

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

THE MAIL AND ADVOCATE.

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

Vol. II. No. 94.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, APRIL 27, 1915.

Price:—1 cent.

Biggest Engagement of the War Now in Progress Around Ypres

ALL ENGLAND AWAITING THE OUTCOME WITH ANXIETY

Germans, After Successful Coup, Now Aiming At Dunkirk and Calais

A Writer Describes the German Movement as a Masterly Tactical Counter Stroke—The Battle Likely to Last Some Days—Germans have Vast Reserve of Men and Machinery—Austria Claims Successes in Carpathians

London, April 27.—A tremendous battle begun by a German attack on the Allied front around Ypres, on the plains of Flanders, continues with undiminished fury. Britain, like the rest of Europe is awaiting the outcome with undiminished anxiety. Even the news that the Allied Fleet and Army had commenced an attack on the Dardanelles, and that troops are advancing against the Turkish entrenchments, which a few days ago would have aroused immense enthusiasm, has received only passing attention in face of the stakes which are being fought across the English Channel.

While the majority of those capable of forming an opinion believe that the Germans, by the stroke they have delivered against the British, French and Belgians, are once again aiming at Dunkirk and Calais, there are other who believe that it is only a feint in force to draw the Allies' reserves, while preparations are being made for an attack on some other part of the long line.

Whatever are the intentions of the Germans, they certainly have made a successful coup, which, while it did not break, did ding the Allies' lines. The Canadians, who were holding the British portion of the lines, were first to recover themselves, and in a counter-attack, the praises of which are ringing throughout the Empire, recaptured the round they had been compelled to give up. Since then, with their comrades, they have successfully withstood the German assaults. The French and Belgians, who received the blast in fuller force, and were driven back across the Canal between Bessines and Steenstraete, were not much slower in recovering, and according to French official reports, succeeded in regaining possession of the Canal banks and much surrendered territory East.

There is no inclination here however to belittle the initial success of the German sweep, or the work that is before the allied armies.

A writer in the Pall Mall Gazette describes it as a masterly tactical counter stroke declaring, if Germans have waited long to take their revenge for Neuve Chapelle they have taken it now.

By getting across Canal it is pointed out the Germans gained for the moment a command of new roads, and if they had not been driven back we would have been forced to a readjustment of the whole Allied line in the region of Ypres.

Official reports throw little light on the progress of the battle, but news from Holland gives information of a cannonade last night which was more severe than ever.

Long trains of German reinforcements going to the front are passing equally long trains of wounded, bound for base hospitals.

There is no likelihood that the battle will be over for some days to come, as the Germans have made immense preparations of men and material for their offensive which has forestalled that of the allies.

That there is no shortage of either men or munitions is shown by the

British Official Report

London, April 26 (official).—The general attack on the Dardanelles was resumed yesterday by the Fleet and Army. The Army's landing, covered by the fleet, began before sunrise at various points, on the Gallipoli peninsula. Despite serious opposition from strong entrenchments protected by barbed wire, it was completely successful. Large forces were established on shore before night. Landing of the Army and the advance continues.

The French Government reports counter-attacks near Ypres. They have regained part of the lost ground. The village of Lizerne, captured by the Germans on the left bank of the Yser Canal, was recaptured by Zouaves and Belgian Carabiniers. Appreciable progress has been made on the right bank of the Canal. The British troops have maintained all their positions on our right.

Enemy attack in Champagne, Artois and the heights of the Meuse have failed.—HARCOURT.

Lloyd George's Annual Budget

London, April 26.—Chancellor Lloyd George will announce the annual budget on May 6th. On Wednesday he will make his promised statement on the drink question.

Street Car Men Object to Women

Cardiff, April 26.—At a mass meeting of street-car men held yesterday, resolutions were passed, protesting against the employment of women conductors, and warning the City Council that if it persists in its policy of using women as conductors, the men will refuse to work with them.

Kron Prinz Wilhelm Interned

Washington, April 26.—Capt. Thierfelder, commander of the German commerce raider Kron Prinz Wilhelm, late to-day informed Collector of Customs Hamilton at Newport News, Va., that he would intern his ship of war in America. The commander presents this note: "Herewith I have to officially inform you I intern."

Belgian Artillery Repels Germans

London, April 27.—The following Belgian official report on the progress of hostilities dated April 26, was given out in London to-day:—

"Last night our infantry repelled three attacks made South of Dixmude by the Germans, who again are using asphyxiating gases. The Germans sustained heavy losses.

"To-day along our front the artillery of the enemy has shown a certain amount of activity. Our artillery replied with success, and by a strong fire proved of useful help to the French.

"These troops made an attack on Lizerne, which yesterday fell into hands of enemy, but which was wrested from them again this afternoon."

French Official

Paris, April 27th.—North of Ypres we have secured progress on left of battle front, repulsed enemy and inflicted on him heavy losses. Germans have again used asphyxiating gas but a method of protection has been employed by us, and Allies, and is giving excellent results. A sharp infantry engagement occurred near Fay north of Chaulnes for possession of excavations produced by explosion of a German mine, our troops dislodged the Germans and held on in spite of two counterattacks.

In Champagne near Beausejour the Germans delivered an attack which was immediately checked. On Meuse heights the German attacks on the front of Eparges, Stremy and Calonne trench have utterly failed. In spite of the extreme fierce German effort we have maintained the entire position of Eparges, the slopes of which are covered with German corpses. At Calonne trench our fall back of day before yesterday did not cost us a single gun, and was immediately followed up on our part by successful counter attacks. Germans are attacking with at least two divisions.

In the Vosges after an extremely fierce bombardment the enemy succeeded in gaining a footing on the summit of Hartmannswiller. We occupy a hundred metres from this summit, positions secured by our attack of 23rd March and it was from latter positions that of the 26th we took the summit by assault lasting seven minutes.

Attempt to Blow up Minister of War At Constantinople

Paris, April 27.—A powerful clock-work bomb was found hidden yesterday in the Ministry of War, Constantinople, according to a despatch from Saloniki, and was timed to explode at an hour when the Council would be in session. Meetings of these bodies are attended by Enver Pasha, Minister of War, Field Marshal der Goitz and General Liman von Sanders.

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New Concentrated Action in Dardanelles After 5 Wks. of Minor Attacks

Kitchener Issues Another Appeal

To Employees of Vickers to Hasten up Output Munitions

London, April 26.—Lord Kitchener to-day issued another appeal to the employees of the Vickers Works to make munitions of war at full pressure. The battle in Flanders has caused an enormous expenditure of ammunition.

Zeppelin Flies Toward England

Amsterdam, April 26.—A Zeppelin airship flew over the island of Schiermonkooz to-day, proceeding westward in the direction of England.

To Deal With Drink Problem

London, April 27.—Government has finally arrived at a more moderate decision for dealing with the drink problem, according to the "Times" which places the proposed restrictions under the following heads:

First, Prohibition of sale of immature spirits;

Second, Encouragement of brewing of lighter beers;

Third, Special public house restrictions in "munition" areas;

Fourth, Reduced hours of sale generally;

Fifth, Compensation for interests affected.

Most of us need the money because that is what money is for.

ALLIES GATHERING IMMENSE FORCE FOR ANOTHER BIG EFFORT TO BREAK THROUGH

Part of Kitchener's New Army Supposed to be Operating There

London, April 27 (official).—The concerted effort on the part of the Allies against the Turkish fortifications of the Dardanelles Straits was over a month ago, March 19 and 20. This action was entirely from the sea. A more or less persistent bombardment, covering several weeks, left the Straits still in the hands of the Turks. The last five weeks have seen naval activity of minor import only in the Straits. There have been mine sweeping and occasional, but no important endeavour to penetrate this waterway.

A new feature of the fighting, which begun to-day is the participation of land forces. British troops have been brought from Egypt. French soldiers are believed to have come from the southern shores of the Mediterranean. There have been despatches recently relating to the movements of British and French transports in the direction of the Aegean Sea.

Private advices received in New York to-day from London convey the report current in Britain that part of Earl Kitchener's new army, numbering 100,000 or even 200,000 men, is in the Aegean. It was supposed these troops, who have been leaving the British shores in large numbers, were going to the Continent, but observers who have returned from the British front in France, have commented on the fact that none of Kitchener's army is there, and it is known that thousands of them have left Britain during the past six or eight weeks.

A recent despatch from Egypt has disclosed that General Sir Ian Hamilton, of the British army, was in command of the Expeditionary Force, destined for European Turkey, composed of British and French troops.

Despatches received in New York last week related the landing of an Expeditionary Force at Enos, in European Turkey on the northern shore of the Gulf of Saros, which is just off the Dardanelles.

HOW THE CANADIAN TROOPS HELPED SAVE THE SITUATION

Held on for Hours in Spite of Bayonet Charges and Suffocating Gases all the While Forming New Fronts to Meet the German Attacks

London, April 27th.—To the Canadians belong the honor of spoiling the German plan in Flanders, according to a despatch to the Mail, received from a correspondent in Northern France. They were supported in turn by a French force, by Zouaves, by Belgians, and by English regiments. The guns they lost temporarily were not behind their line but on the left side. A flood of German advance, says the correspondent, cloaked under smoke and sulphurous gasses centered around these guns, and passed the bulk of the Canadian forces, which maintained their calmness, although their position became promontory in the Allied line.

At times they had a double front, some trenches facing Northeast, and others to the Southwest. They adapted their trenches to meet the new demands and transformed the back into the front in any manoeuvre they would have been adjudged annihilated but they held on and made good. They tied handkerchiefs over their noses to protect themselves from gas fumes.

It was only the Canadians wonderful stand on the Promontory, maintained many hours and varied by bayonet charges, that checked the Germans and enabled the Canadians to retire in good order and reform the general line.

A summing up of the situation shows however that the Germans gained a good deal. They flattened the Allies' salient Northeast of Ypres, and one point has become a German salient. Moreover the Germans hold Arc round Ypres which facilitates their offensive. Several villages East of Canal and one village on the left bank now are debatable ground.

HAIL OF INCENDIARY BOMBS SET YPRES IN FLAMES

Hot Fighting all Along this Front—Extraordinary Daring Shown by the Germans—Heavy Guns Right up to Firing Line—Armoured Trains do Effective Work

London, April 27.—Ypres is in flames, the Germans having thrown a hail of incendiary bombs into the town, says telegraphs the "Morning Post" correspondent in Northern France. Fighting continues hotly all along this front.

The correspondent adds the Germans show extraordinary daring in bringing heavy artillery close to their front line. The guns used are mostly 13-inch Austrian howitzers on movable carriages.

The Germans also are using effectively armored trains carrying 4.7 guns. For the use of these armored trains the Germans have consolidated and strengthened the system of light railways uniting a number of small towns in the neighbourhood of Ypres, to which they have added strategical branch lines.

The attention of the authorities is called to the sad position of an unfortunate woman who, with a child in arms, is strolling the main streets both day and night. The poor woman appears to be of weak intellect, and as her husband has gone to the war, and she has been turned out of house and home—as she claims—something ought to be done for her by the merciful disposed.

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in wood and steel barrels and cases

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in barrels and cases

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Special Easter Footwear is now ready.

The season's best models for Men, Women and Children.

High or low cut styles that any man or woman would be proud to wear.

Shoes for men and women that are classy and different. Black or tan leathers.

Not a Shoe in our whole stock is priced too high or beyond reach. Our prices are always pleasing.

Men's Shoes, high or low cut, bright or dull leathers and tans. New high toe or low receding toe. Prices: \$2.40 to \$5.00.

In our Women's Shoes are the new military boots in colored tops, Gun Metal and Patent Leathers. Prices: \$1.50 to \$3.00.

Youths' and Misses' Shoes. Prices: \$1.25 to \$2.

Children's and Infants'. Prices: 39c. to \$1.40.

We cordially invite you to come and see

The White Shoe Store

304 and 306 Water Street. S. B. KESNER, Prop.

SMART NECKWEAR FOR MEN

ON your way down town drop in and look over our splendid stock of Men's Ties.

We have them in the leading shapes, in the newest fabrics and designs.

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

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

"Macgregor's, St. John's"

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

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

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

SALT AFLOAT

To arrive per S.S. 'Mounthy' about 28th April

TORREVIEJA Fishery Salt.

Will be sold Cheap whilst discharging

Job Bros. & Co.

LOG OF S.S. "NASCOPIE"

AT THE ICE :: By a Sealer

ON March 13th, 1914, five steel ships sailed out from St. John's full of merriment and filled with the hope of a successful voyage and a good bill. For the first two hours we went East through very mild ice. Later we met heavy ice through which we steamed till midnight when we changed around to the North.

Sunday the 14th was fine over-head and foggy. In the morning the wind changed to North-East. The Beothic finding a slack piece to the East of us, got ahead, the Nascope following in her wake, and all five ships got together again until midnight. While the ships were together and the men could invite their friends from ship to ship, we had a right good time and one could see that there were good men on board as well as good food.

On the 15th we got ahead of the other ships, passed the Eagle at 4 p.m., and at 6 p.m. got nipped in the ice again. The Beothic then came alongside, and as Capt. Winsor was feeling sick, our Doctor went on board to see him. The Florizel then cut across our heads, going East. At 7 p.m. we got clear again and turned East, following in Kean's wake, and again that night, the five ships burned down for the night together. Mr. Oke came down with Mr. Coaker's gramophone and entertained the crew for two hours before we turned in.

On the 16th the wind still remained East and the five ships stuck together. After dinner the ice became slacker and in the evening we saw a family of hoods. The Florizel, passing us quite near killed one young hood but having lost it again, the Beothic got it in the night. Mr. Job and the Doctor came down in the hold with a map of Germany and gave us a talk on the War which we very much appreciated.

On the night of the 17th the five were still together in thick ice and making very slow progress. I went on board the Florizel and had a chat with some of my friends, and was told that they were not getting very good food. On the Nascope it was all the other way, for every day the crew would say, "What's going to be the end of it? How long will it stand?"

On Sunday we had fish and brewse for breakfast, fresh meat and figgy pudding for dinner, and jam and blancmange for tea and tea made with milk, and all through the week we had just as good meat three times, and beans, smoked herring, and smoked caplin the other times. Our Chief Cook, Mr. S. Tiller, would often come down among the men and ask if everyone had had enough. Our good Cook kept good to the end and we hope that he will always be Commodore of Job's cooks.

At 1 a.m. on the 18th the ships started again, the Florizel leading. Going North-west from us, she got within five miles of the Funks, when a message was received saying "Got one white coat off Cabot Island." The people heard young seals howling at Fogo Island. At two p.m. the ice slackened again and the ships worked about three miles through, and at sunset were three miles further South from the Funks than at daylight.

That morning we were nipped again and at night we started to put in ice to make our ship heavy for butting. The only thing to do was to work all night, and all the next day we worked hoisting ice aboard.

On the next day the Doctor got out on the ice to stretch his legs, and, to my surprise, to soak his skin. He got in the water, but it was so cold that he did not stay very long.

The Beothic was still on my side, and the Florizel still jammed North of us. Got clear at midnight and nipped again at daylight, then pushed along slowly through a patch of hoods. At 9 a.m. we got in slack ice and saw plenty of old seals. The Beothic followed us all day but we saw no sign of the Florizel.

We got a message from Kean saying that the ice was thick and heavy and they were not doing much, so we went down aft with the master watch and spent a very enjoyable evening.

At midnight a message came from Kean saying he was in clear water and at 5 a.m. we were in the water. We went East trying to find a lead to get North, but seeing the Bellaventure jammed we returned to our own track.

We steamed along till 3 p.m. the next day, when the ice began to get thick, and after pushing along for an hour, we came across some seal carcasses which looked sun-burnt. Some thought they belonged to the shore men and all were filled with joy at the thought of coming across a big patch. We afterwards learnt that they were Kean's carcasses and one of the stowaways jumped out and got a whitecoat which had been left behind.

After we had steamed for about ten minutes we discovered, through the fog, the Florizel and Beothic. How to point the ship to get ahead or to get a place where the ice would be likely to open would try the brain of a good captain.

On Sunday the 21st the three ships were again together, jammed. After supper we got a few friends together and held prayers in the hatch.

Monday brought with it no hope. It was dirty all day. At 5 p.m. the ice began to ruff. After supper we were down with the first mate having a lively time of it when suddenly there was a crash and a shock, and rushing to the deck, we discovered that the ice had ruffed and struck our rudder, pushing it so far to the starboard wheel in which the chain worked, that it went to pieces. It did not take the engineers long to get to work, however, and in a very short time she was ready for action again.

On the 23rd three ships were in danger of being ruffed together about twelve miles South East of Jull Island. The Captain thought he saw seals about two miles from the ship and sent seven men to make a search. After travelling two miles, however, they saw only seven or eight old seals around a lake, and there was no prospect of young seals, so they returned to the ship.

(To be continued)

Racy Letter From St. Lawrence

(Editor Mail and Advocate)

Dear Sir,—Just a few lines from this little settlement to let you know that although we are seldom in touch with our Northern friends, yet we have great faith in their work, as we know that the Union is the only means by which we can get a square deal.

We have a branch here but the chairman is rather slack, therefore we don't have very many meetings, and if we want a good branch here we must get somebody else to conduct the meetings who will take an interest in the work. Our people might have had some cheaper flout here if the chairman had done his work properly, or at least we heard that he was consulted re flour for this place. But he, as far as we could find out didn't take an interest in the work.

There are lots of room for improvement at St. Lawrence and the only way to improve the condition is to get the Union in full swing. This will mean better times for the poor underdogs who are at present only living from hand to mouth. There are some fine homes here but not very many of them are owned by the fishermen, as a matter of fact those who never caught a fish are the ones who live in the houses and more than this, they try to control all public affairs as well as crowd over the fishermen. But the fishermen of this settlement are now getting the seals removed from their eyes and want to know how things are going in general, and are now going to make a break for money and for their own good. We hear so much about it. But sorry to say that we were always considered too small to ever enjoy anything, but keep our nose to the grinding stone. That day is now past, all thanks to the President of the F. V. U. Therefore get together men and help the Union which is helping yourself. Wish you every success.

I remain,
Yours truly,
A TOILER.
St. Lawrence, April 22nd, 1915.

The mule that gets in the first kick usually wins the scrap.

The Turks used to say: "When we are driven out of Constantinople we will go to Broussa: when we are expelled from Broussa we will go to Paradise." Broussa, in Asia Minor, is fifty-seven miles from Constantinople, and the booking should be heavy shortly.

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If your property is worth keeping it is worth insuring.

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THE SOONER YOU INSURE

the better for you. You know it, and this is only to remind you that the knowledge will do you no good unless you act upon it. Let us write you a policy to-day and have it over. You'll feel better and sleep easier.

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STEBAURMAN'S OINTMENT

To Whom it may Concern:—

I was troubled very much with "Eczema," and was obliged to discontinue working, but after using Stebaurman's Ointment I am able to do my work as well as ever, being cured of this disease. I would strongly advise sufferers by this terrible complaint to give this ointment a trial.

Yours faithfully,
(Sgd) PATRICK BRENNAN.
1 Waldegrave St., Dec 29th, 1914.

Stebaurman's Ointment, 25 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 651 or 15 Brazil's Square.

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Manufacturers, at right prices, of Bolts and Nuts, Horse Shoes, Railway Spikes, Bar Iron, Barbed Wire and Staples, Mild Steel, Galva. Telegraph Wire, Galva. Bar Iron, Pig Iron, Lead and Waste Pipe, Iron Pipe, Fence Wire, Tacks of all kinds, Shot and Lead.

FOR SALE—Schooner

"King Ed. VII. 35 Tons. Well found, in Anchors, Chains, Sails and running gear. Schooner in first class condition for the fishery. For further particulars apply to R. STONE, White Rock, T. B., or GEO. KNOWLING, St. John's. ap23,15

FOR SALE—A Single

ton good as new, cost \$80.00, will sell for \$30.00. Apply to H. SMITH, care New Tremont Hotel (during meal hours).—mar6,15

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Passenger Tickets issued to New York, Halifax and Boston.

FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

	1st CLASS	2nd CLASS
To New York	\$40.00	\$70.00
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Connections at Halifax for Boston: (1) Plant Line Wednesday. (2) Dominion Atlantic Railway through the beautiful land of Evangeline to Yarmouth, thence by Boston and Yarmouth S.S. Co., Ltd. Luxurious accommodation and excellent cuisine by either route. Full particulars from

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JUST ARRIVED

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We have a cargo due to arrive from Cadiz, about 30th April, per s.s. "STEGELBURG." Book your orders early and take advantage of lowest rates. -- --

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A Steam Capstan,

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A very suitable Engine for a FACTORY where a Winding Drum or Capstan is required. A very compact, space economizing outfit. Useful for a Steamer where a steam winch is not available. This Engine is in first class condition, and will be sold at a bargain, if applied for at once.

Fishermen's Union Trading Company,

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A Special Feature in 3 parts by Eugene Mullin from the Book by C. T. Dazey. He and his daughter in their lowly occupations are not in the same set with the wealthy Mrs. Vanderlyn; he reveals his title and she courts their society, it makes a difference and distinction. Edith Story features in this great photoplay.

"BRONCHO BILLY WINS OUT,"

A Western Comedy Drama with G. M. Anderson.

"WANTED A HOUSE"—A great comedy. Mr. and Mrs. Citiman hunger for the country. Several surprising and exciting experiences cure them.

On WEDNESDAY a Laughable BUNNY Comedy. Good Music and Singing. Polite attention.

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"OUR MUTUAL GIRL,"

Two episodes to-day. What does Margaret do this week? See this.

THOR, LORD of the JUNGLES."

A 3-part wild animal story, with Kathlyn Williams.

Hear HOWARD C. STANLEY Sing, "YOU MADE ME LOVE YOU."

Coming—BERNARD C. SPENCER, Violinist.

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The sensational Six-Part masterpiece:

"MR. BARNES OF NEW YORK"

A story of love, adventure and romance, adapted from the play and novel by Archibald Clavering Gunter.

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6 Reels of thrilling action, interspersed with comedy.

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ELEGANT COSTUMES, AND THE MOST WONDERFUL PERFORMANCE EVER SEEN HERE

SONGS, DANCES AND CHARACTER STUDIES

MAURICE COSTELLO in Vitagraph Feature, and other pictures.

FIRST CLASS ORCHESTRA. BEST IN THE CITY. MR. A. CROCKER, LEADER.

Pres. Wilson's Belgian Friends

Not long ago a letter came to President Wilson from two little Belgian children, thinking him for food sent by Americans to feed the Belgians made destitute by the war. The youthful Belgians—twins—wrote as follows:

"Dear Mr. Wilson: Thank you very much for the good bread. The poor people in our village were starving for they had nothing to eat, but now that you have sent over to our dear little country a big provision of wheat, both rich and poor can live—thanks to the Americans. Best love and wishes from little."

"PUSSY DE SPOELBERCH." The little girl's brother appended this message:

"I join in with my sister in thanking you, too, for the jolly good bread, enough to satisfy any schoolboy's hunger."

The president was impressed by their expression of gratitude and in reply sent the following note in his own handwriting:

"My Dear Little Friends: Your letter touched me very deeply and I thank you for it with all my heart. It makes me very happy to think that what generous Americans have done to relieve the hunger and distress in your country has brought you the help you needed and given you a little happiness in the midst of these terrible days of war."

"I hope that you will grow up to be strong to do the work that will have to be done in the days of peace that are coming. It would be a great pleasure to me if some day I might see you both when those happier times have come. Your sincere friend,

"WOODROW WILSON."

There is a British cemetery in Gull-Point, kept in order by a grant from the British Government. The town was occupied by the British and French as a preliminary to the Crimean War, and the British Fleet was anchored off it during the closing scenes of the Russo-Turkish War.

My son, there are two things you should never borrow—money or trouble, especially trouble.

War to Last Long Time

A High Authority Gives His Reasons For This Belief

New York, April 18.—The "Tribune" this morning prints an interview with a "high authority," cabled from London, who says: "The war will not be over this time next year even if Italy comes in. You must think of the terms of peace."

The Germans are as brave, as any of us. It will be hard for them to accept humiliation. They will have to give up Alsace-Lorraine, give back Belgium with a big indemnity to the Belgians and probably give back Schleswig to Denmark. Austria Poland has already gone and Germany will have to give up German Poland, which will be hard.

Bukovina and Transylvania will go and Austria will also lose Herzegovina, Dalmatia and Croatia, besides the Italian provinces and there must be limitation of armaments.

Germany will not accept such terms easily. Again I say she must be beaten and the Allies will fight ten years for victory if necessary.

The correspondent adds that these terms represent what the Allies have in mind and they feel an absolute confidence in being able to impose them. The "high authorities" also suggested that the war would result in big changes in England. Families which now receive between \$6 and \$7 per week will not be contented after the war with agricultural labourer wages or half that amount, and the upper classes will have to cut out their extras and return to a simple scale of living.

Principal Food Fishes of Canada

Few Canadians appreciate the fact that the waters in and around Canada contain the principal commercial food fishes as the cod, halibut, mackerel, herring, haddock, and sardines are taken from Canadian waters in immense quantities every year, while the salmon, and lobster fisheries have world-wide recognition.

Owing to the many large indentations, Canada's Atlantic coastline measures fully 5,000 miles from the Strait of Belle Isle to the Bay of Fundy, and the Pacific coastline is

7,000 miles in length. All the territorial waters along these coasts have abundance of food fishes. During the last fiscal year the inshore and deep-sea fisheries produced fish having a market value of \$29,315,772 and the product of the inland fisheries was valued at \$4,073,692, making a total of \$33,389,464. Of this amount British Columbia produced \$14,445,488, an indication of the value and extent of the salmon and halibut fisheries of the Pacific province.

Another almost totally undeveloped fishery is that of Hudson Strait and Hudson Bay. The cod and salmon fisheries at Port Burwell, in Hudson Strait, are capable of considerable development and in time will prove to be of great value. No official reports are as yet available regarding the fisheries of Hudson Bay. Enough is known, however, to clearly indicate that not only the fisheries of these northern waters but the other deep-sea and inshore fisheries of the east and west coasts are capable of great expansion.

Food Value of Fish

The New York City Health Department has issued a statement of food values and cost, comparing fish and meat. The following lists are given:

Fish.
Haddock contains 18 per cent. protein; sells for seven cents a pound.
Herring contains 19 per cent. protein; sells for eight cents a pound.
Bluefish contains 19 per cent. protein; sells for 10 cents a pound.
Codfish contains 18 per cent. protein; sells for 12 cents a pound.
Eels contain 18 per cent. protein; sells for 15 cents a pound.

Beef.
Chuck contains 19 per cent. protein; sells for 24 cents a pound.
Rump contains 19 per cent. protein; sells for 28 cents a pound.
Round contains 21 per cent. protein; sells for 28 cents a pound.
Sirloin steak contains 19 per cent. protein; sells for 30 cents a pound.
Ribs contain 18 per cent. protein; sells for 26 cents a pound.
Protein is the chief "muscle-maker" in food in the most concentrated form; we require it to make up waste in the body machinery. It is usually the most expensive part of the diet. Many people say fish is not "hearty"

food, a fact not borne out by the Board of Health's list. Along the sea-coast, and also in localities bordering on the Great Lakes, fish is plentiful and cheap, yet many households use it in very limited degree. Farther inland there are many places in our great country where fresh fish is not at all plentiful, or is practically limited to the smaller pan fish. We think there is need to study more varied methods of cooking fish and also the simple but savory sauce that foreign housekeepers use with baked or boiled fish. Among genuine American dishes, fish chowder is savory and satisfying as the famous French bouillabaisse.—Rural New Yorker.

Slandering Sir Wilfrid

The graft press of the Tory party in its insane desire to slander and misrepresent Sir Wilfrid Laurier, has apparently overshot the mark. The right thinking people have not forgotten nor are they likely to forget, that Sir Wilfrid Laurier was for the long period of fifteen years prime minister of Canada, during which time the country enjoyed the greatest prosperity in its history. The veteran Sir Charles Tupper used to say that "if governments were good for anything, they were good to increase the prosperity of a country." Sir Wilfrid, by the adoption of a wise and statesmanlike policy, increased the prosperity of Canada. He gave it the British preference and he gave it tariff stability, with the result that the foreign trade of the country quadrupled during the term of his office. Leading public men of Great Britain have described Sir Wilfrid Laurier as "that great imperial statesman" and the greatest statesman of Great Britain, but the graft newspapers of Canada and the flag-flapping Tories who cheerfully doff their hats to anti-British nationalists of the type of Hon. P. E. Blondin of "shoot holes in the flag fame," now minister our inland revenue in the Borden government, would like to make it appear that Sir Wilfrid is unpatriotic and disloyal. Their game, however, is too transparent to deceive anybody.—"Sydney Record."

Italians Build Big Aqueduct

Italian engineers have just completed a great irrigation scheme which has necessitated constructing an aqueduct which is easily the biggest work of its kind in existence. The problem was to provide an efficient water supply for the waterless department of Apulia, in Southern Italy. For this purpose the River Sele which flows from the Neapolitan Apennines into the Gulf of Salerno, has been compelled to flow in the opposite direction by means of an aqueduct from a point some dozen miles northeast of Campagna to Venosa, on the slopes of the Eastern Apennines. The length of the aqueduct conveying the diverted waters of the Sele between these points is 120 miles, and for about half of this distance it is carried through the solid rocks. From Venosa aqueducts run east, northeast, and southeast, carrying the precious waters into the three provinces of Bari, Foggia, and Lecce, the total length of the main and branch aqueducts, and the pipes to towns en route, aggregating nearly 2,000 miles. The work which was commenced in the closing year of the last century, has cost \$30,000,000.—The Casket.

It tickles a man more to be patted on the back than to be touched under the short ribs.

Bank of England Treasury Bills

London, April 20.—The Treasury has a new plan for financing the war, according to an announcement in the Official Gazette. There will be an unlimited issue of Treasury bills instead of a limited issue of them from time to time, as heretofore. The Bank of England is now empowered to offer Treasury bills daily, for either three, six or nine months, the bills to bear a fixed rate of interest to be determined from time to time by the Treasury.

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ST. JOHN'S, N.F.L.D., APRIL 27, 1915.

OUR POINT OF VIEW

The Fox Cases

YESTERDAY Judge Knight heard the case against Percy and H. D. Reid re the purchase of foxes in the close season and the Judge dismissed the cases...

The Fishery Bill

THE members of Upper House are mostly fish buyers and they are endeavoring to kill the Labrador Fish Current Price Bill...

A Word of Caution

IN our editorial remarks of yesterday we spoke of the losses that have accrued to this Country through the giving away of our priceless natural resources...

The Fishery Bill

Conception Bay is watching this matter closely. The electors have petitioned for the measure and it came from a Convention of Labrador fishermen that met at Spaniard's Bay and Coley's Point last Winter...

The Wilson Deal

TO-MORROW the House of Assembly will take up the consideration of the resolutions conforming to the agreement made by the Government with the so-called Wilson interests...

The areas concerned include all the large water powers in the Colony, all the copper bearing areas. The Gander limits include the only Phosphate bearing areas in the Colony and the crooked and twisting limits described in the agreement regarding the Gander is caused by the fact that those limits take in areas known to possess great mineral possibilities...

The people will find it difficult to grasp the full intent and meaning of the Deal. If it becomes law as it stands now, it will enable Wilson and Reid to control the whole interior from the Bay of Islands to Bonne Bay, from Bonne Bay to White Bay, from White Bay to Green Bay, from Green Bay to Gander Bay, from Gander Bay to Gambo, and from Red Indian Lake to Fortune Bay.

The only valuable timber, mineral and agricultural areas are enclosed in their concessions and the only water powers in the Colony will be theirs. With the interests of Wilson and the Reid Nfd. Co. combined, no man, no company, no settler, will own a single right that the Wilson interests cannot dispute in all that area above named which is equal to over 18,000 square miles or nearly half of the whole of Newfoundland.

To-morrow one of the greatest discussions ever heard on the floors of the House of Assembly will be started and unless the Government will agree to protect and safeguard the peoples' heritage in a manner that will be acceptable to the Opposition Party, the discussion will be prolonged and the issue will likely become as important a matter as that of Confederation. For this Wilson Deal will mean Confederation so far as the interior of this Colony is concerned, and even worse, for under Confederation we may still possess the Crown Lands and minerals, and water powers, but under this Wilson Deal, they all pass into private hands, and in return we get a shadow which amounts to an expenditure under all headings of \$5,000,000 in seven years, and even then there may be no industry on the Humber.

The "Standard" On Prohibition

ONE of the most important debates that ever took place in the House of Assembly was that of Wednesday last when Mr. Hickman introduced his resolutions to prohibit the importation and manufacture in the Island of wines and spirituous liquors. From some remarks he made, we judge he was prepared to include in the prohibition beer and other malt liquors, which it was in our opinion a serious mistake to have omitted.

The Government members and several of the Liberal members opposed the resolution on the ground that the House had "no mandate from the people," and the Premier announced that the Government was resolved to bring down a bill to enable the people to say yes or no. Re which I think it would have only been fair to the House and the great subject before it to have produced a bill or to have given the members enough understanding of the terms of the bill to guide them in voting yea or nay.

It does not follow that because Mr. Wilson is associated with the undertaking or that the Reids are involved in it that it means well for Newfoundland. It strikes me that a great deal more is being claimed for Mr. Wilson than he has a right to, and as for the Reids we know what they are when it comes to a grab. Let us be careful, and then there can be no regrets. And let us remember we are but the custodians of our country, for future generations.

Mr. Coaker Speaks To the Logging Bill at Its Second Reading

Tells of Conditions in Logging Camps --Says Bill is Most Reasonable as Well as Most Important

SECOND reading of Bill entitled "An Act to regulate the Employment of the Men Engaged in Logging." MR. COAKER—Mr. Speaker, in moving the second reading of this Bill I do not intend to delay the House with any lengthy remarks. This Bill is very much like the one presented last year that passed through this chamber with one or two slight alterations. Last year's Bill provided that each man should be supplied with a mattress. That clause has been taken out, and we are leaving the matter of beds to the discretion of the Government Inspector, who was to be appointed under the 4th Section of last year's Bill. I do that because I find that the employers are anxious to do all they can to fit sleeping bunks as comfortably as possible, and I think it better to leave that to the Government Inspector.

Another thing I discovered while up visiting the camps, and that is that mattresses were provided in several camps, but at the end of the season they had to be thrown away. They could not be used again. The system of employing men in the camps was such that it would be unsanitary to keep mattresses there. One crew would come in October and leave at the end of December. Another crew would come then and stay until February. Then another lot would come. The same bed would be used by three men in succession. That was a matter which last year caused some friction amongst employees.

The Anglo-Nfld. Development Company have agreed with me to provide a canvas bottom in the bunks. If they do that, all the trouble and discomfort will be removed. At the present time there is trouble similar to that in regard to the sealing steamers. The bottoms of the beds are formed of rough lumber. The men put down green boughs.

The A.N.D. Co. provide a canvas covering on which the men can put material, either hay or spruce tops or birch bark, which they can always get around the camps. Then when a man leaves, he leaves the covering, and the next man coming along can make a new bedding for himself. This covering is taken from the camps at the end of the season and washed, so that it is used again next season.

There is also an alteration in Section 4. The Section now gives ten days after any complaint is made by the Inspector before any action is taken. Last year's Act provided that the Inspector should complain, and if there was no remedy of it, he could take action. Now, 10 days are given before action is taken.

The "Standard" On Prohibition

It seems hard for members to be asked to vote against resolutions such as for instance, the one Mr. Coaker afterwards moved stating definitely what liquors were to be prohibited, and in favor of a measure whose terms were unknown. However that may be, Mr. Coaker placed something definite before the House by moving an amendment to Mr. Hickman's resolution—asking the Government to introduce a bill to prohibit the importation and manufacture of all intoxicants including beer and other malt liquors the terms of which were to be laid down before the people during this year, and if approved of brought into force on July 1st, next year.

The amendment when put was lost, the Government Party voting against it, the whole Opposition with the exception of Mr. Clift who was absent, voting in favor of it. Mr. Hickman's was then put and lost. A word or two is all that we have space for of the remarks we have written. We think the Country has practically given the Legislature a mandate (if such is needed) by a state of public temperance sentiment ripe enough to afford reasonable ground for belief that a Prohibition Act is 'Cap-

Proceedings at the House of Assembly

MONDAY, April 26th, 1915. Speaker took the chair at 3.20 p.m.

MINISTER OF FISHERIES PICCOTT presented petitions from fishermen of Trinity and Conception Bays referring to the trawl fishery on Labrador. These petitions were supported by their colleagues Messrs. Young and Parsons.

MR. MORINE gave notice several questions.

MR. PICCOTT tabled replies to previous questions.

THE PRIME MINISTER replied to several of Mr. Morine's questions relating to the Newfoundland Products Corporation, and others were deferred.

MR. PICCOTT tabled report of Select Committee on the Seal Fishery Bill, and on the motion to receive this report, Mr. Morine suggested the advisability of sending it back to Select Committee for further consideration pending the decision of the Court in connection with the sealing cases now before the Magistrate. The report was adopted and comes before Committee of the Whole tomorrow.

THE PREMIER laid on the table a report in connection with the labour to be employed at Bay of Islands by the Newfoundland Products Corporation.

Order of The Day The Speaker left the chair and House went into Committee of the Whole on Supply, Mr. Parsons chairman.

Nothing was done however, the question of supply being again deferred till the morrow.

The resolutions bearing on stamp duties and second reading of Bill dealing with the management of the General Hospital were also deferred till tomorrow, and this exhausted the Order of the Day.

MR. COAKER presented report of Select Committee on the Loggers Bill which was adopted and comes before Committee of the Whole on the morrow.

COLONIAL SECRETARY BENNETT tabled report of the Municipal Council.

Notices of Questions were tabled by Messrs. Morine, Coaker, Clift, Abbott, Halfyard and Grimes.

House adjourned at 3.55 till the morrow at 3 p.m.

Notice of Question (1)—MR. MORINE—to ask the Hon. the Prime Minister to lay upon the table of the House (1) A copy of the Memorandum and Articles of Association of the Newfoundland Products Corporation, Limited; (2) A copy of all agreements which have been filed between the said Company and the persons or Companies who have agreed to transfer water powers of lands to the Company; (3) A statement showing the names of holders of the drainage area of the Humber River, showing the area of the land rights and the locality of water rights; (4) A similar statement in relation to the drainage area of the Hamilton River and Hamilton Inlet; (5) A statement showing the amount of capital stock which has been pledged or allocated by the said Company which has been issued to date for cash; (6) Any report made to the Government by persons acting in its behalf with relation to the water powers in the Humber drainage area, or in the area on the East Coast of the Colony referred to by Sec. 1 of the Agreement between the Government and the said Company; (7) Also for a statement giving the name of any person or Company who holds lands or water rights in the drainage area of the Humber River, and if might therefore have proceeded with a Bill at once.

Referendums entail delay and expense. It seems to us exceeding desirable that in those times of the Empire's struggle for existence, of high prices for food, clothing and fuel, of want of employment and distress and poverty—that is exceedingly desirable to stop the yearly waste of the \$750,000 to \$1,250,000 worth that is wasted every year in strong drink, and we deprecate the delay and expense incident to referendum.

But if the Assembly won't move without a mandate, the sooner it is obtained the better, and we trust all those that laid so much stress on getting the people's sanction to Prohibition will be amongst the foremost in urging on them the great blessings that all thoughtful men must acknowledge flow from the banishment of strong drink—Harbor Grace Standard, April 23, 1915.

MR. STONE—to ask the Hon. the Colonial Secretary the following questions in relation to the Postal Telegraph Department—(a) In relation to Wood's Island Cable: (1) Who were the owners of the schooner Garfield hired by the Government in 1910 to lay the Wood's Island and Bonne Bay cables? Did the \$20 per day hire cover all expenses for schooner's crew, and food for persons engaged in laying the cable over and above the schooner's crew? (2) Was there any provisions or other supplies used on board the schooner during the time she was under hire to the Government which were charged to or paid therefor, and to whom paid? (3) Besides Superintendent Stott who were the men employed by the Government in the laying of the Wood's Island and Bonne Bay cables (exclusive of schooner Garfield's crew)? (4) What amounts were paid them and what service did they give? (5) Give the actual cost of Wood's Island Cable and the Bonne Bay Cable, separately. (6) Under expenses of Bonne Bay and Wood's Island Cables as tabled last April the following amounts appear: D. Stott, \$64.00; A. Read, \$77.00; A. Wheeler, \$20.00; M. E. Boland, \$103.00; A. B. Harding, \$15.00; P. Hagerty, \$14.00; W. Seams, \$50.00; J. Doyle, \$9.10. For what services were each of these amounts paid, and who is A. Read against whose name \$77.00 appears?

(b) In relation to Exploits Cable:—Under heading of Expenses Exploits Cable tabled last session, the following amounts appear:—(1) 13 men at \$3.00, total, \$39.00. Were these men paid at the rate of \$3.00 per day? If not, give rate per day paid? (2) How many hours were the men employed as help laying the Exploits Cable actually engaged at the work? (3) Time employed at repairs or re-laying; (c) average rate per hour for time actually engaged at such work. (4) D. Stott, \$97.01. For what was this amount paid? George Veitch, \$61.65. For what was this amount paid? Frank Roberts, \$105.00. For what was this amount paid. Frank Roberts, \$275.00 for hire of schooner. Did this amount include all expenses for schooner and men engaged at cable while on board? (5) How many days was Frank Roberts' schooner employed? (6) How much per day hire? (7) N.F. Pine & Pulp Co., hire of S. S. Exploits, \$125.00. How many days engaged and rate per day? Did the charter cover all expenses for crew and men engaged at cable? (8) Were any supplies for Roberts' schooner and for the S.S. Exploits paid for by the Government? If so, give particulars and amounts so paid? (9) How much per day over and above train, steamer or other conveyance was allowed to Superintendent Stott while laying or doing other work at Exploits Cable? (10) What amount per day was paid George Veitch for board and lodging while engaged at Exploits Cable? (11) What portion of \$18.90 was paid John Doyle for board and lodging, and what amount for travelling expenses by train or other conveyance? (12) What portion of \$18.90 was paid John Doyle for board and lodging, and what amount for travelling expenses by train or other conveyance?

Reply to Mr. Stone, April 14, 1915 (a) Wood's Island Cable. (1) John Barry was paid for schooner "Garfield" \$20.00 per day which covered all expenses. (2) No provisions were charged to the schooner's crew. (3) John Doyle was employed on board the schooner. (4) He was paid \$9.10 for expenses. (5) Proportion of cost Bonne Bay Cable \$471.62. Wood's Island \$1971.04. (6) D. Stott \$64.00 for expenses; A. Read, \$77.00, two cable houses and expenses; A. Wheeler, \$20.00, land at site of cable landing Frenchman's Cove; M. Boland, \$103.00, hire of motor boat; A. B. Harding \$15.00, sawing cable spare pieces buried; P. Hagerty, \$14.00, cable boxes; W. Seams \$50.00 handling cable in St. John's; Mr. A. Reid is operator at Exploits Cable. (b) Exploits Cable. (1) 13 men (names given 1914 statement) were paid \$5.00 each (not \$3.00) total \$65.00. (2) 16 men (names given 1914 statement) were paid \$3.00 each, total \$48.00 they were not paid \$3.00 per day. (3) A.B.C. Men were paid on basis of \$1.50 per day and overtime. (4) D. Stott was paid \$97.01 for travelling expenses from 25th June to 21st July including two round trips.

Mr. Stone Asks Information Respecting Cable Laying To Woods Island, Exploits, and Flat Islands, Placentia

WEDNESDAY, April 14, 1915

MR. STONE—to ask the Hon. the Colonial Secretary the following questions in relation to the Postal Telegraph Department—(a) In relation to Wood's Island Cable: (1) Who were the owners of the schooner Garfield hired by the Government in 1910 to lay the Wood's Island and Bonne Bay cables? Did the \$20 per day hire cover all expenses for schooner's crew, and food for persons engaged in laying the cable over and above the schooner's crew? (2) Was there any provisions or other supplies used on board the schooner during the time she was under hire to the Government which were charged to or paid therefor, and to whom paid? (3) Besides Superintendent Stott who were the men employed by the Government in the laying of the Wood's Island and Bonne Bay cables (exclusive of schooner Garfield's crew)? (4) What amounts were paid them and what service did they give? (5) Give the actual cost of Wood's Island Cable and the Bonne Bay Cable, separately. (6) Under expenses of Bonne Bay and Wood's Island Cables as tabled last April the following amounts appear: D. Stott, \$64.00; A. Read, \$77.00; A. Wheeler, \$20.00; M. E. Boland, \$103.00; A. B. Harding, \$15.00; P. Hagerty, \$14.00; W. Seams, \$50.00; J. Doyle, \$9.10. For what services were each of these amounts paid, and who is A. Read against whose name \$77.00 appears?

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to Exploits and amounts paid for Messrs Veitch and Doyle. G. J. Veitch was paid \$61.65 for travelling expenses 28th June to 21st July including two trips to Exploits and amounts paid for John Doyle. Frank Roberts was paid \$330.00 viz—\$275.00 for schooner hire eleven days at \$25—\$105.00 for freight on cable and gear to St. John's; labour of five men included and for a line cut up for stons and fastenings.

6. S. v. Pine and Pulo Co., S. S. Exploits five days at \$25.00 only amount paid them.

7. No supplies for Robert's Schr. of S. S. Exploits.

8. Nothing paid D. Stott except \$87.00 (see reply No. 4).

9. Nothing paid G. Veitch except \$61.65 (see reply No. 4).

10. Nothing was paid John Doyle for board or lodging, his expenses were paid by Messrs Stott and Veitch and are included in amounts paid by them under No. 4.

THE USEFULNESS OF THE MOTOR BOAT

Another concert was held here in the school-room on April 7th, and proved a success, although the night was a very stormy one. The proceeds will be devoted for school expenses.

A number of our men who were cutting prop wood in the bay, have finished their work. Three dollars per cord did not pay them for their time.

The weather has been very mild and warm the past week, and the harbours are now completely free from ice.

The people of this place are finding out the usefulness of the motor boat in the Labrador as well as the shore fishery. Several new ones have been built here during the winter and will be fitted with engines for this summer's fishery. The Coaker engine is the favourite around here.

Salvage, April 24th, 1915.

Among the questions asked of a Sunday-school class by a visitor was, "Why was Lot's wife turned into a pillar of salt?"

For a moment there was a silence, and then a small boy piped out:—"I s'pose it was 'cause she was too trash."

It is easy for a knocker to get a large audience—because the show is free.

Values Compared Ground and Burnt Limestone

Forms of Lime—The R.N.Y. is perfectly right on this subject. It is mainly a matter of cost as to which one shall use, ground limestone or burnt lime, and where the farmer has to freight both for some distance, and haul it some distance from the station, the limestone rapidly becomes the most costly, since double the amount must be used to have the same effect. The advocates of ground limestone tell us that the fineness does not matter, for coarsely ground limestone will last longer. True, it will, for I remember an old field in Northern Maryland, where the peculiar white limestone rocks disintegrate on the surface and the stone scatters the white crystals all around. That field had plenty of these limestone crystals scattered over it, and yet the soil became so acid that Red clover refused to grow. But when some of that same rock was burned and spread on the land that field made as fine clover as ever grew. A farmer in North Carolina wrote to me: "I can buy the ground limestone in Virginia for \$1 a ton, but when delivered at my station it cost \$4.50 a ton. I can get lump lime delivered for \$6.50 a ton. Which is the cheaper?" It took me but a few

words to show him that the burnt lime was considerably cheaper. Down here we have lands near the bay full of old oyster shells which have been there for untold generations, and yet these lands are benefited by burnt lime. Probably if the shells were ground fine as powder they would answer the purpose, for, as you say, it is the fineness of the pulverizing that gives it its effect.—Rural New Yorker.

Plan For Drying Potatoes

A plan for drying potatoes is mentioned on page 210. A very simple plan was followed by a German family who made what they called "potato grits." A bushel of potatoes was brought into the kitchen in the evening. Two men, father and grandfather, peeled them. Then mother and grandmother grated them on tin graters. Grandmother finished by putting the pulp through flour sieve. Two clean tubs were set in the garden, the pulp put in and the tubs filled with water. When it settled the water was dark colored. This was renewed until water was clear. Then pulp was drained and broken into lumps, which were laid on tables set out of doors, and spread with a clean cloth. It did not take long to dry, although this was in foggy November days. Then, with rolling-pin and

hammer lumps were reduced to usable size and sorted—after sifting. Some were like grains of rice, some like corn, or larger. Each assorted size or "grit" was put into a muslin bag by itself. It was cooked in all sorts of ways, to make starch and porridge and stew chiefly with milk, and very good it was, and must have been handy for the cook.

Country Woman.
—In Rural New Yorker.

The following recipe, which we use in our own household, was given us by a German friend: Peel and wash four medium-sized potatoes, then grate without cooking. Add a pinch of salt, and two well-beaten eggs; then stir in enough sifted flour to make the consistency of fritter or pancake batter. Have fat in the frying-pan very hot. They must be cooked carefully; if the fat is not hot enough the pancakes do not hold together well, and if they are not cooked enough they have a raw potato taste, but properly cooked they are good. They are excellent served with boiled meat.—In Rural New Yorker.

Judge: "Do you mean to say, madam, that this physical wreck you call your husband gave you a black eye?"
The Woman: "Oh, he wasn't a wreck until after I got the black eye."

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

We have in stock a few

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

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

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

The Fishermen's Union Trading Co. Ltd.

FISHERMEN

Don't Be Deceived!

There is no monopoly of the sale of the latest model

FERRO ENGINES

We import direct and have no connection with any other Engine house.

The Ferro Company have recently advertised big reductions in prices, and fishermen may depend on the same fair treatment that they have had from us in the past.

MONOPOLY means high prices and poor times as the fisherman has known in the past.

We import all our engines ourselves direct, and will supply engines in lots of One or One Hundred as in the past.

We are also the cheapest house for FERRO REPAIR PARTS and ALL BOAT FITTINGS

OUR PRICES are away BELOW COMPETITION

Buy your LUBRICATING OIL, GASOLENE and SPECIAL MOTOR KEROSENE

only from

A. H. MURRAY

ST. JOHN'S

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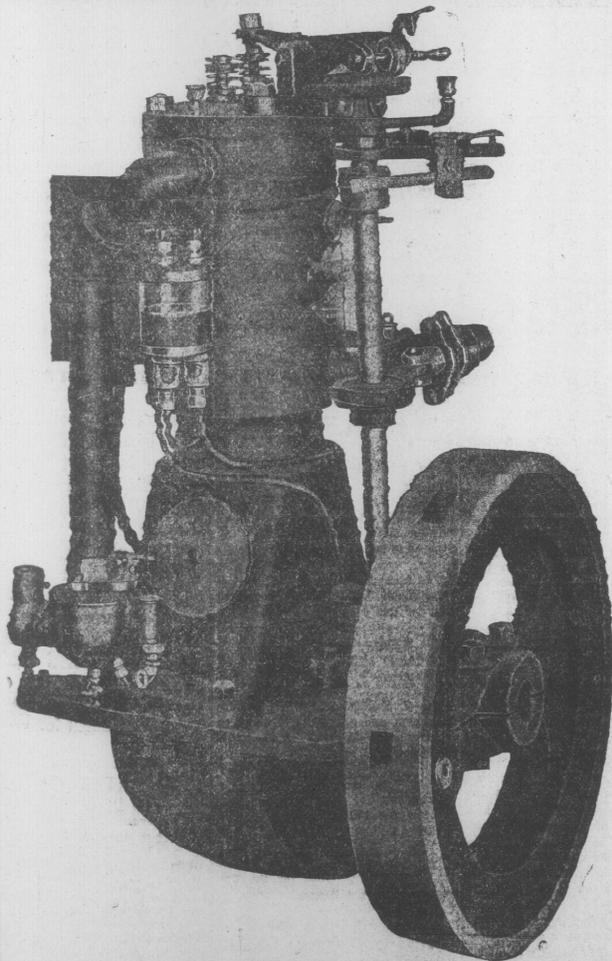
READ THIS! To The Fishermen:

"THE COAKER" Kerosene Motor Engine Is The Favourite!

A Motor Engine made for The Union Trading Co.

by the Largest Motor Engine Manufacturers

in America is now available to the Fishermen.

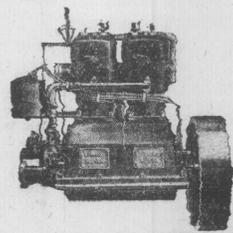


THE FAMOUS 6 H.P. COAKER ENGINE.

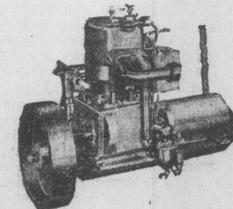
The "Coaker" 4 Cycle Engine can be operated on half the oil consumed by a 2 Cycle Engine. This Engine's power is equal to double the power of some 2 Cycle Engines. It is made for Fishermen's use and expressly for Trap Skiffs and the large size Fishing BULLIES. It is sold to Union Members at wholesale prices, all commission and middlemen's profits being cut out. We have contracted for the manufacture of 1000 of these Engines. We sell no engine but the "Coaker." We have them on exhibition at our wharf premises. We carry parts and fittings in stock. We will arrange reasonable terms of payment to meet the requirements of men unable to purchase for cash. WE GUARANTEE THE ENGINE. Write for particulars and terms, applying to Chairmen of F. P. U. Councils concerning this Engine. We confidently recommend the Engine as being of the very best make and material, of being exactly what is needed for the Fishermen's use and GUARANTEED TO GIVE SATISFACTION.

It is above all durable, simple and capable of doing heavy work; it is not a toy engine. The Engine starts on Gasolene, and when started, operates on Kerosene oil. The very latest improvements on Motor Engines will be found on the "Coaker." We have sold 200 of these Engines the past spring and all are giving splendid satisfaction. No other firm can sell you a similar engine. We possess the sole rights to sell this Engine in Newfoundland. The man who buys a "Coaker" Engine from us saves \$50 on a 6 H.P., \$80 on a 8 H.P. and \$40 on a 4 H.P. Engine.

We have the 4, 6, and 8 H.P. Engines on exhibition at our premises. We also sell 12, 16 and 24 H.P. "Coaker" Engines, all 4 Cycle make. We also sell 2 H.P. 2 Cycle Engines for small boats. This 2 H.P. Engine is fitted with a Kerosene adapter. No agents will be employed to sell these Engines. We will do our work through the Councils of the F. P. U. Send along your orders for Spring delivery. For full particulars, prices, etc., apply to



8 H.P. COAKER.



4 H.P. COAKER.

The Fishermen's Union Trading Company, Ltd.

J.J. St. John

When Prices are Right stock goes out the door

OUR WAY

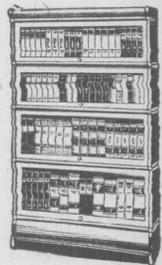
We have a large stock of FEEDS purchased when prices were easy.

White Cattle Feed, Bran, Yellow Meal, Whole Corn, Mixed Oats

and Calf Meal. in 25lb. Bags, 5c. lb. Boneless Jowls, Pork Loins, Ribbed Pork, New York Beef, Sinclair's Spare Ribs, the best.

J.J. St. John

Duckworth St. & LeMarchant Rd



HOUSE-CLEANING time is again the fashion and with the nuisance of moving heavy pieces.

Globe-Wernicke last-proof book-case sections are so cheaply obtainable. The cost of a section is less than that of many of your books.

PERCIE JOHNSON, Agent Globe-Wernicke CARD P. O. Box 17. Telephone 24. JOHN COWAN Consulting Accountant and Auditor

Special attention given to the preparation and examination of Financial Statements.

LOCAL ITEMS Only one drunk in Police Court this morning and he was discharged.

The S.S. Kyle arrived at Port aux Basques at 10.15 this morning with a foreign mail and a large number of passengers.

Officers of the Bruce say that during the last trip across Cabot Strait no drift ice was sighted until within two miles of the Cape Breton Coast.

LL-Commander R. Howley, who was so seriously injured when the Irretrievable was destroyed, is much improved, so Mr. James P. Howley informs us. Private Stan. Lumsden is doing well in Hospital in France.

We are asked to give publicity to the enquiry why Sergt. Noseworthy is exclusively detailed to follow up all the fox cases which crop up from time to time, while older officials, such as Sparrow, Mackay, Peet and others are entirely overlooked in the matter.

I. O. O. F. ANNUAL LECTURE In Oddfellows' Hall

Corner Water St. and McBride's Hill, Wednesday April 28th. 8 p.m. Lecturer: REV. D. HEMMEON. Subject: "FELLOWSHIP AND ODDFELLOWSHIP"

Charlie Fletcher Gets Promotion

Appointed Manager of the Sack Bureau—Held Various Positions in the Windy City

Mr. Fletcher hails from Newfoundland, having first seen the light in that great country Nov. 1, 1885. He came to Chicago in 1906 and after holding various lucrative positions in the Windy City became associated with the Illinois Steel Co. as record clerk in July, 1907.

Mr. Fletcher returned to in above cutting is the son of Mr. Jas. Fletcher of this city, and was very prominent in athletic circles here some 10 years ago, particularly in connection with Association football, being one of the best "outside left" forwards on the Collegian team.

Enlisted Yesterday Given Over to Drill Purposes Roll of Honor Now Up To 1,687

A number of volunteers underwent medical examination at the Armoury last evening, a very high percentage passing. Yesterday, the men were sworn in, and the whole afternoon was given over to drill practice.

Danish Steamer Stegelborg Arrives

With Cargo Salt to Baine Johnstone & Co.—Presents a Most Peculiar Appearance

The Danish steamer Stegelborg, 13 days from Cadiz with cargo of salt to Baine Johnstone & Co., arrived in port this forenoon. She presents a most peculiar appearance as she lies off the King's wharf, having her name and nationality painted in capital letters on her sides as well as the Danish flag—red with a white crown.

On her second last trip the Bruce made the run from Port aux Basques to N. Sydney in 7 hours, which is an excellent showing.

Rossley's Theatres

Go and See Ballard Brown and Miss Madge Locke in Songs and Dances—Big Audiences Present

Last night Rossley's East End Theatre was crowded to the doors to see "Ballard Brown" and "Madge Locke" in the great Egyptian act entitled "Aysah".

Another big success shown at the classy little West End Theatre; good pictures, good songs and costumes, good music.

At the Nickel "Our Mutual Girl" Series Have Become Very Popular, Particularly With the Fairer Sex

The Nickel theatre was the great attraction last evening. There were very large attendances and everyone was pleased with the show "Our Mutual Girl" series have become very popular particularly with the fairer sex and hundreds of ladies were present to see last night's episode.

At the Casino

Maurice Costello Made His Bow to Largely Attended House Last Night

"Mr. Barnes of New York" in the person of the favorite actor Maurice Costello made his bow to a largely attended house last night at the Casino Theatre.

At the Crescent

"The Flute Player"—One of the Best Productions From the Famous Vitagraph Company

The beautiful and romantic story of the famous wealthy American is splendidly portrayed. The scenes are authentic and during the course of the photo-play, the Island of Corsica, Egypt and the famous gamebird resort, Monte Carlo, are visited.

At the Crescent

"The Flute Player"—One of the Best Productions From the Famous Vitagraph Company

The bill now being presented at the Crescent Picture Palace is one of the best ever seen there. "The Old Flute Player" is without exception one of the best productions from the famous Vitagraph Co. and will be seen to be appreciated.

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

Kyle's Passengers

The Gull steamer Kyle brought the following passengers from N. Sydney to Port aux Basques:—Hy. Quirk, H. Worsley, Mrs. J. Walsh, Et. H. Watt, Mrs. H. H. Halliburton and child, H. L. Sparrell, Dr. J. M. McLean, F. Barteau, Mrs. F. Barteau, N. Knowling, Capt. R. Forward, E. Messervey and Samuel Lindahl.

A letter from Mr. M. E. Condon on the subject of Bait Freezers has been received and will appear to-morrow.

The Fox Cases At Magistrates' Court

Defendant Admitted He Had Purchased Foxes From Witnesses Case Dismissed

The cases of Const. Cramm vs D. F. Piercy and H. D. Reid were heard yesterday afternoon before Judge Knight. The case against Piercy was heard first.

Wallace's Chocolates R most excellent.—ap12,tf

Venus and Velvet pencils will give you satisfaction.—ap12,tf

Venus Drawing pencils are perfect.—ap12,tf

Conditions Normal at Reids

Bay Boats Ready to Begin the Regular Summer Service For Their Different Routes

Highlanders' Promotions

PERSONAL

Ask your dealer for Wallace's Souvenir box chocolates. Three pictures of 1st Nfld. Contingent on cover—quality "Most excellent."

WEATHER REPORT

Toronto (noon)—Moderate winds, generally fair and on Wednesday with Stationary or slightly higher temperature.

Cape Race (noon)—Wind Fast, fresh, fine and clear; nothing passed in this morning.

Roper's (noon)—Bar, 29.60; ther. 40.

LOCAL ITEMS

A Bruce express, with passengers and mail, arrived early this morning.

Velvet pencils for commercial use.—ap12,tf

A solitary inebriate was entertained at the lock-up last night. He is going to swear by twenty-mile pond in the future which is a wise decision.

A very pleasing affair will take place in Canon Wood Hall this evening, when the St. Thomas's Women Association will hold a reception for the Rev. Dr. Jones, the new rector.

The Captain and crew of the S.S. Lintrose are now at Halifax, according to a message to Mr. Frank Woods, President of the Firemen's Union, and will arrive here by Thursday's express.

The Importers' Association are holding a meeting in the Board of Trade Rooms on Thursday next, when the season's programme of holidays and half-holidays, together with other necessary business will be attended to.

The dance to be given in the O'Driscoll wing of the B.I.S. Hall, by Miss Lottie Brown, on next Monday night, promises to be an event of the season, and a pleasant time is anticipated.

The Inspector-General represented the police, Mr. C. E. Hunt the Game Board, and Mr. W. R. Howley, K.C., the defendants.

The Marine and Fisheries Department received a message yesterday from Oporto, quoting the prices of fish as 36 to 39 shillings a quintal for large, and 34 to 35 shillings for small, with the stocks almost exhausted.

Word was received in the city yesterday that Henry Cook who was one time Manager of the Commercial Bank in this city, had died at Hamilton, Ontario. The deceased was a native of Kent, Eng., and is survived by a daughter and son.

Don't forget to ask your grocer about LaFrance & Satina Tablets.—ap12,tf

The next few days ought to see a stir along our waterfront, with the consequent provision of labor to the many who seek it.

Several St. John's boys, who are with the Canadian Volunteers, are thought to have been in the recent engagement at Ypres, though, of course, nothing definite is known as yet.

Amongst those are Gus Keating, George Hunt, Frank Byrne, George Roberts and others.

Ask your dealer for Wallace's Souvenir box chocolates. Three pictures of 1st Nfld. Contingent on cover—quality "Most excellent."

Private messages to a gentleman in the city state that the two Norwegian seal hunters, which, engaged in this year's fishery, have done well in the Gulf. The steamers will land their fat at seven islands where there is a manufactory erected to handle the output.

Things are beginning to look a little brighter at Bell Island, according to late reports from the "Iron Isle." Three or four ore steamers are now expected, the loading of which will mean much labour, and now that the St. Lawrence is about open for navigation several more vessels are seeking ore shipments may be looked for.

Everybody's doin' it now. What? Selling Elastic Cement Paint. Your dealer sells it in 1, 2, 5 and 10 gallon tins, also in barrels.—ap14,eed

As mentioned by the Mail and Advocate a week or two ago, there is a great scarcity of lobster and salmon (tinned goods) in England, and a late English exchange asks per advertisement, for a supply of this article. The consumption of tinned stuffs by our armies in the field is very great, and that many factories which had formerly put up this kind of food, have closed down because of scarcity of labour is another reason of the shortage in question.

Volunteer Writes From Edinburgh

Will Go to Aldershot Very Shortly and From There be Drafted to France

Writing from "The Castle" Edinburgh, on April 7th to his father, a private in A Co'y, amongst other things says:—

Your letters of March 14th and 23rd came along to-day, also the batch of paper for which I am obliged. I note you got my photo all right and that you are all pleased with it.

I have certainly gained weight since I came over here, and I can tell you, feel far better all round than when I was at home.

D Co'y arrived O. K. and are quite a strapping crowd of fellows, but of course a bit slack in drill etc. We have an instructor down from Aldershot, however, and he will soon wake them up.

On Saturday, March 27th, a great recruiting parade took place, twelve thousand troops took part in it, including ourselves. We marched third and got the best reception of the lot.

You ask me how I like Edinburgh. Well, I can only say "splendid." I can't attempt to tell you all I have seen, as it would take a whole "pad."

Have seen some great football matches as you will see from the papers I am sending you. There is only one thing I am sorry for, and that is, not being able to visit "Auntie" in Glasgow. As we expect to be shifted at any moment, no week-end passes are allowed outside of Edinburgh, so you see I can't help it. You know, of course, that when a rule is laid down by the officer commanding it must be obeyed, and I tell you, I would be one of the last to break it, that is "break leave."

Kind remembrances to all friends. Write again soon. Your loving son.

SHIPPING

The next express with foreign mail is due to arrive to-morrow afternoon.

The Roanoke left Halifax at 8 p.m. yesterday.

The Schr. Scoroboro, 23 days from Cadiz, arrived to Baine Johnstone at noon.

S.S. Prospero left Grand Bank at 5 a.m., going west.

S.S. Roanoke left Halifax last night for this port.

S.S. Durango is now 10 days out from Liverpool.

S.S. Graciana, 10 days out from London.

S.S. Stephano leaves New York on Thursday.

W. S. Wynot, 7 days from Halifax, with general cargo, to C. Campbell, arrived to-day.

The Mongolian is expected to get away from Liverpool about Friday next for this port.

The Bellaventure will go on dock in a day or two prior to her taking up the season's regular service.

The S. S. Fogoto is still at the dock pier, and will not get away to resume her Fogo Mail service 'till to-morrow a.m.

Schr. Vera, Smith master, is now loading supplies at the F.P.D. premises for the Union store at Bay de Verde.

Th Schr. Annie Patience, Ash master, is loading supplies for the Union store at Port Rexton.

Weather message to Marine and Fisheries to-day:—Change Islands.—"Strong north wind; ice closely packed on land."

SHIPPING

S.S. Argyle left Placentia at 3 a.m. to-day for Westward.

The Bruce got away from Port aux Basques at 7.35 a.m. to-day.

Sagona left Port aux Basques at 5.30 p.m. yesterday.

The municipal authorities have introduced a new method of dust-laying apparatus, as we observed several men on Military Road this morning scattering what we took to be coarse salt from buckets.

U can get Elastic Cement Roofing Paint in 1, 2, 5 and 10 gallon tins from your dealer.—ap14,eed

Newfoundland Poultry Association

With a view to encouraging the breeding of pure bred poultry in Newfoundland, the following gentlemen—members of the above association—have consented to offer for sale stock, baby chicks, and eggs for hatching from thoroughbred stock at reasonable prices.

White Leghorns. C. R. Williams, Florence Grove, St. John's.

Buff Leghorns. S. Emberley, 14 Wood St., St. John's.

Silver Campines. G. W. Gushue, 216 LeMarchant Rd., St. John's.

White Orpingtons. Jno. Duff, c/o Steer Bros., St. John's.

Black Orpingtons. S. White, 8 Freshwater Road, St. John's.

White Wyandottes. M. McLeod, Amanda Rd., St. John's.

Rhode Island Reds. S. Emberley, 14 Wood St., St. John's.

Barred Plymouth Rock. R. F. Goodridge, c/o Alan Goodridge & Sons, St. John's.

White Plymouth Rock. R. F. Goodridge, c/o Alan Goodridge & Sons, St. John's.

Pekin Ducks. C. R. Williams, Florence Grove, St. John's.

Muscovy Ducks. A. E. Payne, 4 Cabot Street, St. John's.

Indian Runner Ducks. G. W. Gushue, 216 LeMarchant Road, St. John's.

Bronze Turkeys. Jno. Duff, c/o Steer Bros., St. John's.

Duff's Carneaux Pigeons. G. R. Williams, Florence Grove, St. John's.

Notice to French Residents

By Order.—All Frenchmen born in 1897 are requested to report immediately to this Consulate, in order to pass the medical examination for military service.

This order applies also to the men born in 1893, 1894 and 1895, whose enlistment has been postponed by previous medical examinations for temporary physical insufficiency.

P. SUZOR, V. Consul for France. St. John's. ap12,tf

FOR SALE—One Skiff

fitted with Motor Boat. Built the past season; 20 feet long, 5 feet 10 inches wide, 2 feet 6 inches deep. Price \$50.00. Apply to PHILIP RYAN, Mall Bay, St. Mary's.—ap27,5i

WANTED—A. A. or 1st Grade Experienced Male Teacher for Springdale.

Salary \$270.00. Apply with references to Chairman, ap120,5i,eed