Scenes at Dressing Stations Behind the Lines.

There is something sinister in the incessant rattle and clanking as the endless line of overladen vehicles bears into town. The train rolls in over the sloppy road from the horizon in the rear. Passing through the village the consuming rattle of chains and the weighted, drawn-out creaks of heavy wheels stiffen the senses.

The soldiers passing along the road, sitting at windows or standing in doorways feel an ominous tenseness in the monotony of it, and the murky, choking atmosphere sinks deep in the chest and suffocates with a feeling of an impending crash.

For the last four days the long line of wagons passing up to the trenches with supplies has been doubled, and the soldiers say there will be an attack. The younger of the reserves of the famous Iron Division in the town six miles back would rather face it at once. The hard strain is printed on their faces. Among the thousands there is a little common speculation to relieve thought somewhat and the writing of many letters. The last mails have been big ones.

Close to the trenches in the last wreck of a town before the wilderness of utter devastation the first-line men quartered here while off duty also feel the strain. Here it seems to embrace everything. In the air there is something that is not dust, for it has rained for many days, but that seeks to strangle with its heaviness. It is the result of the heavy bombardment of the last few days.

The sun through the yellow haze is sinking blood red. It has been thus for four days past. Sometimes a soldier reels across the road, unsteady with vin rouge, which thing is a rarity even among the soldiers.

**Trenches Close at Hand.**  
About half a mile to the right, through the forest of blackened stumps and torn earth, run the trenches. Fighting has been terrible here for five months back. In the last attack, hardly more than a week ago, a thousand soldiers were wiped away while trying to take the crest of a little hill now vaguely seen from the road at the end of the village.

Since then the Germans have been bombarding the first line. They are tearing yawning holes many feet across with mines, wiping trenches out of existence and all in them. When the mines explode the town shakes as though in terror. Then men say that at present it is a land of gnashing teeth and the strain is almost too great to bear.

So occasionally, almost periodically they lead or drag into town from the road that leads down from the trenches at the far end of the street something like a man, struggling and with eyes wide and foaming at the mouth, saying wild things.

The soldiers in the town are gathered along the side of the road, still lined with occasional houses. They pass the minutes making little tokens, souvenirs for cherished ones at home. There is but little talking, and when someone speaks his voice sounds strange. There are other times when in the face of almost certain death these men are merry and joke on their way to it. It is the infernal thing, they say. Sometimes a shell whistles over and breaks into the street. Then generally the brancardiers rush out of an ambulance and picking up something in the road take it back with them. In a few minutes the soldiers forget about it.

The long wagon train pours into this town also. There it stops and the stuff is unloaded. The drivers then drive their teams back to safety once more. If they are forced to remain here it would be different, perhaps, but the drivers are glad to get back again and lose little time in their work. Tomorrow they return, but that is another day.

**Ambulances Arrive.**  
Suddenly come a number of canvas-bodied ambulances along the street. They pour into town one by one and pull up at the right-hand side of the road near a string of low buildings through some freak of chance left intact by the shells that buffet their way into the town daily. The cars are drawn up with intervals between them in case of sudden bombardment.

Soon there is a line of a dozen ambulances, and more are coming. The drivers stop their motors as they arrive and keep to their seats, prepared for emergency. At their base, in the rear a short time ago word was re-

ceived from the medical division to be ready for an attack. The soldiers, seeing the ambulances, now know the time has arrived.

And then it breaks. Somewhere nearby there is a deafening explosion. It makes some of the men crouch for an instant with the thought of an exploding shell at close quarters. There are three quick repetitions and a French seventy-five battery concealed on the other side of the houses begins to shoot death at the Germans in their trenches over the hill.

**Terrific Bombardment.**  
Its sound is immediately lost in the roar that now bursts upon the ears, and it seems as though the drums must break. The world itself seems to be breaking apart.

It is a fearsome din. The surrounding hills roar and resound with the crash of mighty guns and the sky of the gathering night is filled with the continuous flashes. Guns of every kind now shoot death from every corner, the fields around the town are full of them, it seems. The place shakes.

Over on the hill the shells break with a glare of flashes. It is strange that men can live there in the midst of the crashes and the thousands of mangle grenades, tossed from trench to trench. There is nothing individual now. Everything is lost in the terrific thunder, the horrible pounding, the swish, roar, and shriek that blends into a great pulse, beating swiftly and regularly, like the work of some vast supernatural machine of imagination.

It pounds on the ears, eyes, face, everything shoots through the head and benumbs the senses. The soldiers standing around awaiting orders feel a sort of elation, a mighty sense of protection as the roar of the guns continues.

Evening comes on and the bombardment goes on. The Germans reply to the fire and try to exterminate the men in the first trenches, knowing that hundreds are gathered there ready to spring out at the finish of the bombardment. Come orders for more men to fill the places of those splattered out of existence.

**Soldiers and Shells.**  
The road now as far back as the eye can reach is packed with troops on the march up. There are wagons of every description, lumbering motor trucks jog by, staff cars filled with officers rush past, motor cycles and the iron-wheeled ammunition transports rushing up more shells to the batteries skid along behind long teams of panting maddened steeds dashing along with the fury of overexertion.

To prevent the supplies from reaching their destination the German guns now spout death over every part of the road. The ambulance drivers by their cars crouch low as shells burst about them. In turn they answer calls that begin to come in, picking up wounded here and there and rushing back to the dressing station. The wounded from the trenches have not yet been brought down. The fire is too hot.

**The Infantry Charge.**  
Then through the heavy, choking air comes a new blast of sound, sharp countless reports of bursting grenades and a din as of thousands of ticks. German rifles and scores of machine guns, wither away the French ranks as the crack men of the Iron Division spring from the first line, and, with the bayonets fixed on their rifles, charge across.

The distance is interminably long, seventy yards, perhaps, and it seems as they it can never be covered. They fall in heaps, while those behind stumble on and also fall. Their distorted and yet expressionless faces are horrible to see in the greenish glare of the scores of rockets. These are the men from Paris and Lorraine, the best soldiers in France, doctors, lawyers, school teachers.

The French artillery again opens up. It is mostly .75 guns now, because accurate range is imperative, in an effort to finish the men at the machine guns in the German trenches shooting from the batteries at least a mile back must be good. There are

only a few feet to spare now, for the French are in the barbed wire before the German trenches, already scattered by the previous fire.

**Almost Insane.**  
The German artillery also opens up and the soldiers face a wall of fire as they advance. They fall like leaves, it seems certain death, but still they advance.

"Dirty cows and swine!" they call out in front. They also yell with derision, for they are insane. They are finding their way through the spaces of barbed wire. Always they fill up from behind. Nobody knows exactly what he is doing.

Meanwhile, in back of the first trench line certain of the connecting trenches are cleared and lines of silent men walk the other way with burdens. Many are priests. From high overhead a star looks down, very bright to penetrate the smoke clouds and it throws a little light on wild-looking things, beings that shake and twitch as they are borne away. They are beginning to get the wounded.

There is a place some distance in the rear where the wounded are taken from the trench hammocks and placed on stretchers hung from light two wheeled carriages. While the bearers return to the first line for fresh loads another crew of soldiers bear the wounded away to the little town in back. Shells tear and rip over the earth as they stumble along in the darkness. Some of the outfits never reach the town.

**The Dressing Stations.**  
Down there the reserves are coming up in a compact mass. They keep to the right of the road, for there is more protection from the shrapnel breaking over the town. The returning equipment train passes by on the other side, while other wagons bring up fresh supplies take the middle. The brancardiers, pushing the wound of into town—they are now coming down in great numbers—get through some way.

The dressing stations of the various regiments along the street are taxed. Rows of shrieking, moaning men lie on the floor. Excited brancardiers run about binding wounds, affixing tags and administering coffee or water, a little at a time, while the wounded cry out in their agony.

Steadily they are taken out, packed into freshly arrived ambulances and carried back, while other return from the hospitals in the rear and fill their places. The last ambulance has been sent for except two reserved at the base town in case of bombardment, and everybody works at white heat.

It is the same at all the stations along the road. Comrades lying side by side sometimes recognize each other and give little moans. It is hard to stop the blood. The floor is slopp, with it, and the sagging canvas of the stretchers fills with it. One can see the men palling from loss of blood as they stand there.

**Out of the Way.**  
When the men die while their wounds are being dressed they are taken somewhere out of the way. A ambulance arrives in the town of the hospitals, some seven miles back the bodies of those who have died in the cars during the ride down through the blackness are shoved away into a corner until time can be given to their disposal. Here and there are numbers of dead lying disfigured and mangled. With last strength some of these fellows have torn their clothes, and pulled away the bandages.

The shaken nerves of the wounded who, after months of the terrific strain of hoping for the best, to be slightly hurt, now realize the terrible reality of lives crushed forever, go to pieces. They say frightful and incoherent things. They troops going by on their way up see the stream of mangled things coming down from the direction of the ghastly glare over the hill and shudder, for they are young men of ambitions, and from Paris. The shells break into the street, killing and maiming. It is hard to keep up courage.

Word suddenly spreads around that the trench has been taken. There is some excited talk among the soldiers and words of cheer are heard here and there in the dressing stations among the wounded. The bombardment has ceased and everything is quiet as though from dead exhaustion, except an occasional report of an exploding grenade or the sharp pop of a rifle.

### The Counter Attack

The French know the Germans will counter-attack before the morning to retake the captured position, and the reserves continue to fill the trenches, working feebly in the captured line to fortify themselves. There are few prisoners. These are huddled in back under guard.

Then it breaks anew. This time the Germans bombard the French trenches on all sides and an increased number of shells fall over the roads and in the town. It is a frightful night. The Germans come on this time in the fire of the French guns.

Late in the night—it is almost morning in fact—the attack finishes. The French were unable to fortify themselves strongly enough to hold the new quarters and they were driven back. They have not reattacked.

It is a disheartened task to clear their own trenches of the dead and debris after the terrific bombardment. Heaps of dead and wounded lie out there in the open. In several days the shapes of things like faces will become black, and later the eyelids will drop away, leaving eyes that stare at each other and into space.

Dawn is near. The air has cleared a little. There is not a sound except the crowing of a rooster, and an answering call from somewhere. Several bright stars look down, constant and unchanging. The night seems like a nightmare.

### In the Grey Dawn.

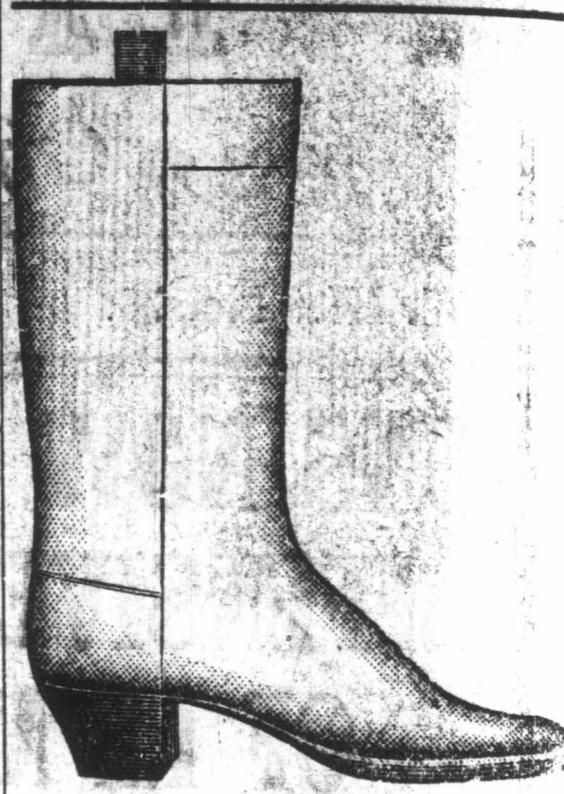
In the cold light of the morning some of the cases at the overcrowded hospitals still fill the entrances and corridors. Orderlies stumble over dead, dying and those who in utter agony, are praying to die. There is not enough help for a rush like this. Doctors sputter around injecting antitoxin serum here and there, take the worst cases first, and orderlies do what they can to catch up with the work. But it seems hopeless.

The air is filled with low groans. But it is the groaning of men not in their right minds. To know the French soldiers is to pay them deference second to no others on earth. When possible they bear their pain as they fight—in silence.

"Old man, old man, have mercy on my misery! Mon vieux!" some one pleads. But it is hard to find out who it is until a second later the voice repeats.

In the town fresh troops arrive. The tension is relieved somewhat. It will be so now for several days.

## WELLINGTON BOOT



Look out for the Name on the Heel! Our Customers tell us this: The Wellington Boot will wear longer than any three pair of the best Rubber Boots they can buy—Warmer—Less expensive, and Healthier than Rubber Boots.

**F. Smallwood,**  
Distributor for Newfoundland.

## LADIES' HOSIERY.

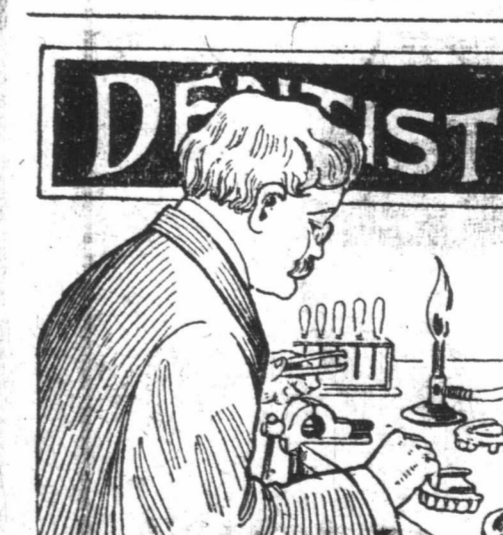
Having secured THE SOLE AGENCY for BURSON HOSE we are in a position to offer our patrons UNUSUAL SATISFACTION in this line.

Burson Hose are made for those who want NEAT FITTING HOSIERY. The only hose made in America that is KNIT TO SHAPE.

**28c to 80c.**

**Robert Templeton,**  
333 Water Street,  
St. John's.

**LARGE  
LABRADOR  
CODFISH**  
For Sale.  
Get Our Prices.  
**SMITH CO. Ltd.**



**DENTIST**  
ESTABLISHED 1891.  
For nearly a quarter of a century I have practised Dentistry in Newfoundland, and to-day there are many thousands perfectly satisfied with my services. Our Artificial Teeth are now, at first, the very best obtainable at the fee has been reduced to \$12.00. We repair broken plates and make them just as strong as ever at a charge that will surprise you. If you want a new set, or the old ones repaired, consult  
**DR. A. B. LEHR,**  
(The Senior Dentist)  
203 WATER STREET.  
[a14]m.w.f.wed

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**J.J. St. John**  
The TEA with strength and flavor is  
**ECLIPSE,**  
which we sell at  
**45c. lb.**  
**ROYAL PALACE BAKING POWDER**  
20c. per lb. Small Tins 5 cts.  
**SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS,**  
1s. and 2s.  
**J.J. St. John**  
Duckworth St. & LeMarchant Rd

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**THE BEST IS CHEAPER IN THE END**



**Job's Stores Limited.**

DISTRIBUTORS

Hon. R. A. Squires, K.C., LL.B. Mr. J. A. Winter  
**Squires & Winter,**  
 Barristers, Solicitors  
 and Notaries.  
 New Bank of Nova Scotia Building,  
 Corner Beck's Cove and Water Street.

**NOTICE OF REMOVAL AND PARTNERSHIP!**

Hon. R. A. Squires, K.C., LL.B.  
 ANNOUNCES the removal of his LAW OFFICES to the New  
 BANK OF NOVA SCOTIA Building at the corner of Beck's  
 Cove and Water Street, and the formation of a PARTNERSHIP  
 for general practice as Barristers, Solicitors and Notaries, with  
 MR. J. A. WINTER, eldest son of the late Sir James S. Winter,  
 K.C., under the firm name of Squires & Winter.  
 Address: Bank of Nova Scotia Building,  
 January 3rd, 1916. St. John's.

**NOTICE!**

All Local Councils, in the District of  
 Twillingate, will please send their district  
 assessments of Five Cents per member,  
 to Fred. House, jr., District Treasurer,  
 Twillingate.  
 W. B. JENNINGS, D.C.

**100 GOOD LOGGERS**

Are still required by

**A. N. D. CO.**

For the Logging Camps at

**Millertown & Badger.**

Wages Average \$24 and Board.

GOOD MEN STAYING TO

**End of Chop**

Will be paid \$26 per month.

TAKE TRAIN TO MILLERTOWN OR BADGER.

Advertise in The Mail and Advocate

**LATEST!  
 WAR MESSAGES**

**Shipping Merger  
 Formed in Hamburg  
 A Good Old Age**

HAMBURG, April 1.—The ownership of the Woermann Line of steamers has passed into the hands of a syndicate composed of Hugo Stinnes, north German Lloyd and Hamburg-American Lines.

The latest shipping records give the Woermann fleet as 42 vessels. Hugo Stinnes is the owner of a steamship line, with headquarters in Hamburg.

**Believes Saloniki  
 To Be Impregnable**

ATHENS, Mar. 31.—"I do not believe the Austro-Germans seriously intend attacking Salonika," said an Entente General to an Associated Press correspondent to-day. "They have an excellent intelligence service in Macedonia and are fully aware of the great strength of our positions. I do not think they will throw away men needlessly by trying to take it, especially after their Verdun experience. In respect to a possible offensive by the Entente Allies it is impossible to say anything. I believe Salonika to be absolutely impregnable."

SYDNEY, N.S., April 1.—The death of C. H. Harrington, first Mayor of Sydney in 1885, occurred to-night. He was 93 years of age.

**Expects Germany  
 To Invade States**

Democratic Senator of Colorado is Awfully Worried—Fears Germany May Land Large Army on U. S. Shores After the European War.

WASHINGTON, Mar. 31.—While the Army increase bill was under consideration in the Senate to-day, Senator Thomas, of Colorado, discussed the insistence of militarists that the United States is in danger of invasion. No such invasion, he contended, was to be feared from Italy, Austria, Russia, or France. Is it Britain or Germany he was asked? Not Britain even, Roosevelt says we need not fear Britain. Every man, if he will admit it, when he thinks of invasion of the States, pictures in his imagination the advancing helmets of Germany's soldiers. Germany is the only nation that possibly could land an Army of 750,000 trained troops on our shores, so when invasion of the U. S. is mentioned by militarists, Germany is the one nation that they have in mind. The Senator said he did not wish to be understood as entertaining any such fears himself, but he thought if there was any such danger it would be greater after the European War over, when Germany's surviving soldiers, he said, would form the most compact and best equipped fighting force ever known.

**We Hope So**

PARIS, Mar. 31.—"We are neglecting no means of overcoming the difficulties which lie in the way, and we shall overcome them, because we have the inflexible will to do so," said Alexander Ribot, Minister of Finance, in speaking in the Senate yesterday, in favor of votes of credit for the second quarter of 1916, already approved by the Chamber of Deputies.

"At the conference of the Allies which has just been held here," the Minister continued, "the fullest confidence was expressed by all that victory is certain. We shall arrive at a peace which will restore right and justice, and will deliver the world from a nightmare which too long has burdened it."

The credits were passed by the unanimous vote of the Senate.

**French Forced to  
 Evacuate Village  
 Of Malancourt**

PARIS, Mar. 31.—The Germans delivered a fierce night attack on three sides of the village of Malancourt, says a French official statement, issued to-day, and the French retired from the village proper, which was in ruins, but continue to hold its outskirts. Fierce infantry fighting lasted for the entire night before the French withdrew from the untenable position in the village of Malancourt. The Germans tried again to carry by assault the position which the French had won back in Avocourt wood, but they were repulsed. East of the Meuse the night was calm.

READ THE MAIL & ADVOCATE

**THE NICKEL---A BIG WEEK-END BILL.**

**"THE SKY HUNTERS."**

This story of adventure, romance and realism is visualized with masterful characterization of thrill and sensation.

**"WELCOME TO BOHEMIA."**

A photoplay with highly wrought incidents interspersed with genuine comedy, featuring Wally Van and Cissy Fitzgerald. "THE SMOULDERING."—A high-class social drama of exceptional merit. "HOGAN OUT WEST."—A side-splitting Keystone comedy.

SEND THE CHILDREN TO THE BIG BUMPER MATINEE SATURDAY.

Performances Throughout the LENTEN SEASON for the City RELIEF Fund.

**King George  
 Greets General  
 Townshend**

Tells Gallant Defender That His Fellow Countrymen Will Follow With Admiration His Gallant Fight Against Such Odds

LONDON, April 1.—An official says, the following message was despatched on March 14th by King George to general Townshend, Commander of the British troops at Kut-el-Amara: "I, together with all your fellow countrymen, continue to follow, with admiration, the gallant fighting of the troops under your command, against such great odds. Every possible effort is being made to support your splendid resistance."

**All Passengers of  
 Big Liner Saved**

TOKIO, April 1.—The "Kabushiki Kaisha" confirms the report that all the passengers on board the steamer Chiyu Maru, which grounded off Hong Kong on Friday morning, during a fog, were saved by a British warship. The vessel carried 229 passengers, mostly Americans, among whom were a party of Boston tourists.

**Will Take Time  
 To Make Enquiry**

Some Time Must Elapse Before Berlin Answers Wilson's Latest Demand Re Sinking of Steamer 'Sussex'—Nothing Doing At Present

BERLIN, Mar. 31.—James Gerard, American Ambassador, has presented the Foreign Office a request for information as to whether any German submarine had torpedoed the cross-Channel steamer Sussex or the British horse-ship Englishman.

The answer, according to the Overseas News Agency, will be delayed for some time, in order to allow the naval authorities to make necessary investigations.

WASHINGTON, Mar. 31.—President Wilson and the Cabinet to-day discussed the evidence thus far received by the State Department, in the cases of the recent disasters to merchant ships carrying American citizens. In the absence of conclusive proof of submarine attacks, no action was taken.

You hear them kick about old stuff, but they never fall to stop and look at a fallen horse on a slippery street.

**Governor Canton  
 Is Assassinated**

SAN FRANCISCO, April 1.—A cablegram from Hong Kong received to-night said the Governor of Canton province has been assassinated by rebel troops, and that the province has declared for independence of the Central Government.

**Passenger Liner  
 Grounded in Fog**

SHANGHAI, Mar. 31.—The big trans-Pacific passenger steamer Chyto Maru grounded in a fog at 4.35 this a.m., on one of the Loma Islands, south of Hong Kong. Nine tug boats, and launches from a British destroyer, have gone to her assistance.

**Bluejackets Lost  
 In Blizzard**

LONDON, Mar. 31.—During the blizzard on Tuesday night last, between forty and forty-five bluejackets belonging to the British light cruiser Conquest, lost their lives while attempting to return to their ship. The men were being towed out in a large cutter, when a hawser broke. The cutter drifted away, and presumably capsized.

**Not a German  
 Submarine Says Britain**

LONDON, April 1.—Foreign Minister Von Jagow, of Germany, has notified the Norwegian Government that the barque Silhus was not sunk by a German submarine, says a despatch to Reuter's Telegram Company, from its Christiania correspondent.

**The "Tubantia"**

LONDON, Mar. 31.—The attempt to fix responsibility for the sinking of the Dutch steamer Tubantia, led to another official statement to-day concerning the controversy between Berlin and London.

The British Admiralty denied that fragments of metal found in the Tubantia's life boats could have been parts of a British torpedo.

**Powder Plant Wrecked**

LONDON, Mar. 31.—A Reuter despatch filed at Alden Zael, Holland, on Wednesday, says that many persons lost their lives in a fire in a powder factory at Troisdorf, near Cologne.

**THE CRESCENT PICTURE PALACE.**

**"THE KICK OUT."**

A Knickerbocker Star Feature in 3 Reels.

**"THE CLAIM OF HONOUR."**

A Biograph Drama.

**"MR. BLINK OF BOHEMIA."**

A Vitagraph Comedy with Mr. and Mrs. Sydney Drew.

Send the Children to the Big SATURDAY Matinee.

EXTRA PICTURES.

GOOD MUSIC AND EFFECTS.

A COMFORTABLE AND WELL VENTILATED THEATRE.

**BRITISH**

**THE POWER OF PROTECTION**

Buying a BRITISH SUIT Means PROTECTION from High Prices

PROTECTION in Material.

PROTECTION in Style.

PROTECTION in Fit.

Every Man and Boy Needs PROTECTION Have It!

The British Clothing Co., Ltd.,

Sinnott's Building  
 Duckworth Street, St. John's.

**COOPERS, ATTENTION!**

We are Sole Agents for the BEST BARREL HEATER in the Country. We have them now ready for delivery.

R. CALLAHAN, Water St.

**DISCIPLINE**

A certain woman demands instant and unquestioning obedience from her children. One afternoon a storm came up and she sent her little son John to close the trap leading to the flat roof of the house.  
 "But, mother—" began John.  
 "John, I told-to shut that trap!"  
 "Yes, shut that trap!"  
 "All right, mother, if you say so but—" John!  
 Whereupon John slowly climbed the stairs and shut the trap. Two hours later the family gathered for dinner, but Aunt Mary, who was staying with the mother, did not appear. The mother did not have to ask many questions, John answered the first one.  
 "Mother, she's on the roof."

One thing that France does not propose to give up in Lept is Verdun.

**THE PESSIMIST'S VIEWPOINT**

"Father said the small boy, 'what's an optimist?'"  
 "An optimist, my son, is a man who tries so hard to be cheerful that you feel sorry to see him over-working himself."

**HABIT.**

"Does he pay his alimony promptly?"  
 "No I have as much trouble in getting money out of him as if I were married to him."

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IN STORE:

Absolutely The Best FELL'S NAPTHA SOAP. Try a few Boxes. J. J. ROSSITER.

Our Motto: "Suum Cuique."



("To Every Man His Own.")

The Mail and Advocate

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

JOHN ALEXANDER

JOHN ALEXANDER is very much disturbed over the formation of the Liberal-Union Party and his remarks display his bitterness towards the P.P.U. No one outside of the Crosbie-Squires clique can say concerning the Liberal-Union Party. Anyone with common sense knows that the P.P.U. Party would today make a sure sweep of 22 of the 36 seats in the House and not a vestige of The News clique would be discovered after the smoke had cleared.

John Alexander has displayed more than ordinary interest in the name of the Liberal-Union Party. Will he now inform the public whether Morison sought and was refused the Reid's Solicitorship in succession to the late Mr. Furlong? Will he explain how Morison and the Premier had to invent the plea of "Forgetfulness" in 1912 in order to prevent Governor Williams from dismissing Morison from office? Will he deny that Governor Williams had determined upon dismissing Morison from the positions of Justice and the Executive Council and was appeased only after Morison had invented the "Forget-the-Law" plea which the Premier so childishly endorsed and supported?

Will John Alexander explain why Crosbie received a hire of \$80 per day for 159 days for the Cabot last year and grabbed \$6,500 by the transaction as clear profit which enabled him to recoup himself for the \$5,000 paid for the whaler and pocket \$1,500 in the bargain on this one transaction? Will John Alexander explain why Crosbie was paid \$22,000—not \$2,200 this time but \$22,000—for about two months hire for the Fogota engaged on the patrol service last Fall? Will he explain why the Colony has been bled to the tune of \$61,000 for a service called the "Patrol" which was intended to save the Colony from invasion last Summer?

Will John Alexander explain why Harry Mott—Clerk of the House—is so anxious to show his journalistic ability under the noble plume of "Yorick"? Will he say whether Mr. Mott's name has become so unpopular as to compel him to write nowadays under the "Hon'de plume of "Yorick"? We have a few more questions to put to John Alexander, but the above will suffice until answered.

SHIP BUILDING

A CONFERENCE between the Premier, the Minister of Fisheries and Mr. Coaker was held yesterday to consider a Bill to be introduced by the Government to encourage ship-building and the establishment of ship-building plants in the Colony. The matter was fully considered and the Premier will shortly introduce a Bill which will embody the suggestions made to the House this session by Mr. Coaker and the Minister of Fisheries.

Next Fall will therefore see much activity in ship-building, as the provisions of the Bill will be such as will put new life in this important industry of the Colony which has waned so considerably during the past few years.

THE ESTIMATES

YESTERDAY in the debate on the Estimates some important information was gleaned from the Minister of Finance. He stated that two officials of his Department had been loaned to the Reid Nfld. Co. and Crosbie to take up positions on board of vessels owned by those firms, and when the firms had no further use for the men they were returned to the Department. It was not explained that the two officials—Capt. Snow and Marshall—had received their full pay from the Department during their absence on loan to the favored firms.

Mr. Coaker protested against such a transaction and asked the Minister to cut out such favoritism in the future, and the Minister had the audacity to say that he would do as he wished while in charge of the Department. Mr. Coaker replied and gave the Minister to understand that all his actions were open to the criticism of the House, whose servant he was, and which was above Government or Executive Council, and that what he had done regarding loaning officials was not proper and that the Customs Department should not be allowed to develop into an employment bureau. The Minister received a lesson in courtesy and responsibility of office, that he will long remember.

Another important announcement was made by the Premier in reply to Mr. Coaker's questioning respecting vacant positions in Courts and Customs Department. The Premier said the positions of Registrar of the Supreme Court vacant since Mr. Browning's death and the position vacant since Judge Knight's death would shortly be filled. It is understood that Mr. C. Emerson, M.H.A., will be appointed to the position of Registrar of the Supreme Court, while Mr. F. Morris, M.H.A., will receive the Magistracy of the District Court. The House membership will therefore be reduced to 32 by the first of June, as Mr. Morine will also resign his seat in the House and return to Toronto to reside in future.

SOME of our young folk seem to imagine that the mere accumulation of money is going to give them place and position. They leave no stone unturned to gather in a few shillings, but they often draw large drafts on the Bank of Honor and Integrity. Even some of our mature folk are imbued with the same ideas, and we have very little palpable instances in our midst. We have, for instance, certain individuals who are prepared for a "consideration" to knife their benefactors; others who prostitute their talents for a few dollars. These are found in the category of moral bankrupts.

They do not seem to realize that when they "shuffle off this mortal coil" they can leave but one heritage that will be remembered—that is what they have done for the benefit of their fellows. They forget that drafts drawn on the Bank of Earth are not payable at the Bank of Heaven. If people would have money do good to yourselves and others. Messrs. Croesus, mix sense with it. If you would have your business value to you and the community in which you live, or to those who labor under you, use sense in conducting it. Sense has a value in every market; but dollars are not good anywhere. Sense and gumption are marketable commodities; without them, the richest man is poor indeed. Money, of course, is worth having; but lonesome money is as barren as a desert plain. By itself alone it cannot sow or reap. It is a drag which prevents the rudder of the Ship of Life from making a straight course to port. A diet of dollars results in mental starvation.

tion. Sense is the food which nourishes both the mind and the body. Get sense, and money afterwards.

We have several individuals in our midst who have large bank rolls, but of what earthly use is such a possession. They have striven to "break into society" and failed. They have tried politics, and failed. The very possessions which they enjoy have brought them even social ostracism.

A MODERN JONAH

A GERMAN philosopher contended that nothing was historically true, or at least historically proven, until it had reproduced itself. The New York Times using this as an introductory statement thus discusses the removal of Von Tirpitz from the command of the German navy, and says:

"Well, then, this was not the first time the Lord had sent out a great wind into the sea, so that there came up a mighty tempest in which the ship was likely to be broken up, nor the first time terrified mariners had cried out, saying: 'Come and let us cast lots, that we may know for whose cause the evil is come upon us.'"

The lot was cast and it fell upon Grand Admiral Von Tirpitz, father of German frightfulness, at sea, architect of outrage, destroyer of Lusitanians, priest of horror. He was the exponent of Teutonic madness; and his dethronement is a mighty victory for the forces of sanity, moderation, and civil intelligence, which, by this sign, are rising in Germany."

It is now declared that Wilhelm has not been at all in favor of the campaign inaugurated by the doughty Von; neither has it been approved by the German Chancellor, Herr Bethmann von Hollweg. This sounds like a post mortem, however; and the failure of the iniquitous submarine campaign has presumably brought about a change of heart in the German chiefs. We doubt the sincerity of their compunction. Hence the Jonah of the Hun flotilla has been "promoted."

We are under the impression that Von Tirpitz has been sacrificed as it is at last dawning on the thick-skulled leaders in the Vaterland that the great "sea victory" can never be realized. The Germans are, of course, preparing for "der tag"; but, as they feel that their navy is bound to be destroyed anyway, they are now sending forth descriptions of the new "horrors" to be used in terrorizing the British tars. The latter, however, are by no means dismayed. Britain has never lost command of the North Sea.

THE PASSING OF THE CLAN MACTAVISH

SHE passed as the ships of England passed

In days of long ago! 'Twas a listing deck and leaning mast That scuffed slow from the cannon's blast, When the raider boarded her at last To strike his final blow!

She sank as the ships of England sank While yet the world was young! For her slaughtered seamen, rank on rank, Had died on the boat-deck's bloody plank, And the shattered strakes beneath her drank The sea with thirsty tongue!

She went as the ships of England will When unborn worlds are old! For her little guns, perforce, were still, And the fire-room began to fill, Till the damaged engines felt the chill Of death within her hold!

She played the game as the English play, Regardless of the coast. When the Nations answer Yea or Nay, At the Bar where Fair and Foul must weigh, To a God of Wrath on Judgment Day, What man will say she lost? —K.D.M.S. in the N.Y. Times.

XMAS CIGARS

"What's the matter father? forgetting those cigars you throw away?" "A little, be concerned!" "You'll find them on the top shelf of the linen closet," said mother with a well concealed smile.

YESTERDAY AT THE HOUSE.

FRIDAY, March 31st.

House met at 2 p.m. last evening. The sitting was rendered a little spicy when the Finance Minister became uneasy because President Coaker disputed his right to run the Customs Department after the Minister's own heart. Mr. Coaker shows Mr. Cashin where he stands. Business opened by Mr. Stone presenting a petition from the inhabitants of Lead Cove, Silby's Cove, Whale's Brook, Torquay and Brownville in the electoral district of Trinity, asking for an extension of the railway from Heart's Content to the end of the District. Mr. Stone stated that as the petition was largely and influentially signed (that he was certainly going to support the prayer of the petition, as he was well acquainted with that section of the district and the great necessity for the continuation of the line. And "certainly more he considered that as we sail our way to be found from New American right down the shore, that traffic would be sufficient to meet the expenses. The people who reside on that part of the coast are paying their proportionate part of the revenue, and are justly entitled to enjoy any privileges that may be derived from the extension of the line and that he firmly believed that the Government would, when finances of the Colony would permit, try to meet the wishes of the petitioners.

Mr. Abbott presented a petition from Ceels asking that a Mail Courier be appointed there, and spoke in support of the petition.

NOTICE OF QUESTION

MR. HALFYARD—I give notice that on to-morrow I will ask the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing how many fur coats were imported in the Colony for residents of Conception Harbor, St. John's, during the years 1913, 1914 and 1915 and by whom.

MR. HALFYARD—I give notice that on to-morrow I will ask the Hon. Colonial Secretary to lay on the table of the House a statement showing 1st. the salary paid, and the nature of the employment of each of the following persons: James Croke, Railway Inspector; W. Liddy, Torbay; and Rod Kennedy, Holyrood.

MR. HALFYARD—I give notice that on to-morrow I will ask the Honourable the Colonial Secretary to lay on the table of the House, a statement showing what was the annual monthly salary paid Miss Penny as Postal Telegraph Official while she occupied that office at Musgrave Harbor, Foggo District.

Also, what salary is being paid the present Postal Telegraph Official at Musgrave Harbor.

Also, a statement showing what salaries were paid the Mail Clerks on the S. S. Fogota and the Earl of Devon for the year 1915.

Also, a statement showing the number of trips made by the S. S. Fogota and S. S. Sassa to Foggo District during the year 1915. If any parts of all were missed during the year, the dates and reasons for steamers not making the ports of call.

MR. HALFYARD—I give notice that on to-morrow I will ask the Minister of Public Works to lay on the table of the House, a statement showing the following particulars: What amount of money was allocated for the main line from Quigley's Marsh to Turk's Harbour, Main District, for the years 1914 and 1915, the names of the parties to whom the money was lent and the amount sent each, also work done by the Returns of said Expenditures if received by the Department.

Also, copies of the returns of all moneys spent on Salmonier line from Quigley's Marsh to the Customs, for help when they require them.

MR. CASHIN—in a rather heated reply stated that while he had charge of the Customs he would run it as he thought best. He saw nothing wrong about loaning a man to any person when such a man could not be obtained elsewhere, and intimated that he did not want to be dictated to by Mr. Coaker.

MR. COAKER—Mr. Speaker I regret that the Minister has seen fit to reply so warmly, but it is this House you must take your instructions from and you must be subject to it. It is very improper for you to come here and say you will not be dictated to.

MR. CASHIN—You are not the House. MR. COAKER—That is quite obvious and apparent to any persons here. I am not the House, but I am a Member of this House and as such I have a perfect right to question such proceedings in a public institution, and you must not get vexed about it.

MR. COAKER interposed the Finance Minister upon the salaries of certain Customs Officials at Botwood. DR. LLOYD, leader of the Opposition, asked the Government if they were inclined to consider the matter of taking the duty off coals imported in this country, and pointed out that it was a means of taxing the poor as well as a great discouragement to industries. It places a handicap upon manufacturers, and told the House that all the great manufacturing concerns were built upon coal fields. The Leader of the Opposition gave the names of the names of nearly all the great English factories and the different coal fields they were located in and added that these great industries owe their success chiefly to cheap coals.

Holyrood to Central House, Harbor Main District, for the years 1914 and 1915.

Also, copies of all Local Grants for Harbor Main and Chapel's Cove for the years 1914 and 1915.

MR. COAKER—I give notice that on to-morrow I will ask the Minister of Finance and Customs to give particulars of the payment of \$25,000 to the Reid Newfoundland Company and \$22,971 to the Newfoundland Produce Co. on account of Home Defence, as per statement recently tabled.

In answer to Mr. Coaker's question (3) on Order Paper dated March 31st the Minister of Marine and Fisheries begs to state that the only money paid for beacon was \$208.48 on November 16th, 1915, for concrete structure for day mark on rock at Epworth, in the District of Brixid. This amount was paid to Geo. M. Goddard.

DR. LLOYD asked the Minister of Finance and Customs for a statement of the various accounts with the Bank of Montreal.

In answer to Mr. Coaker's question regarding the election of Road Boards in the District of Brixid, the Premier stated that the matter was before the Department of Public Works.

MR. CURRIE stated that there would be no objection to elective boards, as far as his colleague or himself were concerned, but the greatest difficulty seems to be the defining of areas.

The House then went into Committee of the Whole on Supply. DR. LLOYD asked that the Postal Telegraph report be tabled, and as same was not ready he suggested that that section of the estimates be allowed to lie over and that the Committee take up the Courier Account.

DR. LLOYD asked what arrangements were made between the Government and the Reid Nfld. Co. over the taking of the S. S. Lintrorse and Prince off the Gulf Route.

THE PREMIER promised to table same. MR. CLAPP asked what boat would ply between Bay of Islands and Labrador.

MR. COAKER questioned the Minister of Finance and Customs as to certain vacancies in the Customs Service of the City, and stated if the Government intended to fill these offices with their political friends the House should be informed, but if the Customs could get along without these officials then why not abolish the offices altogether.

It is bad enough, said Mr. Coaker, to have the office of Registrar of the Supreme Court and the Judgeship of the Central District Court still unfilled, but when the Customs keep certain offices open for no apparent cause he thought it time to cut that kind of thing out.

DR. LLOYD supported Mr. Coaker in relation to the filling of the offices referred to.

THE PREMIER said that no application for Registrar or Central District Court Judge had been received by the Government.

MR. HALFYARD also criticized the conduct of the Government re the Customs vacancies.

MR. COAKER then stated that he thought the Customs had added to its functions recently and had taken upon itself the right to loan officials to certain individuals in the city.

Mr. Coaker thought this course of procedure very improper and hoped that he would not again hear of any private individual going to the Customs and getting the loan of officials to do just what they pleased with. If it continues, said Mr. Coaker, it will be nothing surprising in the future to hear of any private individual applying to the Customs for help

was a danger of the teacher, after long service, not being fairly dealt with. After passing some sections further consideration of this bill was deferred until Monday.

The bill to consolidate the Statutes was next on the Order Paper. DR. LLOYD again criticized Section 5 and 6 in reference to empowering commission, etc.

Certain bills including the incorporation of the Union Electric Light and Power Co. was deferred until Monday.

The House then adjourned to meet at 2 o'clock on Monday.

GLEANINGS OF GONE BY DAYS

APRIL 1.

PRINCE BISMARCK born, 1815. Right Hon. Sir W. V. White-way, P.C., K.C.M.G., born in Devon, 1828. Steer & Ayre opened business, 1854.

Steamer Atlantic lost on Sambre Shoals, near Halifax (546 drowned, 415 saved); the rescued principally owed their lives to the coolness and bravery of third officer Brady, whose heroic conduct on this occasion has never been surpassed, 1873. Bishop Mullock buried, 1869. McLoagall & Templeton opened business, 1870. Thomas MacMurdo, druggist, died, 1880.

Alexander D. Rankin opened business, 1873. First steamer in, Proteus, Capt. Pike, 14,665 seals, 1883. Capt. James Power died, 1888. First steamer in, Osprey, Capt. Gwilver, 5,500 seals, 1885. Robert Templeton opened business, 1892. Edwin Murray opened business, 1894. E. M. Jackman opened business, 1889.

James F. McGrath appointed Governor Penitentiary, 1895. C. L. March opened business, 1897. Rothwell & Bowring began business, 1887.

APRIL 2. St. Patrick preached at Tara, 432. George Hutchings and others petitioned Assembly against creating St. John's a corporation, fearing taxation by irresponsible persons, 1834. Rev. Father Edward Trop died at Torbay, 1872. Steamer Tigris blown up at the ice; 21 men killed, 1874. Colonel Alexander Robe, R.E., died here, 1849. John McCarthy married, 1866. First parade of United Fishermen at funeral of Thomas Wilkie, 1876.

The Telegram registered, W. J. Herder, proprietor, 1879. Philip Keough, Ferryland, presented with silver medal by Sir F. B. T. Carter, from Royal Humane Society, for saving life, 1884. James Stewart of J. & W. Stewart elected member for Greenock, 1880. Dr. Henry Shea appointed resident physician to St. John's Hospital, 1889. F. Windsor, ex-Chief St. John's Fire Brigade, sailed from Newfoundland, 1889.

IN NAVY'S DEBT. London Times.—It is to the navy, and particularly to the grand fleet, that we owe our safety every hour and the plenty of our daily bread. And on that safety and plenty depends our ability to give our allies the support in men, money and materials without which they could not long sustain the onslaught of the enemy. That is what the grand fleet have been doing, and are doing, not for Britain alone, but for the whole world, whose freedom is at stake. "The world," Mr. Balfour said, in a weighty sentence, "has yet to know, and it does not yet know, how much it owes to the British fleet, and how the assured victory which is coming to us in the future is coming at least as much as the gift of the British navy as it is of the splendid valor of the allied troops, whether British or foreign." When the great drama is seen in its real relations the part of the fleet will be rightly appreciated.

A BETTER OUTLOOK. High Brow.—"The French have gained four hundred meters from the end. Mrs. I.R.N. Steel—"How splendid! That should help to put a stop to those dreadful gas attacks!"

Reid-Newfoundland Co. SOUTH WEST COAST. S.S. "Glencoe" will sail from Placentia on Monday, April 3rd, after arrival of 8.45 train from St. John's, calling at the usual ports between Placentia and Port aux Basques. REID-NEWFOUNDLAND COMPANY

Mr. Jennings' Practical and Convincing Speech

In Reply to Speech from the Throne Delivered in House of Assembly March, 1916.

MR. JENNINGS.—Mr. Speaker, I wish to take advantage of this opportunity to make a few remarks in relation to the subject matter now before the House. It seems to me that the Speech from the Throne this session makes the task of the Opposition rather easy, because to a superficial observer like myself it seems that there is not a great deal in it to criticize, even if I were inclined for that kind of work. I wish in some measure to endorse the sentiments expressed by other honourable members as regards those public men who have passed to the Great Beyond since last session. They have gone the road we have all to travel, and it should be a lesson to each of us that in the days to come we have to give an account of ourselves, and we should endeavour to put in our time so that we will not be ashamed when that time comes. You will excuse me for introducing that little sermon.

Our Duty to the Empire Now, with regard to the part of the Speech dealing with the great conflict that is going on over across the waters. To my mind there should be only one opinion as regards our duty to the Empire of which we form so small a part. I say here to-day, and I say it deliberately, that it is a matter of regret that the District I represent has not responded to a greater extent than it has. I believe we stand fairly well with regard to the land forces, but I am perfectly well aware that the figures are made up to the extent they are because of the response made by Grand Falls; but we all know that the men who are coming from Grand Falls are not all natives of the District of Twillingate. However, as regards Twillingate, there are reasons that it would not serve any purpose for me to mention in the House. Living in the District I have had occasion to find out the reasons why the response has not been greater, especially in Twillingate proper. As far as I am concerned I have used every means that I considered proper on my part to show the position as it appeared to me. Personally I say this to the country that if I were a young man, medically fit to go to the front, and with no higher duty claiming my services and I did not enlist, after this conflict was over I should be ashamed to lift my head and look into the faces of those who had been out at the front.

Suggests a Recruiting Station at Twillingate. I trust, Mr. Speaker, that a greater response will be made to the needs of our Empire. I would like to suggest here in this House a measure which I think would bring about a greater degree of success in the District of Twillingate, and that is, if it could possibly be managed, to have a small recruiting station at Twillingate proper. I believe that would have the effect of bringing our young men there face to face with their duty to the British Empire. I am very pleased to see from the address that this session will probably close without any additional taxation being placed upon our people. I hope that this pleasing impression will not be dissipated before the session closes. I am not so foolish as to think that our responsibilities are not growing. I know that the greater the duties which we undertake on behalf of our Empire the greater our financial responsibilities will be, and I don't believe that any right-thinking man in the country will grumble if his individual financial responsibility is increased on that account. At the same time I heartily endorse the sentiments expressed by Mr. Cliff, when he says that it is the duty of the Government to see whether it is not possible to bring about some retrenchment, and by saving money in that way exclude the necessity of increasing taxation if the need arose.

The Question of Prohibition. I will pass on now to the last paragraph of the address, that referring to prohibition. It was very pleasing to those who supported prohibition in the recent election, to see that proposition from the Government. It was generally understood, I think, outside, that all the litigation in connection with this matter had been withdrawn, and it was an unpleasant surprise to me yesterday to hear the statement by Dr. Lloyd that litigation

gone through it carefully, and I can only find eight persons, contractors in every case, who asked directly or indirectly for this permission, with the exception of a few persons at Point Leamington who signed Mr. Yates' petition, probably the Government believed that those were representative people, and were in need; but I want to tell the House here to-day that 80 per cent. of those engaged in this work in the district of Twillingate this winter did not go there because they were in need. They went there because they saw a chance to earn a dollar. Hundreds went there because they looked at the matter in this light: Well, if it is going to be destroyed it is just as well for me to go there and earn a dollar as anybody else. Over half the men who went there were young men, who had done well at the fishery and had money in their boxes or in the banks—to their credit he said. I merely state this to show that there was no necessity for this cutting.

Hardly Any Timber Left in District Now. The Honourable Premier expressed the opinion that perhaps the destruction was not as great as it seemed. Well, the first winter that I attended the session of this House, in order to get to Lewisporte I had to walk over a neck of timber (reserved since under the New Saw Mills Act) about six miles long and three wide, and I was surprised to see the splendid timber that was on that neck of land. There were possibilities of building probably a dozen vessels there, from fifty tons down. I came through that neck just a few days ago, and you could hardly get enough timber there to build a trap boat. Men who were on that neck this winter told me that they cut sticks there and saved them up for pit-props as large as a barrel in the butt, and long enough to make a mast for a 30-ton vessel. Now, that is the condition of affairs on the south side of the Bay, at any rate. Now, what makes it all the more important that this timber should be reserved is that two-thirds or more of our timber limits have been destroyed by fire, and it will be generations before we get a growth there of any commercial value.

Who Told The Barreled Lie? I have here before me to-day letters from two different individuals, in reply to some correspondence, I gather either from the Prime Minister or the Minister of Agriculture and Mines. The first one that I shall read is dated October 9th, and is signed M. E. Martin. It is as follows:

Dear Sir:— I have your letter of the 22nd ult. with reference to cutting green timber for pit-props on what is known as the Three Mile Limit. Representations were made to the Government from various parts of the country as to the necessity of providing employment for the people during the coming winter owing to the failure of the fishery at the Labrador and in other parts of the Island. After due consideration it was decided that permission to cut pit-props on the Three Mile Limit should be given, and an order to this effect has been made. In doing this it was not thought practicable to restrict this permission to any particular section of the country, so that it applied generally to all places in the Colony. I cannot see, therefore, how I can advise the prohibition of such cutting in the particular place you mention.

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When I received that I said, well, I suppose what is done cannot be helped, but I made up my mind that if I was spared to attend this session of the House I would ask for the correspondence relating to this matter. Who were those people who made those representations, particularly from the District of Twillingate? Mr. Coaker has been to me yesterday to hear the statement by Dr. Lloyd that litigation

52 Freshwater Road, St. John's, Nfld., Oct. 9th, 1915. Rt. Hon. Sir E. P. Morris, St. John's.

Dear Sir:— I am in receipt of your letter of Oct. 5th and in reply would say as far as I know there are no pit props being cut anywhere North this autumn nor are there any contracts made for cutting this winter. The reason for this, at least as far as I am concerned, is because of the new law prohibiting the cutting of green wood on the three-mile limit. I will have shipped by the end of this season about 30,000 cords about 70 per cent. of which is green wood. Every lot of dry wood shipped has been a cause for complaint and this Company have advised me that unless I can supply green wood they will have to go to Canada and look for next year's supply.

Respectfully Yours, (Sgd.) M. E. MARTIN. The first one that I have read is dated October 9th (letter read). That letter is dated Oct. 9th, and hon. members will notice that he (Martin) says there were no contracts made at that time. This letter is dated October 8th,—one day before.

Lewisporte, October 8th, 1915. Dear Sir:— In reply to yours of Oct. 5th, I beg to say as follows:— M. E. Martin of St. John's or J. O. Williams, representing Evans & Reid of Cardiff, I am informed, arranging to cut pit props at Lewisporte, Looe Bay, Birch Bay, Boyd's Cove, Lord's Arm, Scissors' Cove and Norris Arm. P. LeGrow, of Springdale, and Richard Quirk of Fortune Hr. are also contracting for this wood, and it looks as though operations this year will be more extensive than last year. J. Manuel, of Exploits, has also arranged with T. Manuel & Co., of Looe Bay, to put numbers of men in the woods soon at this work.

The Horwood Lumber Co. will operate again at Lord's Arm, Scissors' Cove, Looe Bay, Dog and Gander Bays. The Birch Bay Lumber Co. I am also told are getting ready for this work too. There has been no pit props cut in this neighbourhood since August 31st, but I am told Richard Quirk of Fortune Hr. has men now cutting, others are about starting and in all probability by Nov. 1st pit prop cutting will be in full swing on a very large scale.

I don't know that I can inform you further just now, but as operations develop, I will be in a position to give you more definite information. I have the honour to be, Your obedient servant, (Sgd.) W. W. BRADLEY. To Rt. Hon. Sir E. P. Morris, K.C., St. John's.

Somebody Fooled The Government Now, the puzzle to me is—but perhaps I am going too far, I do not know whether I am very puzzled over it at all—which of these men is speaking the truth. There it is in black and white; it is not my proposition, there is something astray. One denial is dated Oct. 9th, and the other dated Oct. 8th. I am very sorry that condition of affairs is as it is, but it appears to me that there has been some—(I do not wish to use un-Parliamentary language)—un-straightforward work in connection with this business. I am safe in saying that in the District of Twillingate nine-tenths of the people residing there are against this business. The district of Twillingate has no timber to spare, and in any action that the Government will take with regard to this matter (viz. the preservation of timber), they can be confident that the people of Twillingate are behind them. I do not speak for other districts; I do not know so much about the affairs in other districts; I have not had the opportunity to know what condition of affairs obtains there; but when I speak for the district of Twillingate I speak of what I know, of what I have seen; and I trust that the Government will see that this matter is stopped now and for ever. I am sorry to say that it is, too late to save most of our timber; a lot of the timber is gone, never to return; the shipbuilding industry down there is in large measure ruined—for instance, it is impossible to build vessels like the "Nellie M." "Checkers" and other vessels that were built down there some years ago.

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\$61,322.73 SPENT ON HOME DEFENSE IN THREE MONTHS.

A HUGE GRAB FOR REID COMPANY & CROSBIE

An Awful Waste of Public Money--The Whole Affair a Pure Junketing Trip--Reid Co. Gets Over \$25,000.00 and Crosbie Over \$22,000.00--Other Rakes Amount to \$14,000.00. What Was it for?

Table with columns for date, name, amount, and other details. Total amount: \$61,322.73.

ion time and again that the men who missed the Government in this matter were contractors and not bona fide fishermen; and that opinion has been proved to me since I looked over this correspondence. How Many Feet Go To A Cord? There is one more matter in connection with this that I would like to refer to, and that is conditions connected with the measurement of this wood. There are two conditions existing down there with regard to the large contractors who employed men paid them by the month (or according to the nature of their contracts), and these employees are not concerned at all with the measurement of the wood. They go and do their day's work and are paid for their labour. The other condition is that there are some independent men (one or two or half a dozen) who cut this timber, and they have perhaps a kind of agreement with some contractor to buy the lot when it is cut. A number of complaints were made to me about the conditions surrounding the measurement. The men have had to give 135 to 145 feet per cord, and they have had also to be subject to measurement by contractor, which means that the contractor who bought the timber made his own measurement. One particular crowd of men, five or six men who were engaged for a month or two, told me they cut 15,000 sticks; the contractor who was to buy this timber measured it he gave them 90 cords. It is easy for anyone acquainted with this matter to see that there is something astray. I trust the Government will take immediate steps to remedy this state of affairs. More Harm Than Good I have been told by the men thus employed that they have not been able to maintain their families—even living down there with regard to the poorest kind of clothing—because of conditions surrounding their employment,—and this in spite of the fact that they worked from dawn to dark. If that state of affairs is to continue then the business is not as much of a blessing as it appears on the surface to be. I do not blame the Government for not seeing at the outset that this would be the result, or for not anticipating this trouble when this matter was brought up at the War Session in 1914. Nobody thought it would turn out as it has, and many thought that it would be a blessing for a great many poor men; but the proportions, the disadvantages and harmful results of the policy have assumed since the introduction of the measure prove that the enactment is not the blessing that it was at first thought to be. I trust the Government will take the necessary steps to change this condition and introduce remedial measures immediately.

Special Values in Stylish Tweed --Suits for Men-- WE have just opened a splendid lot of MEN'S READYMADE SUITS, that were especially selected for Spring Wear, in a handsome array of Neat, Dark Patterns. It will pay you to examine them before you buy your next Suit—you'll be able to get the particular Weave, Design, Quality, Style and Fit, in the English, Canadian, or American cut, that will thoroughly please you, from our representative stock. Here are a few prices:— MEN'S TWEED SUITS. A good weighty quality, correctly cut, in neat, dark patterns, splendid value, latest style. Sizes: 3, 4, 5, 6 and 7. Price a Suit \$8.00. MEN'S TWEED SUITS. A serviceable quality in dark, neat patterns, that for style, fit, finish and wear, is hard to equal at the price. Sizes: 3, 4, 5, 6 and 7. Price a Suit \$9.00. MEN'S TWEED SUITS. Splendid English, Brown and Grey mixed tweed—the qualities that most Men like. Correct style, perfect-fitting, finished with a good quality of lining and inter-lining. Sizes: 3, 4, 5, 6 and 7. Price a Suit \$10.00. MEN'S TWEED SUITS. Excellent assortment in this bunch to select from. Here you'll find different weaves, in the finer grades of English and Scotch tweeds—in Browns, Greys, etc., in neat and dressy pin-stripes and the striped and checked shadow effects. Special care taken by the makers to give a correct fit or lay to the collar and extra pains devoted to give a shoulder supremacy not usually found in readymade clothing. You'll get splendid wear from these high-class suits and above all you are assured a perfect fit, correct style, best linings and inter-linings. Sizes: 3, 4, 5, 6 and 7. Prices a Suit \$12.00, \$13.00, \$14.00. MEN'S FINE TWILL SERGE SUITS in Dark Navy Blue—good quality, correct style—perfect-fitting and excellent finish. Sizes: 3, 4, 5, 6 and 7. Prices a Suit \$10.50, \$12.00, \$13.00, \$14.00, \$16.00, \$18.00. Every item that goes to make a suit perfect is put into these Special Suits. Come in and examine them? On and after SATURDAY our Stores will remain OPEN during Meal Hours. Anderson's, Water Street, St. John's.

CHURCH SERVICES

Cathedral of St. John the Baptist—Holy Communion at 8 a.m.; also on the first Sunday of the month at 7 and 12.15. Other services at 11 a.m. and 6.30 p.m. St. Michael's Mission Church, Casey Street—Holy Communion at 8 and 11 on the 3rd Sunday of the month; and at 8 on other Sundays. Other services, 11 a.m. and 6.30 p.m. St. Thomas's—Holy Communion on the third Sunday in each month at noon; every other Sunday at 8 a.m.; Holy Communion on Saints' days at 7.30 p.m.; Children's Service, 3.45 p.m.; Evensong and Sermon, 6.30 p.m. ST. THOMAS'S—The sixth of the series of sermons on "What Men Live By" will be delivered at the 6.30 service to-morrow evening. The subject of the sermon is "The Elements of True Worship." All are welcome. Christ Church, Quidi Vidi—1st. Sunday in month, Matins at 11 a.m.; 2nd. Sunday in month, Holy Communion, 8 a.m.; 3rd. Sunday in month, Evensong at 6.30 p.m.; 4th. Sunday in month, Matins at 11 a.m.; Evensong at 3.30 p.m. on the 1st, 2nd and 4th Sundays in the month. Virginia School Chapel—Evening Prayer every Sunday at 3.30 p.m. PARISH OF ST. MARY THE VIRGIN, ST. JOHN'S WEST. Sundays—Holy Communion every Sunday at 8 a.m.; also on the first Sunday in each month at noon. Fridays—Evensong and Sermon at 7.45 p.m. Holy Baptism—Every Sunday at 3.30 p.m. Public Catechizing—The Third Sunday in each month at 3 p.m. Sunday School—At 2.30 p.m. in the Parish Hall. Young Women's Bible Class—Every Sunday at 3 p.m. in the Parish Room. The Holy Communion with special intercessions on behalf of the War is celebrated on the first Wednesday in each month at 10.30 a.m. Brookfield School Chapel Evening—Every Sunday at 3 p.m. Sunday School—Every Sunday at 4 p.m. St. Matthew's Church, The Goules. Evensong—Every Sunday at 3 p.m. Asylum for the Poor Holy Communion—The first Sunday Matins—Every Sunday at 9 a.m. METHODIST. Cowie St.—11. Rev. H. Royle; 6.30. Rev. D. B. Hemmeon. George St.—11. Rev. C. A. Whitmarsh; 6.30. Rev. N. M. Guy. Cochrane St.—11. Rev. N. M. Guy; 6.30. Rev. C. A. Whitmarsh. Wesley—11. Rev. D. B. Hemmeon; 6.30. Rev. H. Royle. Presbyterian—11 and 6.30. Rev. J. S. Sutherland. Congregational—11 and 6.30. Rev. W. H. Thomas. S. A. CITADEL Sunday Services—7 a.m., Prayer Meeting; 11 a.m., Holiness Meeting, Adjutant Brace; 2.30 p.m., Funeral Service; 7 p.m., Revival Service, Mrs. Brace. Weekly Meetings: Monday, Local Officers Meeting; Tuesday, 8 p.m., A Public Enrollment of Recruits; Wednesday, Soldiers' Meeting; Thursday, A Concert Girls Guards. WESLEY—To those not affiliated with any Church, a special invitation is extended by the Wesley Pastor and congregation to attend service on Sunday. The subject for the evening service "The Real Presence." WESLEY A. B. C.—To-morrow afternoon at 2.45. W. F. Coaker, Esq., M. H. A., will address the members of Wesley Bible Class. Subject: "Problems to be Faced." Every member is asked to make a special effort to attend. Visitors will receive a hearty welcome. ADVENTIST—Subject: "Did Christ change the Sabbath?" All welcome. D. J. C. Barrett, Evangelist. His Lordship the Bishop will preach at St. Mary's Church to-morrow night; a good attendance is requested. CHRISTIAN'S BORAX SOAP GUARANTEED PURE Save the Wrappers, they are valuable. \$10.00 will be given the person saving the most for 1916. M. A. DUFFY, SOLE AGENT. Agents Wanted.

ENLISTMENT BRISK PAST FEW DAYS

Men Are Fine Physique and Easily Pass Medical Examination—Big Batch From City Joined the Past Few Days—Over 3200 on Roster Now The volunteers drilled in the Armory yesterday and had a swimming parade to the Seamen's Institute, after which the men received their fortnightly pay. There are now 3,196 enlistments with the addition of the following: Geo. Seabright, Botwood. Sidney Adams, Botwood. Job Heath, Botwood. Norman Clarke, Botwood. Thos. Hancock, Botwood. Fred Sheppard, Botwood. Leonard Napier, Port Blandford. Christopher Murphy, Kitchicous, C.B. Sam Burton, Port Anson, Green Bay Rd. White, Bacon Cove, C. B. Jno. Leo Flynn, Bishop's Falls. Wm. Ivany, Hodder's Cove. Smith Sound, T.B. M. Larkin, St. John's. Hazen M. Frazer, St. John's. Edmund Kelly, St. John's. Stanley B. Hussey, St. John's. Harold Adams, St. John's. Frank Power, St. John's. Jno. Noseworthy, St. John's. J. W. M. Tessier, St. John's. Jno. White, St. John's. Albert Chapter, St. John's. Jas. Martin, St. John's. L. A. Devine, St. John's. Jno. Arch. Crane, St. John's. Harold Walsh, St. John's. Patk. Brown, St. John's. Gerald F. St. John, St. John's. Chesley Barnes, St. John's. Wm. O'Neil, St. John's. Jno. J. W. Walsh, St. John's. Jos. Ingram, St. John's. Jno. Rockwood, Heart's Content. Nath. Ryan, Heart's Content. Jno. Rose, St. Brendan's B.B. Samuel S. Reid, South Dildo, B.B. Geo. L. Burton, Hr. Buffett. Rd. Dicks, Hr. Buffett. Alfred A. Hollett, Hr. Buffett. Moses A. C. Ingram, Hr. Buffett. Wm. L. Masters, Hr. Buffett. Chesley T. Dicks, Hr. Buffett. Malcolm Chambers, Hr. Buffett. Alfred Dicks, Hr. Buffett. Alec. T. Butcher, Mussel Hr. Arm. P. B. Jno. Hy. Warren, Tack's Beach. P. B. Geo. Pollett, New Hr., T.B. Ernest P. Woodman, New Harbor, T. B. Roy L. Balsam, Clarenville. Wm. Ed. Noseworthy, Clarenville. Kenneth Driscoll, Clarenville. Alexander Pierce, Clarenville. Alonzo Eddy, Clarenville. Belot Bursey, Clarenville. Rd. P. O'Driscoll, Clarenville. Ralph Balsam, Clarenville. Wm. J. Kearley, Blaketown. Allan Caravan, Bay Roberts. Percy Mercer, Bay Roberts. Jno. Shea, Pouch Cove. Jas. Moore, Pouch Cove. Redmond J. Power, Bay St. George. Neil A. Gillis, Highlands, Bay St. George. Isaac S. Dyke, Southern Bay, B.B. The men enlisting in the Regiment these days are chaps of fine physique. Thursday 28 were examined by the doctors and only three were rejected. Fire Alarm Last Night At 11.15 last night an alarm of fire was sent in from the Central and Eastern men to the Knights of Columbus building where the soot in the chimney had ignited. The fire fighters services were not required. Kyle's Passengers The S.S. Kyle arrived at Port aux Basques at 9.30 yesterday with the following passengers:—R. G. French, L. Clarke, E. B. Waley, J. Baxter, F. Pittman, Mrs. J. Currie, Mrs. J. R. MacKay and W. Squires. Invalided Soldiers Coming Home We learn that Dr. Paterson will leave here by the express to-morrow for St. John, N.B., where he will meet some 15 of our boys who have been on active service, and who are invalided home. "Terra Nova" Coming Home We hear that this forenoon a message was received in the city to the effect that the S.S. Terra Nova, Capt. S. B. Winsor, was coming home loaded. The ship should carry about 27,000 of the heavy seals killed this spring. The S.S. Meigle is now bound here from Port aux Basques direct, having finished the service on the S.W. Coast.

LOCAL ITEMS

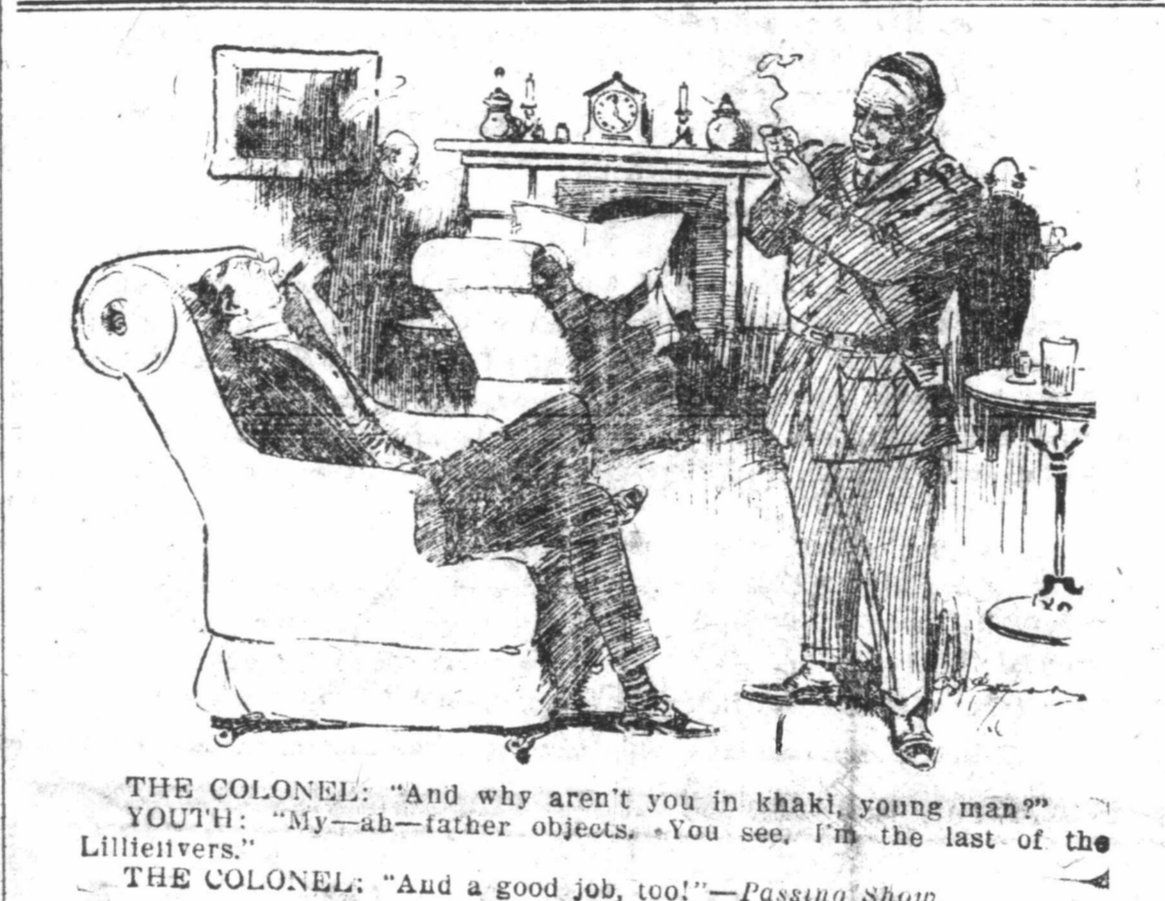
The S.S. Stephano left Halifax this morning for this port. Seal Cove reports White Bay full of ice to-day and a few seals seen there. Mr. Pat O'Brien of Bell Island, who had been here on business for a few days, left for home to-day. Job Bros. & Co. had a wireless last evening from Capt. W. Winsor of the S.S. Blandford, saying:—"Got 18,000; ice loose." The steamers Gracenia and Rappanoch should shortly leave Glasgow and Liverpool respectively for here and will bring out large cargoes of spring goods. The S.S. Gracenia which sustained some damage while on her way to this port and put back to Glasgow, should have left Thursday but no news of this has been received. Const. Forsey of the West End some time ago picked up some post cards sent by a volunteer named Lane on active service to his mother down North. The officer posted them and yesterday received a cordial letter of thanks from the soldier's mother. Miss Isabel Caldwell, sister of Mr. W. Caldwell of Bowring Bros. office, was recently appointed Superintendent of Nurses at Dr. Enloe's private hospital at Chico, California. The position is an important one and Miss Caldwell secured it on merit, over 100 other applicants, all trained nurses. We congratulate the young lady on her success.

CIVIC COMMISSION WEEKLY MEETING

Very Little Doing Last Night—Mr. Longley Sends the Council a Credit Note For \$30.76 Overcharge—Engineer Kept Busy The Chairman, Mr. Gosling, presided at last night's meeting of the Civic Commission. The Secretary of the Board of Works wrote that the Board was not responsible for effecting repairs to Battery Road as stated in a letter from the Commission. F. Longley, New York, stated in a letter that \$30.76 overcharges collected had been placed to the Commission's credit. The condition of Water Street, near the Bank of Montreal, referred to in a letter has been attended to. H. J. Brownrigg's complaint as to the state of the sidewalk near his place, has been referred to the Engineer. John Flynn's request to repair house 372 Water Street was referred to the Engineer, as was the complaint of Mr. W. McCarthy as to the condition of McKay Street. Official Sealing News Wireless to Postmaster General: VIA FOGO—Florizel, Erik, Terra Nova and Samuel Blandford, report crews aboard; all well. CAPE RAY—Viking, Ranger, Diana and Seal, all well; no men on ice. During the week 10 cases of diphtheria were reported here and 8 residences were released from quarantine. There are now 25 ill of the disease in hospital and two are being treated at home.

OUR THEATRES

THE NICKEL A charming programme was that presented at the Nickel theatre yesterday. It was witnessed by hundreds of delighted patrons who spoke very favorably of each picture. The subjects had been specially selected and they were shown in a perfect manner. This afternoon there is the regular weekly matinee for the little ones when extra pictures will be put on. The door open at 2 o'clock and the children should go early so that they may enjoy the whole programme. This evening last night's bill will be repeated. Very Dangerous Proceeding Yesterday a gentleman on Water Street, related a story to our Representative, which goes to show how thoughtlessness and carelessness may jeopardise the lives or health of innocent people. This gentleman says that a few days ago he met a man from an outport, who is suffering from a bad attack of cancer of the lip. He questioned the man and discussed that he had been taking his meals at restaurants and other places, and was quite surprised when our informant pointed out to him the risk he was running of communicating the dread disease to people who frequent such places. When asked if he had separate eating and drinking utensils in his own home he said he had not as he did not think such were necessary. Of course it is almost impossible to cope with a matter of this kind without infringing on the liberties of the individual. Still the danger to be apprehended from such circumstances demand that some measure of prevention should be taken by those who have the authority to do so. The S.S. Prospero Lands Sick Man The S. S. Prospero which left here yesterday going West returned to port to-day and when Dr. Campbell had boarded her landed a steward named Roland Courage who is suffering from measles. She got in here at 6 a.m. to-day. She called at Trepassy with the man last evening but he could not be landed as cared for there. Dr. Giovannetti pronounced the disease from which he suffered as scarlet fever, but Dr. Campbell diagnosed it as measles. When he was removed to Hospital the ship was fumigated and disinfected, and resumes her voyage this afternoon. Another Nfld. Hero. Within the past few days particulars have arrived here of the death of Pte. James Tibbo, son of Mr. Rd. Tibbo, of Lime Street, who was killed in action on Gallipoli. This young hero when volunteers were called for to go out to the aid of St. John Fitzgerald, who also lost his young life there, was the first to volunteer for the service and had not far advanced when he was shot dead by a Turkish bullet. Pled Guilty To Larceny A man named Piercy of St. John's, one of the crew of the S.S. Neptune, was arrested yesterday on a charge of stealing \$16 and a ring valued at \$4 from a man named Antle the evening before the ship sailed. The particulars of the case were given by The Mail and Advocate at the time. Both were drinking together and Piercy brought Antle when he became helpless out of a cove to Water Street and reported the man's condition to the police. Previous to this he had gone through him and relieved him of his purse, money and ring. He pleaded guilty before Mr. Morris, K.C., to-day and was fined \$10 or 30 days and also to pay back the money. The police found the ring on him. Gall Personified All over the city to-day intense indignation is expressed over the story that has gained currency that a party who not many years ago entered this country and who has prospered greatly since coming here at the curlers' meeting a few nights ago spoke in a most disparaging way of Newfoundlanders. It is stated that some present resented this party's conduct in a pretty sharp manner but an easier way to have disposed of such an ingrate would have been to have dropped him through the most convenient window. ADVERTISE IN THE MAIL AND ADVOCATE



THE COLONEL: "And why aren't you in khaki, young man?" YOUTH: "My—ah—father objects, 'You see, I'm the last of the Lillitwens.'" THE COLONEL: "And a good job, too!"—Passing Show.

Men's Mission Closes

The mission for men conducted the past week at the Cathedral by the Passionist Fathers will close to-morrow night when a collection will be taken up to defray the expenses and no doubt a liberal response will be made. The Fathers all the week have been busy men from 5 each morning when the first mass is said till 10 at night. The women's mission at St. Patrick's will open to-morrow evening.

The Highlanders Reserve Force

Last night at the Presbyterian Hall the Newfoundland Highlanders and their friends met to consider the matter of forming a Reserve Battalion in connection with the Brigade. Lieut.-Col. Paterson presided and Major McKay and several others present addressed the gathering. The idea was well received but further consideration of the matter was deferred to a later meeting.

THINKS COAKER'S IDEA PROPER ONE

Says Tuberculosis Note Should be Added to Old Age Pension Fund—The Money is Now Simply a Wasted Vote (Editor Mail and Advocate) Dear Sir,—I read with much pleasure Mr. Coaker's suggestion in the House of Assembly a few days ago that the Tuberculosis vote should in future be dropped, and that the amount voted under this heading should be added to the old age pension fund. This is well worthy of the House's consideration. This money, as at present administered, is an absolute waste, and no adequate return is given, and if it was added to the Pension Fund, a few well worn-out fishermen would have the benefit of it. I hope Mr. Coaker will not let this matter drop. Yours truly, REVENUE. St. John's, Nfld., March 30, 1916. Sailors Get \$50.00 Per Month Before the S.S. Turret Court sailed for Manchester to-day Capt. McDonald asked Mr. M. Cullen, N.R.N., to get him two seamen for the ship. He secured J. Collins, who only recently arrived from service in the British Navy in the North Sea and also Martin Burke, a Boer War veteran and as fine a seaman as St. John's could afford, he being also a navigator. The captain was very pleased with the men and gave them \$50 per month, the highest wages ever given seamen out of Newfoundland. If Burke wishes to remain on the ship the captain will make him bosun. Boom in Motors There is lately a boom in motor selling to our fishermen. Mr. Trask of L. M. Trask to-day told our reporter that in 48 hours they had sold 55 motors, ranging from 3 to 15 h.p. Small Pox Disappeared We learn from Dr. Brehm that small pox has disappeared from Port Rexton, T.B. The woman who was ill of it is quite recovered and the house released from quarantine. "Lady Sybil" Assists "Fogota" The S.S. Lady Sybil in command of Capt. Dalton leaves here this afternoon to go to the assistance of the Fogota now towing the S.S. Farley, a ship of 4600 tons, to Halifax. The Fogota and tow, which is a heavy one, are making 2 knots an hour and are over 200 miles from Halifax. Newfoundland Saloons Will Open in Brooklyn We hear to-day from a reliable source that several of our local saloon keepers in the event of prohibition becoming law will transfer their business to Brooklyn, N. Y., where they will take out licenses and carry on business. At least two have been abroad and examined the prospects and these will locate there before the Act becomes enforced. READ THE MAIL & ADVOCATE Strike on Dutch Liner NEW YORK, Mar. 31.—The crew of the Holland-American liner Rymam, which was injured by a mine when started from here last trip from New York, has gone on strike, delaying the sailing of the steamer from Rotterdam, according to cable advices received at the Company's offices here to-day. The ship had been undergoing repairs at Rotterdam, and was to have sailed last Wednesday. Huns Sink Hospital Ship ARIS, Mar. 31.—The hospital ship Portugal has been sunk in the Black Sea, by a German torpedo boat or submarine, with a large number of wounded aboard, according to an announcement by the Official Press Bureau to-night. It is said that the Portugal had Red Cross signs conspicuously displayed. Boy's Leg Broken A boy named McCormick of the South Side had his leg accidentally broken yesterday evening by a team going over it. He was taken to hospital in the ambulance.

War Messages

Tug Sent to Assist "Aurora" WELLINGTON, N.Z., via London, Mar. 31.—A wireless despatch just received from the Aurora, says:—"We are getting towards Snares Islands, under the influence of wind and sea. We are unable to manoeuvre the ship owing to damage to the jury rudder." The authorities are sending a tug to the assistance of the Aurora. Snares Islands lie in the South Pacific Ocean, south of New Zealand's easternmost point, being in latitude 48 degrees south, longitude 66.3 east. A wireless despatch from the Aurora, auxiliary ship of the Shackleton Antarctic Expedition, dated March 30th, reported the vessel 250 miles southwest of Port Chalmers. Thanks Are Due to Red Cross Commissions of Neutral Countries BERLIN, Mar. 31.—A representative of the Government outlined in the Reichstag to-day as regards German prisoners of war, that in Russia and Japan the activities of a delegation representing Red Cross Commissions of neutral countries, had resulted in greatly improving the conditions for prisoners. He voiced appreciation of the important services thus rendered. As regards conditions in Britain, the situation of war prisoners was not unfavorable, the Reichstag was told; while in France conditions were rather the reverse, in many cases, there being complaints of insufficient food supplies in several places where prisoners were kept. Nine Groups Are Called to Colors LONDON, Mar. 31.—Nine groups of married men, who attested for service under the Derby plan, are to join the colours on May 5th. The groups concerned are Nos. 33 to 41, consisting of men from 27 to 35 years of age. It is the calling out of these men before all eligible single men have joined the Army, that has caused so much agitation throughout the country. In consequence of this feeling, the earlier summons issued to these men was cancelled. Hurried off to New York LEWES, Delaware, Mar. 31.—Ernest Schiller, the German sowaway, was taken from jail here to-night by detectives and hurried across country to Garrison in an automobile. From there, it was said, he would be taken by train to New York. Detectives said they received information that attempts would be made to rescue Schiller, and with consent of the local authorities they decided to take him to New York! 69 Bags of Parcel Post Matter Destroyed NEW YORK, Mar. 31.—Fire which broke out in the main room of the Holland-American Line steamship Veendyke, while the ship was lying in the Downs on March 14th, partially destroyed and damaged 69 bags of parcel post destined for Canada and Japan. This was learned to-day from officers of the ship, which arrived here late yesterday from Rotterdam. Strike on Dutch Liner NEW YORK, Mar. 31.—The crew of the Holland-American liner Rymam, which was injured by a mine when started from here last trip from New York, has gone on strike, delaying the sailing of the steamer from Rotterdam, according to cable advices received at the Company's offices here to-day. The ship had been undergoing repairs at Rotterdam, and was to have sailed last Wednesday. Huns Sink Hospital Ship ARIS, Mar. 31.—The hospital ship Portugal has been sunk in the Black Sea, by a German torpedo boat or submarine, with a large number of wounded aboard, according to an announcement by the Official Press Bureau to-night. It is said that the Portugal had Red Cross signs conspicuously displayed. Boy's Leg Broken A boy named McCormick of the South Side had his leg accidentally broken yesterday evening by a team going over it. He was taken to hospital in the ambulance.

LINEN SHOWER Altho' Linen Goods have advanced considerably, we will sell AT REDUCED PRICES White Linen Table Covers, from \$1.00 to \$3.50. Unbleached Linen Table Covers, from .50c. Tray and Side Board Cloths. DAMASKS. Unbleached Table Damask, from .25c. White Table, "Extra Value," from .35c. to \$1.20. TOWELLINGS. White Linen Towelling, .10c. and 12c. HOLLANDS. Finest White Hollands, from .11c. to 25c. PILLOW COTTON. Extra Value, 40 and 42 in. .25c. and 30c. BUTCHERS' LINEN. Very Fine, 40 and 38 in. .35c. and 45c. Nicholle, Inkpen & Chafe Limited. 315 WATER STREET 315 Agents for Ungars Laundry & Dye Works.

Boom in Motors

There is lately a boom in motor selling to our fishermen. Mr. Trask of L. M. Trask to-day told our reporter that in 48 hours they had sold 55 motors, ranging from 3 to 15 h.p.

Small Pox Disappeared

We learn from Dr. Brehm that small pox has disappeared from Port Rexton, T.B. The woman who was ill of it is quite recovered and the house released from quarantine.

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We hear to-day from a reliable source that several of our local saloon keepers in the event of prohibition becoming law will transfer their business to Brooklyn, N. Y., where they will take out licenses and carry on business. At least two have been abroad and examined the prospects and these will locate there before the Act becomes enforced.

READ THE MAIL & ADVOCATE

V. C. and British Colonel Dark, Mixed IS GREAT. TRY IT At the Royal Cigar Store, Bank Square, Water Street. WANTED—AN EXPERIENCED BOOKKEEPER and STENOGRAPHER. Good wages; reference required. Apply BRITISH CLOTHING COMPANY.—mar28 COAT AND VEST MAKERS WANTED—Good wages and constant work. Apply to BRITISH CLOTHING COY.—mar25,31,tf