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# THE MAIL AND ADVOCATE.

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*Amundell*

## THE 'SIRIUS' IS ACTIVE THO AGED

### Old Cruiser, Well-Known on This Station, Gives a Good Account of Herself

### WAS RESCUED FROM SCRAP-HEAP

### And Sent to Bombard German Batteries on the Belgian Coast—Did it in Good Style, Too

There have been innumerable romances in the world war, both on land and on sea. Not the least of the latter is the romance of H.M.S. Sirius, the only third class cruiser of 6,300 tons which was launched at Newcastle in the good old-fashioned days of 1891.

The story of H.M.S. Sirius is a story of rescue. It is not the story of human lives heroically rescued under the dangers of fire, but the rescue of an old ship from the scrap heap of oblivion to a new life of imperishable glory.

The old Sirius had long been advertised for sale. But, somehow or other, there seemed to be no buyers of antiquities, and the Sirius remained at Chatham without a purchaser.

But just a month or so ago the Sirius, with a small crew, was sent on a lay journey to Portsmouth.

Suddenly, in the middle of the lay journey there came a telegraph message ordering the crew to prepare for active service.

### Silenced Foes Batteries.

The old ship awakened to a new life, and six days after hoisting her pennant she was in the midst of a tremendous bombardment of—

Her guns worked splendidly; her crew, the members of which hardly knew each other by sight, worked like heroes, and before long the old Sirius had silenced a couple of German batteries.

Other batteries opened fire, but the Sirius went at them and silenced them. In one single day the brave old ship had fired as many as 1,510 rounds of shrapnel and Lyddite from her heavy guns.

The Germans did their utmost to get their own back by concentrating their fire on the Sirius.

But the old ship was manoeuvred with all the swiftness of youth, and somehow or other their shells either dropped short or missed their mark.

One of two whistled overhead, and only the splinters of a couple of stray shell shots did any damage. These scraped the starboard bow lightly and had the impudence to chip off various bits of paint, while one bit of shrapnel passed through the Union Jack flying at the foremast.

Then, having done a good day's work, the Sirius put in at a certain dock and replenished herself with ammunition and provisions.

By this time news had come to hand that a number of German batteries in another direction appeared to be too contented with life, so the Sirius went round, gave them a friendly call, drop ped a few visiting cards and left them asleep.

### "All's Enemy Remembered.

She spent two hours in paying these little calls of respect to various German batteries.

Afterwards she was informed by officers of the Royal Flying Corps, who had been watching the exchange of compliments from afar, that her guns had destroyed a German convoy as it approached a coast base and had smashed up a number of the German trenches.

Well done, Sirius! No wonder her crew of reserved men and pensioners who, by the way, have got quite friendly with one another by now, are proud that the old ship was saved from the scrapheap to play so glorious a part in the life of war.

The foregoing is clipped from The Daily Mirror of Jan. 12th, and kindly sent to The Mail by a friend in London.

The Sirius was stationed in these waters for several years and Newfoundlanders will be delighted to read of her success.

It is not unlikely that some of our reservists are on board her.

## German Effort Capture Bethune Was a Failure

### Fierce Bayonet Attacks Were Feature Of the Battle and Carnage Was Terrible

Paris, Jan. 28.—After having concentrated large forces between La Bassée and Festubert, says a Havas Agency despatch from Saint Omer, under date of January 25th, the Germans attempted to break through the lines of the Allies in an effort to capture Bethune.

The attack commenced early in the morning, and the infantry supported the artillery and armoured trains. Five attempts were made, but all were unsuccessful. The Germans went so far as the church in Givenchy, west of La Bassée.

Fierce bayonet fights were incidents of the battle. The carnage was great, and the trenches were covered with bodies of Germans.

According to a prisoner, the attack, the message says, was planned several days before, Emperor Wilhelm himself going to La Bassée to study the disposition of the troops.

## Place Strassburg In State of Siege

Brussels, Jan. 29.—The Morning Post's correspondent at Berne telegraphs that Strassburg is being placed in a state of siege. Even the officers' wives have received orders to leave there immediately.

## Allies Gained Important Advantages In A Series Of Sanguinary Conflicts On The West Front In Last Few Days

London, Jan. 29.—Although no big battles, as battles go in this war, have been fought of late, there have been engagements in all the arenas from Asiatic Turkey to the English Channel in which the loss of men and material have probably been greater in the aggregate than in any battles of history.

According to French reports, the attacks which the Germans delivered against the Allied lines in Flanders, France and Alsace on the first three days of the week cost them 20,000 men to which must be added the losses they sustained in their repeated attacks on the Russian entrenchments in Central Poland.

### Met With Failure.

All the German attacks in the West, the announcement of the Allies say, met with failure, except near Craonne, where it is admitted the French lost 800 men due largely to the subsidence of an old quarry. The Germans, on the other hand, assert they inflicted a severe defeat on the French at Craonne and that they repulsed all French attacks in the Vosges and in Upper Alsace with heavy losses.

While it is evident that these at-

tacks and counter attacks cost both sides dear, they make no great difference in the relative positions of the opposing armies. They convey an intimation, however, that the Germans have by no means given up the idea of delivering a smashing blow to the Allied armies.

With their approach of drier weather and the consequent hardening of the ground, the Germans have brought up new troops with the intention of getting in their blow before the full strength of the Anglo-French forces is ready to meet them.

### Very Little Headway.

Thus far they have made little, if any, headway, but, undismayed, they are sending still more troops through Belgium to Ypres and La Bassée, at which points, earlier in the winter, they attempted to break way through to the coast. Knowing, as they must, that the Anglo-French armies have been greatly strengthened since then, they themselves must have increased their striking power and so move their present lines forward when all preparations are completed.

In the East, interest centres in the Carpathians, where the Austro-Germans have sought up new armies to oppose the Russian invasion of Hungary, and according to announcements from Vienna, have recaptured some of the territory which the Russians were holding in strength. While, naturally, the

Russians, like the other belligerents, do not relish giving up any ground gained, they declare that this is compensated for by the fact that their aggressiveness has compelled the Austro-Germans to postpone the Expedition which they were preparing with the object of crushing Serbia.

### Could Help a Lot.

Russia, hopes Roumania, with her financial position guaranteed by the recent London loan of \$25,000,000, will soon send her army into the field and form the missing link between Russia and Serbia.

The Turks, by bringing up their 5th Army Corps, have been able to resume their offensive in the Caucasus, but a Russian report says they have suffered another setback.

Nothing further has been heard of the Turkish Army which is invading Egypt.

### Denial Repeated.

The British Admiralty issued a formal denial German reports that some British ships had been sunk in the naval battle in the North Sea on Sunday. The Admiralty adheres to its former statement that all the British vessels engaged returned safely to port.

The same department also denies the story that the Von der Tann was sunk by the British cruiser Invincible in the South Atlantic and says no engagement occurred between these two vessels.

## Tried To Murder King Of Greece Say The Turks

### Constantinople Says Attempt Was Made at Patras—Greeks Deny The Story

London, Jan. 28.—A Central News despatch from Copenhagen, reports an attempt made several days ago to assassinate King Constantine of Greece.

This report was conveyed to Copenhagen in a despatch from Constantinople, which says that its authority are statements of travellers, arriving at Constantinople.

The attempt on the King's life was made at Patras, Greece.

### A GREEK DENIAL.

London, Jan. 29.—The Greek Minister here declares the Constantinople report of an attempt to assassinate King Constantine is absolutely untrue.

## Fifty Villages Are Laid In Ruins By Turk Army

### Women and Children Suffer Intensely From the Cold—Many of the Men Killed

London, Jan. 29.—A despatch from Tiflis the Russian army headquarters in Transcaucasia, says: Fifty villages around Kars, in Southern Transcaucasia, have been laid in ruins by the Turks.

In their flight the Greek inhabitants—women and children—suffered intensely from the cold weather. It is reported that many men among the Greeks were made prisoners and that some were killed.

## Portia Gone West

S.S. Portia sailed at 10 a.m. taking a large freight and the following passengers:—

G. Elford, L. Farrell, G. Hollett, G. Daley, Const. O'Flaherty, P. J. Cormack, R. G. Ross, S. Hearn, Capt. Kennedy, H. Lake, Miss Kearley, Mrs. G. Devereaux, Dr. Hogan and 10 steerage.

## Berlin Orders German Subjects To Leave Italy

### And Switzerland Regards it as Sign Italy Will Soon Declare For The Allies

Geneva, Switzerland, Jan. 27.—A crisis is rapidly developing in the relations of Germany and Italy, according to information received from reliable sources, Swiss newspapers declare.

They state that all German residents of Italy, of whom there are more than 7,000 have been notified by Berlin to leave at once and return to Germany.

While the Swiss papers make no prediction that Italy will immediately enter the war on the side of the Allies, they intimate that such a step will not be long delayed.

## Young Soldier A-Dying Sang "Marseillaise"

### Pathetic Story From St. Nazaire Hospital, in France—Would Do It All Again

Paris, Jan. 27.—A pathetic story is told of the death of a seventeen-year-old Alsatian boy in the hospital at St. Nazaire the other day. The boy had fought successively in Belgium on the Marne and Ypres. At Dixmude he was wounded in the left thigh, right arm and other parts of the body.

The youth showed wonderful stoicism. When he was dying his mother asked him if, now that he knew what war was, he would be willing if he lived to undergo his sufferings again. The boy answered unhesitatingly: "There is no doubt about it, mother."

He then bade farewell to all the other patients in the ward, thanked the nurses and died singing the Marseillaise.

## DIDN'T GET BIRTHDAY PRESENT

### Instead, the 27th Was a Day of Defeats for the Germans and of Successes for the Allies

## FRENCH SETBACK NEAR CRAONNE

### Where a Quarry Caved in—Heavy German Losses in This Region—Many Allied Gains

Paris, via St. Pierre, Jan. 28.—Yesterday was the Emperor of Germany's birthday. Our adversaries had announced on this occasion a heavy effort. It took place, but did not succeed. The day was favorable for us on the whole front. Every German attack was repulsed, and all our attacks were successful.

In Belgium the enemy's positions were cannonaded and several of their trenches were destroyed.

South of La Lys, British artillery swept the roads of German troops.

### Intermittent Cannonading.

In Arras, Albert, Roye, Noyon and Soissons sections, there was intermittent cannonading and firing on several points. German infantry vainly tried to come out of their trenches, but were thrown back by fierce fire.

In the Craonne district the total German losses on the 25th and 26th surely attain to the effectiveness of a brigade. German prisoners show the impression of having suffered heavy defeat. Our losses during these two days are about 800 men, an dthis is easily explained by the fierce struggle and by the losing up of a quarry reported yesterday, in which two of our companies took shelter and no doubt fell alive in the hands of the enemy. Our counter attacks gave us entire possession of the ground contested.

### Artillery Duel.

In Rheims section, and from Rheims to Argonne, was an artillery duel, where our heavy artillery silenced the German batteries.

As reported last night, three German attacks in Argonne at Fontaine Madam, between 6 a.m. and 1 p.m. were completely repulsed. The same German failure marked three attacks at Ally Woods, south-east of St. Mihiel.

German detachments were defeated at Parroy and Bures.

In the Vosges we have advanced north of Senones on the slopes of the Mere Henry Lookout. Our gain is estimated at 400 meters.

### More Successes.

There was the same success southwest of Senones, and in Ban de Sapt we gained ground, coming in contact with German accessory defense line. We also progressed in Alsace in Amertville.

In Burnhaupt district we captured and kept ground near Carnay, and repulsed an attack of a German battalion.

According to the number of killed gathered on the battlefields to the east of Ypres, La Bassée, Craonne, Argonne, Woivre, and Vosges, during the 25th, 26th, and 27th, the German losses during these three days appear to be more than twenty thousand men.

## King George Sends Message Of Sympathy

### Condoles With Mr. and Mrs. Chaplin On the Death of Their Son In Scotland

His Excellency the Governor has received the following message of sympathy with Mr. and Mrs. Mark Chaplin, from Secretary of State Harcourt, sent at the order of His Majesty the King and of the Queen: "The King and Queen deeply regret the loss you both and the Army have sustained, by the death of your son, John Fielding Chaplin, in the service of his country."

## Knowling's Grocery Departments

EAST, WEST, and CENTRAL.

We offer the following:—

New Tunis Dates, 17c. carton.	Extra Choice New Napples Walnuts, 23c. lb.
Finest Shelled Walnuts, New Seasons, 45c. lb.	New Italian Chestnuts, 14c. lb.
<b>BEST Granulated SUGAR, 3 lbs. for 20c.</b>	
Ground Sweet Almonds, New Seasons, 22c. tin.	Fruit Pudding, a splendid table dessert, 10c. pkt.
Cracknel Biscuits, 28c. lb.	Horlick's Malted Milk, 43c. and 85c. tin.
Malt Breakfast Food, 18c. pkt.	Cream Wheat, 21c. pkt.
<b>GOOD CURRANTS, 6c. per lb.</b>	
Hunter's Genuine Scotch Oatmeal, 7½c. lb.	Plasmon Oatfood, the finest and most nutritious breakfast food in the market, 26c. tin.
Canadian Rolled Oats, 4½c. lb.	Plasmon Oats, 16c. pkt.
Canadian Oatmeal, 4½c. lb.	Plasmon, 50c. tin.
<b>TABLE CORN MEAL, 14 lbs. for 40c.</b>	
Charcoal, for poultry, 10 lbs. for 35c.	"Spratt's" Mebo, meat and bone for laying hens, 7 lb. bag for 38c.
Oyster shell, for poultry, 10 lbs. for 18c.	Spratt's Laymor, for making hens lay, 10 lbs. for 45c.
Parrot Food, "Spratt's," 9c. pkt.	Spratt's Puppy or Terrier Biscuits, 9c. lb.
"Lay or Bust," dry mash 10 lbs. for 33c.	
<b>Maggi's Soup Squares, 15 &amp; 21c. pkt. 5 sq.</b>	
Each square sufficient for two persons.	
Dodd's Kidney Pills, 40c. box.	Carter's Little Liver Pills, 19c. box.
Vaseline, (genuine), 5c. bottle.	Vaseline Carbolated, in tubes, 9c. tube.
Minard's Liniment, 14c. bottle.	Stafford's Liniment, 13c. bottle.
Beecham's Pills, 23c. box.	Hamilton's Pills, 20c. box.
Nerviline, 20c. bottle.	Fellow's Syrup, genuine, 90c. bottle.
Eucalyptus Oil, genuine Australian, 6c. bottle.	Cuticura Soap, 30c. cake.

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EAST, WEST and CENTRAL.

## ALLIED AVIATORS' VICTORY

### Outwitted Germans, Swooped on Them and Sent One to the Ground

London, Jan. 26.—A correspondent at Verdun writes: A member of the French army aviation corps described to me a remarkable aeroplane battle. An allied aero camp, with two Farman double-deckers and a Bleriot monoplane, had just been dislodged by the fire of heavy German guns, and had sought shelter in a lay-field bordering the Meuse, when the telephone brought word that two German aeroplanes, a Taube and an Albatross, apparently bound for Verdun, were approaching. The camp disappeared in the heavy mist before the two invading machines appeared. Detecting the camp they swooped down to two hundred meters and black streaks shot out from beneath them. Five bombs struck within fifty yards. One tore to shreds one of the tarpaulins that covered the three machines. When one of the Farman shot down obliquely the Germans saw them and abandoned the camp.

### Hide and Seek.

For twenty minutes the five machines played hide-and-seek in the mist. The Germans soared the faster, and soon all became hidden in the black clouds. The incessant barking of the mitrailleuses became fainter and fainter until all was still.

After several minutes a Farman came down in spirals. It landed hard, breaking wheels and rudder. The men in it were unhurt. Fifteen hundred meters up the motor had stopped and they had planned down. Up above they had seen G—, the pilot of the Bleriot, trying to outsoar the Germans and top them.

### Exploded and Came Down.

Suddenly a report, dull, distant, was heard in the camp, and immediately three loud spits again. A shapeless mass, enveloped in flames, a streak of blue and white, crashed to the ground. The men who rushed breathlessly to the wreck found the last sizzling blue flames licking the remains of one wing, beneath which the great cross of Germany was painted.

Then the camp saw five hundred meters up, the Bleriot. Before landing, just to express his triumphant joy G—, before the little groups amazed eyes, just as he had done scores of

## TRY HALT RUSSIAN ADVANCE

### Austro-German Forces Concentrating in the Carpathians to March on Prezmysl

London, Jan. 29.—The Times' Petrograd correspondent telegraphs: The activity of the Austro-German forces in the Eastern or Beskidian division of the Carpathians is becoming the dominant feature in the military situation. The enemy's movements are rapidly developing along a line which extends from Dukla to Wyszow, a distance approximately one hundred miles.

Their columns are trying to cross the mountains by the numerous passes within this front fed by the four important railways from the South. Przemysl stands in the centre of the enemy's line of advance and its relief forms, apparently, the immediate objective of the invaders.

### Try to Halt Roumania.

Petrograd, Jan. 29.—Colonel Shumsky, military critic of the Bourse Gazette, in a study of the Carpathian situation presented to-day, declares that the Austrians will deliver their main attack on the right wing in West Bukowina where they hope to achieve a victory which will halt Roumania.

This view of the situation is supported by the concentration in South-eastern Hungary of the Archduke Joseph's fourth army and a German force of four corps.

lines before cheering crowds, looped the loop. He had topped the Taube at two thousand meters, far above the rain clouds. His observer had worked the quick-nerf to red heat. The German's petrol tank, punctured, had caught fire and exploded.

A quarter of an hour later the other Farman returned, half a dozen holes in the wings. The Albatross had escaped northwards.

## WEATHER REPORT

Toronto (noon)—Easterly to northerly gales, with snow or rain, becoming much colder on Saturday.

**STEBAURMAN'S OINTMENT**

I can recommend Stebaurman's Salve for warts. My hand was covered with them and I used the Salve every night before retiring, and in a very short time was cured of them.

MRS. JOHN E. BARNES.  
Wabana, Bell Island.  
Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00—Oct 23, 24  
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Oct 19, 12, d. w.

**OFFICERS ERROR SENT 'VICTORIA' TO THE BOTTOM**

How a British Battleship Was Sunk, Twenty-one Years Ago, With 359 of Her Men

**WARSHIP RAMMED BY SISTER-SHIP**

And Admiral Tryon Assumed All the Responsibility For the Fatal Mistake Made

WHEN nearing Tripoli, off the Syrian coast, on the fatal 22nd of June, 1893, the battleship Victoria went down, and Admiral Tryon, 22 officers and 336 men perished with the ship, writes Judge Barron.

The last words this distinguished commander was heard to utter were those he spoke to a young midshipman: "Don't stop there, youngster—get to a boat." But the youngster did not move. He remained standing near the Standard Compass, ready for death, and he met it, for he made one of the 359 whose lives ended with that terrible scene.

The brilliant Admiral took care, before all was over, to charge himself with the full responsibility. In the hearing of Staff-Commander Hawkins-Smith and Flag-Lieutenant Lord Gillford he used the words: "It is entirely my fault."

His plan was to steam past the line of battleships for anchoring in two divisions in line ahead, then for each division to invert its course by turning inward 180 degrees, in fact, to circle inward, the starboard division making a complete "left about turn" and the port division the opposite.

This meant that the ships of the two divisions should turn inward and toward each other, the leaders turning simultaneously and the ships astern turning also in succession as they reached the turning point.

**Saw Disaster Approach.**  
The starboard division was led by the Victoria and the port division by the Camperdown, the Victoria to turn in the smaller circle. Before making this evolution the two divisions were to close to six-cable distance, and this appears to have been the initial cause of the disaster that followed.

The smallest turning circle of the Victoria was three cables, or 600 yards, and if each ship had to turn inward at the same time when at a distance in line from the other of only 1,200 yards it would seem to be inevitable that, with the same speed one must strike the other. And so it happened.

This likelihood occurred to Commander Smith, who said to the Admiral: "It will require eight cables for

that, sir," and the Admiral replied: "Yes, it shall be eight cables."

Imagine then the consternation of the former when the signal to the fleet was: "Close to six cables." He went to the Flag Lieutenant, but was shown the order for "six cables," the figure 6 being in the Admiral's own handwriting.

**Then Came the Crash.**

Supposing still an error had been made, he asked the Flag Lieutenant to make sure, and the latter returned to the Admiral, and in the presence of the Captain reminded the Admiral that his words to the Staff-Commander had been "Yes, it shall be eight cables." But the response was, "Leave it at six cables."

The Captain, when the Lieutenant retired, said to the Admiral that their circle was 800 yards, but the reply was, "That's all right, leave it at six cables."

Each ship in turn repeated the signal, but the Camperdown, leading the port division, hesitated and kept repeating "six cables" to intimate that the signal was not understood.

"What are you waiting for?" signalled the Victoria, and then the two battleships began the circle, swinging inward, obedient to the will of the Victoria.

Scarcely had the Victoria reached 1/2 points, or about 112 degrees, when the fatal collision was foreseen. To prevent the Victoria from reversing her port engine, then full speed astern but all to no purpose.

With an emergency of about 17,000-foot tons the Camperdown crashed into the Victoria, striking her on her starboard bow, about 10 feet abaft of the anchor, with a speed of about six knots, tearing a hole in the hull of from 15 feet in length by 30 feet vertically.

**Like the Birkenhead.**  
As if this were not enough, the two ships became wedged together, so that the point of contact acted as a pivot and the sterns of the ships swung one towards the other.

The enormous weight of this lever-like movement tore wider the hole towards the stern, at the same time crushing the Victoria's side in the direction of the stern.

Instantly the Victoria began to sink. In a few minutes all would be over. With an inflow of from 3,000 to 4,000 tons of water every sixty seconds, all was hopeless.

Yet there was no panic, no noise, no crying out. Every man stood by his station grimly silent at approaching death. It was a repetition of the Birkenhead without the hand playing.

The men on the forecastle, waist-deep in water, were ordered aft. They fell in, as if on parade, and stood waiting, shoulder to shoulder, like the "Clannanan Gael."

The men from below showed no hurry to desert the flat. The engineer officers, the artificers and stokers all were at their stations, these in the starboard engine room nearest to death, because the list was to starboard. Stolidly they faced the end.

**The Last Order.**

There was no such thing as "every man for himself." Drawn up in line, the men were turned face to starboard, for there the list was. There was no outcry, not even a visible apprehension, but a rigid determination to wait for death. Discipline and bravery here showed itself if ever it did. Not a man moved.

The chaplain, the Rev. Samuel Morris, cried out: "Steady, men! Steady!" "Aye! Aye! Sir!" was the quick response, excusable in the face of death. This was the last command and this the last response on board the Victoria.

The next moment she lurched to starboard, capsized and sank. The men jumped for life, but it was not to be, except for a few from whom history learns the heroic tale.

**TO THE EDITOR**

**PORT REXTON COUNCIL HOLDS ANNUAL PARADE**

(Editor Mail and Advocate.)  
Dear Sir, As nothing appears in the columns of your paper from time to time from this place, Union men may imagine we are getting dull over this matter. Now I want to let the readers of your paper know we are yet alive to Union matters.

We have no one here to criticize us because it's just about all Union people is here as every young man as age permit joins the ranks of this noble organization. This Council now has in good standing 195 members.

The long to be remembered year of 1914, with all its sorrows and difficulties, has passed and may we hope and pray that we may never witness such another.

**Men Scattered**  
Although this place has many things to be thankful for in the way our men has been scattered around in all parts of the world and in the very midst of a part of the disasters happenings and to say we have not had to drop a name from the roll of the F.P.U. Council of this place, for death in any way, in 1914, but still we cannot forget the happenings and the blunders of such a year, to see so many of our fellow creatures snatched away from all around us in different places one cannot get it, because it's setting everyone thinking.

This disaster of last spring won't soon be forgotten, but I did not intend to write on this subject just yet, I will get back to the doings of our Council.

**Annual Parade**  
On Jan. 16th we met for our annual parade in the L.O.A. Hall, everyone availing of the opportunity of celebrating the Fishermen's Holiday. Although it being a windy day all the members turned up that was in a position to do so, even old Mr. Banister, who has passed his four score years, came to take his place in the ranks.

We left the hall at 2 p.m., headed by the L.O.A. band. The bandsmen did all in their power to make the parade lively in spite of the high wind, they kept the instruments in working order all through the parade.

We proceeded South first and then North as far as the Pond, where the band played and proceeded back to the hall to spend the evening.

**Cheers for Leaders**  
On returning cheers were called for the Chairman, Albert E. Butler, for King George and Queen Mary, President W. F. Coaker, the F.P.U. and the L.O.A. band, all responding with the greatest enthusiasm.

A collection was taken up in aid of the Union Disaster Fund. Address were given by members of the Council on the good work the F.P.U. is doing under its President, President Coaker is certainly a God sent man to the fishermen, a man who is giving all his time and talent for the laboring class only, and still some are so slow to act.

**Power for Good**  
No one can deny but President Coaker has done the fishermen a power of good. I wonder what would fish be worth last fall had there been no Coaker. God only knows. Why when there was no war one would go to St. John's and the cry of the merchants would be war or cholera, or some disease or other, we can't give more than so and so per quintal for fish as there is no sale for it. Now war has come, the most terrible war in the world's history, and still the price of fish is up, but who might we thank, no one but President Coaker.

What would provisions be worth to-day if there was no Coaker and no Union Trading Co. It is bad enough now as it is, but I fear we would not reach it at all. I see butter has gone up, the cow doesn't give any milk, there is no cream, everything would go up but fish and that would go down, down, if there were no Coaker.

**Stick to Him**  
Now Union men and non-union men as well, stick to President Coaker and let us back him up in all his undertakings. What is going to be done for the destitute of this country? Who is going to feed them? I see by the papers the House of Assembly doesn't open until the end of March or first part of April, if that's so they will have long enough to starve twice by that time.

Well, well, I think it is time that war broke out in Newfoundland. Who could blame the poor of this country if they would rise up against the doings that has been going on all our life time and our forefathers time before us. I say it is too bad.

**Smart Men**  
No session of the House, no, the F.P.U. members are smart men. They are trying to help the poor man, enact new laws for the sealing industry and the Commission of Enquiry for disaster again. No, we won't open the House until the ships are gone and

perhaps back again. Well I wonder will we ever live to see another election, if so, what will be the consequence?

Go ahead President Coaker, right will conquer in the end. Fort Rexton is Union to the back bone although they fail to write often to the paper, we say little but think the more.

May this terrible war soon come to a close and brighter days dawn for 1915. With success to President W. F. Coaker and the F.P.U. is the wish of

—R. W. PORT REXTON.

**Council Officers Of Middle Brook**

The following are the officers of Middle Brook Council for 1915:  
Geo. Abbott, Chairman.  
Arthur Ward, Deputy Chairman.  
T. L. Pritchell, Secretary.  
E. Lush, Treasurer.

**Council Officers Of Northern Arm**

(Editor Mail and Advocate.)  
Dear Sir,—Northern Arm Council has elected the following officers for the ensuing year:  
James Evans, Chairman.  
Robert Humphries, D. Chairman.  
Selby Evans, Secretary.  
William Oke, Treasurer.

This Council has sustained a heavy blow the past season by the loss of Captain Henry Evans and his crew in the schooner Pandora. Captain Henry was an officer and a staunch Union man of this Council. His loss is severely felt.

Amidst these trying times and wars alarms our Council is still true blue Union.

Two men of our little Council, Nelson Evans and Alfred Manuel, have joined the volunteers to fight for the British Empire and keep the Union Jack flying which for a thousand years has floated to the breeze.  
—JAS. EVANS, Chairman.  
Northern Arm, Jan. 20, 1915.

**The First Real War Drama—"For King and Country!"**—Casino Theatre, Wednesday, Feb. 3rd, under the Patronage of H.E. the Governor.—L.H.F.31

**FREE TO BOYS AND GIRLS**

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

**FOR SALE—One Dwelling House, Store and Work Shop combined. Will sell at a bargain.**

For further particulars apply to W. J. DOVE, Chance Hr. East.—dec5,11

**FOR SALE—A 15 H. P. Steam Engine, almost new. Just the thing for a small factory or Lumber Mill. Will be sold at a bargain.**

For further particulars apply to C. MORGAN, Gazette office, Board of Trade Building.—dec23,14,ed

**KEROSENE OIL**

We have completed arrangements for our Spring supply of Kerosene. Enquire for prices.

Address:  
**P. H. COWAN,**  
276 Water Street,  
St. John's.

**P. J. Shea.**

I respectfully ask the Members of the F. P. U. to purchase their Christmas and New Year stocks

—AT—  
**P. J. Shea's**  
314 Water Street,  
St. John's.

**Are YOU Getting YOUR Share?**

of the Outport trade, or do you think you should have more?

No matter what your trade, you must attract the Outport buyer. Let us advise you as to the best means to that end.

You admit, you want the Outport trade, then you must advertise in a paper that is read by the people whose trade you want. That paper is **The Mail and Advocate Weekly Edition.**

The Mail and Advocate Weekly Edition is read by fifty thousand people. It has a circulation of six thousand, and next year will greatly exceed that number. Avail of this splendid medium and you will thank us for this advice.

The Mail and Advocate Weekly Edition, the best advertising medium in Newfoundland.

**COAKER ENGINE CAN'T BE BEATEN SAYS FISHERMAN.**

Mr. W. F. Coaker, M.H.A.

Dear Sir,—Just a few lines concerning the Coaker Engine that I purchased from the U. T. Co. this spring. I have used this engine all the summer without any trouble or difficulty; it really works like a clock.

We had our traps twelve miles from the schooner and that engine used to go there twice a day for a month, making its forty-eight miles a day back and forth, and used to tow another trap boat with her, which made a difference of about seven miles in forty-eight, so she actually ran fifty-five miles per day while at Belle Isle.

At Mugford's Harbor she averaged about thirty-five miles a day from the 14th of August to the 10th of September. I would not change this engine for any other six horse power engine on the market, either for speed or simplicity of operation. I passed motors this summer up to nine horse power. I haven't seen one to go with her this summer.

I advise all who want a good strong and reliable engine not to refuse the Coaker Engine, for she is certainly the best on the market.  
ELIAS KEAN.

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

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

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

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

The reason for selling is, the boat is not large enough for the purpose she is now used for. The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses. Apply to

**W. F. Coaker.**

ADVERTISE IN THE MAIL AND ADVOCATE FOR RESULTS

## ORDERS WANTED FOR SEASON STOCK

We can ship as soon as navigation opens  
Fish Cask Staves, Heading, Drum and Half Drum  
Staves, Shingles, Pump Junks, Wharf Plank, Shores,  
Piles, Beams, &c., a specialty. Framing, Inch Board  
and Clapboard

ALL BEST PRICES AND EASY TERMS.  
**Alexander Bay Cooperae & Mfg.**  
Company, Glovertown, B.B.

## Wide Awake Fishermen Linen Gill Nets

Should write us for particulars of our  
We believe we are the only Newfoundland firm offer-  
ing these for sale.

Those who used them last year had splendid suc-  
cess, and soon GILL NETS will be as necessary as  
Motor Engines.

Specially made, mounted, buoyed and leaded.  
Write now for particulars.

**ROBERT TEMPLETON.**  
333 Water Street.

## ENGINE SERVICE.

### Factors That Assure Long Life.

**Special Crank Shaft**—The crank shaft is made of high carbon  
drop forged steel, heat treated, one of the toughest materi-  
als known, and all bearing surface are ground to one one-  
thousandth of an inch.

**Connecting Rod**—The Connecting Rod is of drop forged steel, I  
beam design, and the lower end is hinged for connecting to  
the throw of the crank shaft and is fitted with a special  
bronze and nickel babbit bearing easily interchangeable.

**Piston Pin**—The Tubular Steel Piston Pin rocks in removable  
bronze bushings in the piston and is held in exact position  
by a dowel screw fitting in a groove across its surface. It  
has double the bearing surface of the ordinary piston pin  
and wears correspondingly longer.

**Adjustable Main Bearings**—The Main Bearings are made in two  
halves. Brass strips, or shims, four one-thousandths of an  
inch thick fit between them and insure perfect crank case  
compression, also reducing the necessity of replacing the  
bearings.

**Ball Thrust Bearings**—Two sets of Ball Thrust Bearings are in-  
stalled to absorb both forward and backward thrust of the  
propeller shaft when boat is travelling either ahead or  
astern, thus reducing the strain on the engine and increas-  
ing its life.

**Timer Gears**—The Timer Gears are accurately cut, are noise-  
less in operation, and protected by a cover.

**Material**—Every piece of material used in the construction of a  
Ferro Engine is specially selected for the purpose in view  
and careful tests for strength and composition of every  
shipment received insure absolute and continued uniform  
high quality.

#### NEW TESTIMONIAL:

Messrs. L. M. Trask, St. John's.  
Dear Sirs,—As I saw your advertisement in Mail and Advoca-  
te requesting Ferro owners to send number of their Engines  
and get in return a Sample Spark Plug.  
I have two Engines, one 7 1/2 No. 41813 and one 11 H.P. No.  
41891.  
I have these Engines three years and I am well pleased with  
the results of both.  
I may tell you the 11 H.P. has run something like 9,000  
miles and has cost me nothing for repairs yet.  
B. FOWLOW, Trinity.

**L. M. TRASK & CO.**  
140 Water St. P.O. Box 1217. St. John's.  
Exclusive dealers in Oil, Engines and Supplies.

## FOR SALE!

To arrive, per "Ida M. Zinck"  
**Cargo Best Screened  
Sydney COAL**  
For Sale at the wharf of

**Baine, Johnston & Co.**

ADVERTISE IN THE MAIL AND ADVOCATE.

## Japan Sets Example Of National Courtesy

(By Henry Dalby.)  
WHAT a lot those "apes of the Pacific" the Japs have to learn from the Germans about "Kultur" and courtesy to their enemies! Immediately upon the surrender of Tsing-tau, instead of seizing private property and levying a heavy war tax upon the civilian population they were guaranteed protection of their persons and property and were cordially invited to remain and carry on business as before.

Those who wished to leave were at liberty to do so; but those who wished to stay were assured of immunity from molestation. Really they had more liberty under the Japanese Government than they ever dreamt of under former rule. Individual Japanese were warned to show no hostility to individual Germans but to act with good grace and liberality to German subjects.

**Avoided Offense.**  
Of course there were celebrations in Japan of the Japanese victory, but the lantern processions avoided the routes where they might give offense to Germans and a number of streets were left out of the demonstrations altogether out of regard for the susceptibilities of German residents. Prisoners of war were treated with the utmost kindness; the governor and his staff were not deprived of their swords; the officers enjoyed a freedom unknown in Berlin, and held a banquet in honor of the host cause.

The reading of an address of submission by the civil governor was not accepted, because it was regarded as an unnecessary humiliation. The Germans are still using the law courts and their banks are still open for business.

**One Fired Out.**  
Only one German has been fired out of Japan, the editor of a German-owned British paper published in Yokohama "whose zeal," according to the Tokio correspondent of the London Leader "outran his discretion." What can Germany do with such a despicable foe? The German Ambassador at Washington might get his friend Mr. Bryant to send a protest to the Mikado's Government; but probably the latter is too busy just now preparing a protest to Italy on account of the earthquake interfering with the exportation of copper, cotton and corn from the United States.

**Russia Behind Too.**  
Even the Russians are woefully behind the Germans in "Kultur," according to Teutonic standards. In stead of making cathedrals and churches their favorite targets, they have gone out of their way to spare those institutions. They have stolen no war contributions; have stolen no private property; and have not burned any homes. So far, not a complaint has been heard of their outraging any woman, or murdering in cold blood any man.

They seem to have taken all

the "Kultur" out of war and to have fought more like men than gorillas. It is high time for some benevolent neutral power to protest against such out of date methods. They may not interfere with copper, cotton, or corn exports at war prices; but at least they prevent the pro-  
German press from exploiting fake news about Russian atrocities in Austria and East Prussia.

**Modern Murder.**  
Of course, there will be high jinks in Berlin over the killing of a woman and her baby on the east coast of England. The deed was done on modern scientific principles and both the bomb and the murderer were made in Germany. A few other people were killed and a number of private residences were smashed. It will not go far towards crowning the Kaiser's campaign with victory; but as a vindication of German courage and baby killing talent it is enough to impel the heroic Teutons to the most frenzied demonstrations of delight. Neither Japs nor Russians are capable of appreciating such patriotic fervor. And as for the British—sufficient to say that people who commit such crimes in Britain are re-warded by being hanged.

The British are disposed to be fair even to their foes. A week or two ago a British girl who told a fairy story about her sister having been mutilated by German soldiers in Belgium was found to be lying and was sentenced to six months' imprisonment. A German girl who displayed similar talent would have got the Iron Cross.

Anyone can repair a roof with Elastic Roofing Cement Paint. It is easy and ready to apply. No heating required. You can do the work yourself with an ordinary whitewash brush. P. H. COWAN, Agent.

## A CALL FROM THE TRENCHES

I.  
There's something new to-day, mate,  
In the way of recruiting calls—  
You won't see it up on the posters,  
You won't hear it sung at the halls;  
But it's rolling over the sea, mate,  
Right to your heart and mine—  
It's a call to you and me, mate,  
From the men in the firing-line.

Can't you hear them calling, calling  
From the trenches over there?  
"For God's sake reinforce us,  
For we've not a man to spare.  
Our ranks are thinning fast, lads,  
Our strength is sorely tried;  
But we'll win the day at last, lads,  
If you rally to our side."

II.  
It's all very fine for us, mate,  
To read how they fight out there—  
Shot and shell making hell around them,  
And they never turning a hair;  
But when there's a lull in the shooting  
And a mail from home comes through,  
They start reading news of—recruit-  
ing—  
And it's damned cold comfort too.

Can't you hear what Tommy's read-  
ing  
To his worn and weary mates?  
First, "Fall-off in enlisting"—  
Then, "Record Football Gates."  
Ay, that's the news we give, lads,  
To our heroes over there;  
They die that we may live, lads—  
And a blooming lot we care!

III.  
They are calling you and me, mate—  
Shall we hear, and pay no heed?  
Shall we stick to home and safety,  
While they suffer, and toil, and bleed?  
Shall we sleep snug in bed all the  
same, now,  
And they in the freezing mire?  
Shall we stand looking on at a game,  
now,  
And they under deadly fire?

No, no! Their call shall thunder  
Through all the land to-day;  
And we'll answer in our thousands,  
And this is what we'll say—  
"You shall see you're Britain's  
pride, lads,  
You shall know how much we  
care—  
For we'll prove it at your side, lads,  
In the trenches over there"  
W. M. L. HUTCHINSON.

#### NOTICE

All Local Councils in Trinity Dis-  
trict who haven't yet sent in their  
district assessment, will please do so  
before the end of the month to the  
treasurer, George Fowlow, of Philip,  
Trinity East. J. G. STONE, D.C.  
Dec. 10, 1914.

## AVIATOR WAS HIT IN MIDAIR BY A SHELL

Was making a Reconnaissance  
and Strong Wind Brought  
Machine to Standstill

DIRECTLY OVER  
GERMAN BATTERY

Projectile Penetrated Avia-  
tors Lung from Top to Bot-  
tom, but He's Recovering

New York, Jan. 26.—The following is  
part of a letter written to a Broadway  
producer from Robert Loraine, the  
actor-aviator, who recently was dan-  
gerously wounded while air scouting  
for the Allies in France. The letter  
was written by Loraine after he had  
been sent back to England to recover  
from injuries that it was at first  
thought would prove fatal. Herein he  
tells how he was winged:

**How He Was Winged.**  
"I was doing a reconnaissance,"  
writes Mr. Loraine "in a very strong  
and tricky wind, which compelled me  
to direct my pilot along a course  
which in order to get over certain of  
my objectives, necessitated standing  
into the wind exactly over a battery  
of very efficient anti-air craft howitzers  
with which I had had previous deal-  
ings—standing into the wind in such  
a manner that I was practically motion-  
less over a two-a-battery. So I was  
not the least bit surprised when he  
got me."

"I was flying at 4,800 feet over—and  
marking on map with great accuracy  
the precise position of a new battery  
of heavy guns the enemy had brought  
up when he hit me with a double  
knock just below my right shoulder-  
blade. A large flat, spent piece of his  
shell, probably the base, nearly knock-  
ed me out of the machine. It just hit  
me and glanced off, but at the same  
time I realized that the shrapnel bul-  
let had just missed my spine and had  
sizzled thro' my right lung from bot-  
tom to top.

**Nothing to Do But Faint.**  
"Had I been standing, walking or  
running, I should have gone out at  
once, as the excessive bleeding would  
have suffocated me. But being seated  
I found that by leaning slightly for-  
ward and to the right, and not at-  
tempting to breathe with the injured  
lung—being contented with very small  
gasps with the uninjured one—I could  
conquer suffocation for at least a time.  
"My reconnaissance was of im-  
mediate importance. I found, however,  
on trying to observe, that details were  
quite impossible beyond me, so I di-  
rected my pilot to go straight back to  
our landing place, telling him I was  
hit. As there was nothing else to do  
then for the moment I fainted.

**Lost Much Blood.**  
"On reaching our landing ground  
my real troubles began. However, I  
was eventually got here (in England)  
alive, much to everyone's surprise. I  
had lost a great weight of blood appar-  
ently, and when my uniform was cut  
off me it was a sight. Everything was  
soaked with blood from collar to my  
boots. I was very pleased however, to  
find the shrapnel bullet in my under-  
shirt. It had come just through and  
that meant saving a lot of subsequent  
trouble if I lived."

The actor-aviator-soldier, owing to  
doctor's orders that he must take a  
sea voyage for his lungs' benefit be-  
fore returning to the battle front,  
hopes very soon to visit New York.

#### FORGING AHEAD!

That is the position of The Mail  
and Advocate, as each issue sees  
a larger sale. What about that  
WANT ADVT!

## FISH For Retailing

we offer at low prices

**Large Labrador  
Codfish  
Canned Salmon  
Canned Codfish**

**SMITH Co. Ltd.**

## RED CROSS LINE.

### INTENDED SAILINGS.

From New York: From St. John's:  
STEPHANO, Jan. 16. STEPHANO, Jan. 23.  
Passenger Tickets issued to New York, Halifax  
and Boston.

FARES INCLUDING MEALS & BERTH ON  
RED CROSS STEAMERS:

	1st CLASS		2nd CLASS	
	Single	Return	Single	Return
To New York	\$40.00	\$70.00	\$15.00	
To Halifax	20.00	35.00	9.00	
To Boston (Plant Line)	29.00	51.00	18.00	
To Boston (D.A.R.)	30.00	51.00	18.00	

Connections at Halifax for Boston: (1) Plant  
Line Wednesday at 8 a.m. (2) Dominion Atlantic  
Railway through the beautiful land of Evangeline  
to Yarmouth, thence by Boston and Yarmouth  
S.S. Co., Ltd., Wednesday and Saturday. Luxuri-  
ous accommodation and excellent cuisine by  
either route. Full particulars from

**HARVEY & COMPANY, Ltd.**  
Agents Red Cross Line.

## The Elite Tonsorial Parlor,

Prescott Street, near Rawlin's Cross,

**F. ROBERTS, Proprietor,**

Mr. F. Roberts, of the Elite Tonsorial Parlors,  
begs to announce to his many patrons, that he has  
installed the very latest Massage machines for face  
and hair; also that he will carry full assortment  
Choice Cigars, Cigarettes and Tobacco.

On and after to-day the Parlors will be open  
each weekday from 8 a.m. until 11 p.m.

## Write For Our Low Prices

—of—  
**Ham Butt Pork  
Fat Back Pork  
Boneless Beef  
Special Family Beef  
Granulated Sugar  
Raisins & Currants**

—and—  
**All Lines of General Provisions.**

## HEARN & COMPANY

St. John's, Newfoundland.

## WHITE SALE

Space will not permit us to give the price of all  
the WHITE GOODS that we have Reduced. Call and  
inspect, it won't cost you anything.

INFANTS & CHILDS	LADIES'
White Lawn Pinafores from 15c.	White Lawn Dresses from 60c. up.
White Lawn Petticoats from 75c.	White Undershirts from 75c. up.
White Cambric Drawers from 50c.	White Cambric Gowns from 25c. up.
White Robes from 35c.	White Chemises from 80c. up.
White Dresses from 30c.	White Knickers from 75c. up.
White Bibbs from 5c.	White Night Dresses from 85c. up.
Embroideries, assorted prices.	Towels from 5c. up.
Insertions, assorted prices.	Side Board Cloths from 14c. up.
Laces, Torchon and Linen	Bed Vanance from 11c. up.
Robe Lawn from 23c.	Marcella Quilts from \$1.75 up.
Victoria Lawn from 11c.	Table Napkins from 8c. up.
Nainsook from 16c.	Table Damasks from 25c. up.

Outport Orders Carefully Attended To

**NICHOLLE, INKPEN & CHAFE**  
Limited.

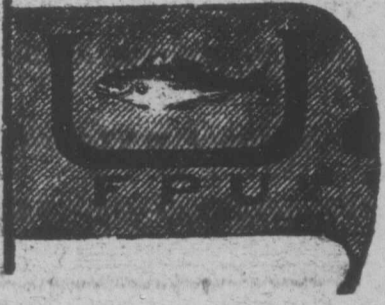
Agents for Ungars Laundry & Dye Works,  
Halifax, N.S.

**In Store  
500 Sax Bran**

This feed is advancing.  
Buy before it goes too high.

**J. J. ROSSITER**

Our Motto: "SUUM CUIQUE."



(To Every Man His Own.)

**The Mail and Advocate**

Issued every day from the office of publication, 157 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., JAN. 29, 1914.

**OUR POINT OF VIEW**

**And Still No Move**

THE winds and weather for over a week could not prove more favorable for the dispatch of a steamer North.

The Northern people must and will resent the indifference of the Government, in ignoring their request for the continuance of the service until weather conditions made its continuance impossible.

Not one word of disapproval of the Government's outrageous conduct in reference to this matter has been heard from Editor Lloyd, who apparently has forgotten that he represents Trinity District, the North Side of which is calling for coastal connections, which could easily be afforded.

Do Bowring Bros. intend to fulfill their obligations towards the Colony? Do the Government intend to remain inactive over the dispatch of a steamer North and questions all the Northern men are now asking? Will the Government reply?

**Need of Employment**

THE wind is tempered to the short lamb" and surely there would seem reason in believing that Providence has tempered the severity of the winter to the poor and needy in this community.

The present mild spurt is a God sent blessing to hundreds of poor people, whose miseries are augmented a hundred fold by cold and stormy weather.

The weather although dull has a degree of comfort to it, so mild and gentle that it hints of spring, of green fields and sunny ways.

We wish the City Commissioners could, like Sir Ralph the Rover, who, as the poet says,

"Felt the cheering power of spring,  
It made him whistle, it made him sing."

be a bit cheerful, and communicate a bit of their cheerfulness to the city. Six thousand dollars is but small, but at the present time six thousand dollars spent among the laboring men of the city could do much to put a bit of cheer into their homes.

The city is in a rather deplorable state, and now is an opportune time to get it tidied up a bit.

There are a thousand and one ways in which the money which the city has on hand could be profitably spent. As to the paving of the streets with stone blocks, as suggested by The News, we entirely disagree. We believe some other material could be used, that would have the advantage of being in some degree less noisy than stone pavements.

We have had an experience as far as Water Street pavement is concerned, that should make us reflect seriously before committing ourselves to further stone pavements.

But pavements or no pavements something should be done, and done now. There are many idle men at present, who would hail with delight any movement that might afford them some employment.

This admonition applies with equal force to the Government. It is time that they do something to meet the conditions growing out of the war.

The House of Assembly should be opened at once, too much time has already been lost, and the longer the

delay in meeting the situation the greater will be the difficulty.

There is a hint of the almost complete abandonment of the seal fishery, if this be true then there is all the more urgent necessity of immediate action by the Government.

We call upon the Government in the name of our common country to get themselves together at once and apply themselves to the task of meeting the destitution which is closing in upon our country.

It is the duty of the Government to meet this situation at once. If they fail to do this, then they must be prepared to meet the graver situation of a people in revolt.

Can the Government be so stupid as not to be able to understand that never before was there more emphatic need of wise legislation or more urgent calls upon a Government for intelligent and sympathetic action.

'Tis not when hunger and destitution have done their work of driving the people to despair, that action should be taken, it is now, for "prevention is better than cure."

**The Sealing Disaster**

TODAY we review the fifth resolution passed by the Coley's Point Convention which deals with the sealing disaster. The resolution is as follows:

**Respecting Captain Kean:**

RESOLVED—That this meeting record its approval of the stand taken by President Coaker against Captain Abram Kean again commanding a sealing steamer clearing from Newfoundland and the determination of the fishermen of Conception Bay to support any measure he may adopt to carry out the Resolutions of the Supreme Council passed at Catalina Convention, and we call upon Messrs. Bowring Bros. to be courteous enough to concede the fishermen's demands respecting Capt. Kean and remove further friction amongst the people in reference to this unfortunate matter. We pledge ourselves to stand by President Coaker and we respectfully request him to take such measures as he deems expedient to prevent Capt. Kean from sailing as master of the Stephano;

**BE IT FURTHER RESOLVED—**That in our opinion the 78 members of the Newfoundland's crew who died on the icefields in the blizzard of March 31st and April 1st last, would not have died in that storm had Capt. Abram Kean not been in the vicinity and we are convinced that the least punishment due Capt. Kean is that resolved by the Catalina Convention of the P.P.U., and we respectfully request that Bowring Bros. be urged by all the power and influence of the P.P.U. to accede to the just and reasonable demand of the people to uncapitain Capt. Abram Kean.

The position taken by the Convention Bay delegates endorsed emphatically the Supreme Council Convention's resolutions, and every delegate present strongly backed the prayer of this resolution, and the vote was not taken in the usual way—all present stood to record their vote.

Some of the delegates present had been to the ice several springs with Captain Kean and knew him well.

The prayer of the resolution exactly represents the wishes of seven-eighths of the people of the Colony, and although we have been present at several meetings when the disaster was discussed we have not heard a man speak in opposition to those opinions.

One thing is sure and that is if Bowring Bros. attempt to defy the wishes of the people the punishment will fall upon them much more than upon Capt. Kean.

Bowring Bros. might just as well remember that the present is not for all time, and that it is "a long road that has no turn." "The mills of the gods grind slowly" but they do grind and time brings its changes.

One of the most regrettable outcomes of this sad business would be to have a feeling aroused against the old firm of Bowring's. If such occurred it would take many years before the feeling would subside. The firm's name has always stood for reasonable and honorable dealings, and we have never heard a dealer speak but good of the treatment accorded them by the firm. But the feeling has changed and a bitter indignation prevails against the firm amongst the fishermen, because, for the first time the firm's actions have as much as said: to Hades with public opinion, we will do as we like, and the people can like or dislike it.

President Coaker spent two hours discussing this matter with the firm just after the Catalina Convention, and what surprised him most was the manifest inability of the managers to grasp the seriousness of the position, and their lack of sympathy with the pronounced verdict of a body representing over half the fishermen of the Colony. Subsequently the Union's demands were placed before them in writing and submitted by the branch here to the principal shareholders in Liverpool.

The reply of the Liverpool branch is now due and should be forthcoming within a day or two.

**Great Big Programme at THE NICKEL For The Week-End.**

The Solax Co. present in 3 parts 3:—

**"Beasts Of The Jungle."**

An attractive and adventurous romance of the wilds—filled with surprises and sensations—hairbreadth escapes in savage lands—an alluring novelty.

"THE MIDNIGHT CALL"—A melo-drama. "FANCY SKATING"—Interesting. "HOW IT WORKED"—A comedy.

The American Players in a two-part drama:—

**"The Hermit."**

A most interesting story dealing with broken love and working out to a reunion after many years.

MISS MARGARET AYER Sings:—THE MAGNETIC WALTZ—ARDITI.

EXTRA PICTURES FOR THE CHILDREN AT THE BIG BUMPER MATINEE SATURDAY.

**SPYING NASTY BUT NECESSARY**

**British Secret Service Officers Discovered a German Plot to Land a Big Invading Army in Yorkshire—Why the Plan Had to be Altered**

LEUT.-GENERAL SIR R. S. S. BADEN-POWELL, the famous scout, adds his testimony to that of others who assert that Germany has for years maintained a huge spy service in Great Britain. He says that hundreds, if not thousands, of young Germans have served in British shops and offices without salary, saying that they were there to "learn the language."

They learned a good deal more than the language, and probably among them picked up as much information as would be impossible for a shrewd British newspaper reporter to acquire. Absolute military secrets, of course, could not be obtained by the ordinary German spy; but that there was a considerable fund which was used to corrupt British officials who happened to know some of these secrets is also a well established fact.

The most valuable of the German spies were Americans of German birth, who could pass anywhere as Americans of British or Irish blood, and who were, as a rule, treated with special courtesy. Lady, who was executed a few weeks ago, was a German-American. It is to be doubted that he was able to communicate any important information to the German general staff, though he attempted to do so. The authorities intercepted his mail, and suppressed any of it that they thought harmful.

**Spy Catching.**  
Baden-Powell does not share the popular feeling against spies. Nobody would shoot one more cheerfully than he, but he says that, while scouts are honoured, it seems unfair to heap contempt upon the spy, who takes more risks than the scout, and knows that his death is certain if he should be discovered.

The General has been particularly famed for his ability to spot spies, and several were handed over to the authorities as a result of his keen observation before war broke out. On one occasion he mentions that he was returning from a military review with several officers who complimented him upon his luck in nailing foreign spies.

They asked him how he accomplished it, and he replied in general terms that it was by keeping his eyes open. For instance, he said, there was a gentleman riding in an open hired victoria in front of them who would bear watching.

**A Spy Exchange.**  
The officers watched, and as the vehicle was passing through some fortifications it stopped, while the occupant, under the pretence of lighting a cigarette, rapidly took a snapshot of the forts. He was immediately seized and taken into custody.

However, as Baden-Powell says, the Germans are not alone in ability to play the game with spies. British spies are not altogether unknown, and Britain was not wholly without information as to what was happening in Germany for several years past.

In Belgium, he says, there has of recent years grown up a sort of international clearing house for secrets discovered by spies. It was operated by German-Americans, and if one nation wished to secure exact information as to the power of a new gun, the plans of a fort, or the dimensions of a ship, it had merely to make a request to this exchange, naming a price for

on his back those days and if he is not careful he will have to swallow big doses when the House opens.

the information and it would be obtainable.

Through this means Baden-Powell some five or six years ago was able to secure a detailed plan for the invasion of Britain by Germany. The idea was that German submarines and mines would block the English Channel for a few hours, while an army of 90,000 Germans, would be hurried on board a number of huge transports and guarded by the whole German navy would be rushed across to the Yorkshire coast.

The plan was that this army would occupy Liverpool, Manchester, Leeds, Sheffield and Halifax, and would dominate a district of 14,000,000 population. The people would be driven out of their homes, and would be sent starving and shelterless about the country. The invaders would bring with them a week's provisions, and by selling all the foodstuffs in the neighborhood and destroying all the property they would establish a reign of terror that would force the British to sue for peace.

**Admiralty Blocks Move.**

At the same time the spies stationed in England were to cut all telephone and telegraph wires and destroy by dynamite any railroad bridges that would facilitate the mustering of troops. Baden-Powell was shown the records made by the German experts, which showed that on the average the day of the year best suited for this exploit was July 13, and that the "Day" was intended to be the nearest bank holiday to this date, which happens at the beginning of August.

The move of the Admiralty in stationing the Home Fleet further north than the Germans had calculated upset these plans. Nevertheless, they were seriously considered by German officers with whom Baden-Powell discussed the matter, and most of them were convinced that, as Britain had only a small standing army, it would be only necessary to elude the vigilance of the navy for a few hours in order to make a Belgium out of Britain.

**WORLD'S PRESS ON THE BIG WAR**

**REHABILITATION OF FINANCE**

London Mail:—The rehabilitation of finance is world-wide. It is only Germany's disorder—the fact that her trade is crippled and that her mark is worth only about half its face value—that clags the machine. It is running wonderfully well even without her.

**THE PROPER MOMENT**

London Daily Mail:—A problem that engages American opinion is how best to use American influence to hasten peace. Mr. Wilson looks forward to an opportunity of mediation "such as has seldom been vouchsafed to any nation." Very much will depend on the choice of the proper moment and the proper instrument.

**DOING THE WORK OF THE ENEMY**

London Express:—For any country to be admired by Mr. Shaw—even with reservations—is almost an unbearable humiliation. It is difficult to understand why the censorship allows Mr. Shaw to publish articles the only idea of which is to misrepresent Great Britain to her Allies and to neutral countries. He is doing the work of the enemy, and he should be forcibly and severely dealt with.

**ADVERTISE IN THE MAIL AND ADVOCATE**

**HOUSE TO LET—A**  
Lewisport, a centrally situated house, containing seven rooms. For particulars apply to URIAH FREAKS, Lewisport.—Jan 24, 31

**A Splendid Offer**

To all new yearly subscribers for the Daily issue of The Mail and Advocate sending in a year's subscription between January 2nd and March 1st we will mail free a 20 x 22 Crayon Bust Picture of President Coaker, fully as good as a three dollar crayon.

This special offer is good only for two months and subscribers must fill out the subjoined form if they avail of this special offer.

**Special Offer to Mail & Advocate Subscribers.**

To the Union Publishing Co. Ltd.,  
St. John's.

Find enclosed the sum of Two Dollars, for which please forward the Daily issue of The Mail and Advocate for one year, and the premium crayon picture 20 x 22 of President Coaker.

Signature \_\_\_\_\_  
Address \_\_\_\_\_  
Date \_\_\_\_\_, 1915.

**FOR SALE!  
A Steam Capstan,  
With Engine Attached.**

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,  
Limited.**

**THE BEST IS CHEAPER IN THE END**

Order a Case To-day  
**"EVERY DAY" BRAND  
EVAPORATED  
MILK.**



**Job's Stores Limited.**

DISTRIBUTORS

# How a British Squadron Administered Punishment To German "Baby-Killers"

In Their Attempt to Again Raid Unfortified British Pleasure Resorts, the Germans Ran Across Sir David Beatty's Battle Cruiser Squadron and Were Warmly Welcomed.

GERMANS SPEEDILY MADE FOR HOME BUT SOME WERE UNAVOIDABLY DETAINED

And Some That Did Get Back—the Finest Ships of the German High Sea Fleet—Were Seriously Damaged—Admiral's Ship Lion, in the Thickest of the Fight But Not Seriously Injured

London, Jan. 26.—Out into the biggest German floating forts and sent them whimpering to cover, as they left one of their number behind to sink.

Britain Rejoicing.

London and all the United Kingdom, which usually spends a quiet and sedate Sabbath, was joyful on Sunday night, because the vigilance of Vice-Admiral Beatty and his men proves that the Germans cannot again raid the undefended towns on the East Coast, as they did when a squadron stole through the fog a few weeks ago and bombarded Scarborough, the Hartlepoons, and other coast towns.

It is apparent that the powerful German squadron defeated to-day was bound on a similar mission of raiding despite the protests of the civilized world against the bombardment of unfortified places and without previous notice.

British Losses.

11 British seamen were killed and, as only eleven on board the Lion, the flagship of the Vice-Admiral, which led the battle line, were injured, it is indicated that the British vessels suffered little damage.

News is anxiously awaited of another battle which started at about the same time between the light cruisers and destroyers which accompanied the larger fighting ships of both navies. These small German vessels, in the hope of escaping, started off in a different direction, with the smaller British cruisers and destroyers in hot pursuit, and all their long-range guns popping.

The Admiralty was without news concerning this encounter and all London was anxiously waiting news on Sunday night, but confident that the "little fellows" gave as good account of themselves as did the big fighting monsters that whipped the

The Derfflinger is the largest and latest vessel in the German navy, having left her builders since the beginning of the war. She was of 28,000 tons, had 100,000 indicated horsepower and mounted eight 12-inch guns, twelve 5.9-inch guns and twelve 3.4-inch guns. She had 4 torpedo tubes and a speed of 27 knots. Her complement was about 1,200 men.

The Seydlitz was only a little less powerful. Her tonnage was 24,640. She had 100,000 indicated horse power and carried ten 11-inch guns with her other guns, the same as those of the Derfflinger. Her speed was 29 knots and she was the speediest of the German vessels engaged in Sunday's fight.

Badly Damaged.

Vice-Admiral Beatty's report indicates that two of these great fighters reached the shelter of a mine field seriously damaged, and this means that two of the most powerful units of the German navy have been made ineffective for at least a long time. In Admiralty circles this is considered almost as good as the destruction of those vessels.

Although the Blucher was built in 1908 she was completely re-rigged last year and, while not classed as a battle cruiser, she was in the next class to those latest of sea fighters.

The Tiger, the Lion and the Princess Royal each mount eight 13.5 guns in their main batteries and the New Zealand and the Indomitable each have eight 12-inch guns. The Tiger, with 28,000 tons and an indicated horse power of 100,000, leads all British cruisers in battle efficiency.

On Dutch Coast.

While the Admiralty does not state in its official report where the battle took place it is known from other reports that the running fight started in the North Sea, just north of the Islands of Ameland and Schiermonnikoog. These are part of a chain of islands that skirt the Northern coast of Holland and on Ameland is the town of Nes, where the residents a few days ago sighted the three Zeppelins as they passed westward bound toward the English coast to drop bombs on Yarmouth, Cromer, Sandringham House and other places.

At Nes and other places in the north of Holland the booming of the big guns could be heard plainly and the residents knew that a naval battle was in progress.

In leaving the naval base at Cuxhaven, protected by the big guns of Heligoland, the German squadron apparently took the most direct route to reach the open waters of the North Sea. They passed between the Holland coast and Heligoland, probably close to the Dutch coast.

Vice-Admiral Beatty's squadron, patrolling that section of the North Sea which is the most dangerous because of the mine fields, sighted the Germans soon after daylight, according to despatches received here, and started in hot pursuit.

That it was a long pursuit even before the British battle-cruisers got into range with their fifteen and a half inch guns, is shown by the fact that they did not open fire until half past nine o'clock.

German Shots Missed.

Then for four hours, or thereabouts, the bombardment continued. It was a rear-end fight, with the Germans crowding on every ounce of steam in their night into protected fields.

As they ran they kept their rear batteries pumping shells at their bulldog pursuers. But apparently, they could not reach their marks. The British remained back far enough to keep out of range of the Germans 12-inch guns and close enough to make the shells from their own 13.5-inch guns effective.

It was one o'clock before the Blucher, which had been hammered and pounded so severely by the British fire, that she could not keep up with her companions, rolled and sank. Up to that time the battle between the big vessels of each navy had proceeded without a halt.

In the Mine Field.

It was about that time that the Derfflinger, the Seydlitz and the Moltke reached the mine fields which have been placed by the Germans, and fearing to lose their own great vessels the British turned back and were compelled to let the three German battle-cruisers escape, although two of them were showing signs of distress.

Submarines, also were known to be working in that area and they caused an added danger, but Vice-Admiral Beatty was certain that two of the battle-cruisers had been "seriously damaged" before he gave up the chase.

Just what became of the smaller

## Live News Notes From Catalina

Union Parade Held—Motorboat Buoying—Times Rather Dull.

On Saturday the members of the F. P. U. held their annual parade which was the largest ever held here. The weather was most suitable for the occasion and pretty nearly all our oldest members turned out in good shape.

The F. P. U. store will close on Monday and will remain closed while stock taking. Mr. Stone, who has been away north returned by train on Saturday just in time for the parade.

Mr. Boyd Hicks is now confined to his bed suffering from the effects of a dog bite. As this case is not serious we hope to see him around again in a few days.

The most of the men are now enjoying a holiday, as the snow is all gone, which of course prevents them from getting in the woods. But the ladies are more than busy knitting socks and doing everything else that is necessary to relieve our soldier boys.

Skipper Tom King is now trying his hand at boat building and has an idea that he's going to knock out friend Garland Cloutier, who has a dandy boat which he built last winter; but as everybody says it's not so much the boat, its the engine that counts, and what everybody says must be true—'You can't beat the "Coaker."

Skipper Theop. King is also putting up one which no doubt will be a slasher, but as he uses the Fraser Engine we can't see where he's coming in. However, Uncle Colly Cloutier is not satisfied with his old boat of last year; but Uncle Colly says he'll bet his boots when he gets her completed and the "Coaker" Engine installed. Then he's satisfied to face the Germans.

Times are indeed very dull around here now and before the last of March we expect to see hard times all over the country. As yet the folks around here are not so bad, but later on we expect to hear of some complaints.

Mr. S. S. P. Ryan, arrived here yesterday morning from the north and according to reports struck a ball rock or a large derelict at the Core Islands, which of course wasn't on the Chart.



My Rate Is Too Low

to afford an excuse for going without insurance. Trying to save money that way is decidedly risky business.

Even If You Don't Burn Out the security offered by our fire insurance policy is worth the money. If you should have a fire the policy will be the best friend you ever had. Let us issue one to-day for you.

PERCIE JOHNSON, Insurance Agent.

## TENDERS.

Tenders will be received up to Saturday, February 6th, included for the Stock in trade of Jackman The Tailor Ltd. Tenders may be made for the whole stock or suits and clothing, Tailors' Trimmings, Hats and Caps, Boots and Shoes, Gloves, Collars, Ties, Suspenders and general Gent's outfitting, etc. Undersigned is not committed to accept the highest or any tender. Stock can be inspected each day from 9.30 a.m. to 6 p.m.

P. C. O'DRISCOLL, Liquidator.

## STOP BURNING

Your used postage stamps. Send them to Frank Osborne, 640 Sixth Avenue, Rosemount, Hockelaga, Montreal, Canada, and receive in exchange Pretty Picture Post-cards.—Jan 7, 31

It was about that time that the Derfflinger, the Seydlitz and the Moltke reached the mine fields which have been placed by the Germans, and fearing to lose their own great vessels the British turned back and were compelled to let the three German battle-cruisers escape, although two of them were showing signs of distress.

Submarines, also were known to be working in that area and they caused an added danger, but Vice-Admiral Beatty was certain that two of the battle-cruisers had been "seriously damaged" before he gave up the chase.

## BERRIES For Sale

For Sale a few barrels of good Partridge Berries In air tight packages. Sent home for \$4.00 per barrel

The Fishermen's Union Trading Co., Ltd.

## SOME CHALLENGE!



**TIME TRIED CAILLE PERFECTION STORM TESTED**

The Trouble-Proof Engine. PERFECTION WATERPROOF IGNITION SYSTEM. No Coils—No Batteries—No Timer. Only One Wire on the Whole System. The only safe equipment for boats that must be used every day. No danger of your engine stopping if caught in a storm.

Advantages of Perfection Igniter. No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable. Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

Caille Perfection Motor Company World's Largest Builders of 2 Cycle Engines

F. G. HOUSE & CO., Columbus Building, St. John's. Sole Agents and Distributors.

## Some MORE Challenge!

A certain Firm Selling Motor Engines having advertised that their Engines would run submerged in water, and challenging any other Engine manufacturer to produce an Engine which would

### Stand a Similar Test

We wish to call the attention of the fishermen to the FACTS OF THE TEST. In the first place, what is the meaning of the word submerge? "It means to put under water; to drown or sink." Now as all Motor Engines require 95 per cent. air and 5 per cent. fuel to give a good explosive mixture, it stands to reason that the Engine which was supposed to have made this "test" was never submerged, and that if it was possible for Engines to run submerged in water

### The British Navy

as well as all other navies in the world would be using them in their Submarines, which would avoid the expense of the installation of Electric Motors for propelling the boat when submerged.

This picture looks very nice on paper where you cannot hear whether the Engine is exploding or not, and

### The Truth is Only Half Told

In fact, the statement is so preposterous that **We Will Wager \$1000.00** that no Gasoline Engine will run submerged in water. Now regarding the "Test."

### An Eye Witness

to this Photograph was at the Factory where igniters for these Engines are made and states that he saw the picture taken, that the water was put in the Engine when running, and although she stopped exploding, the movement of the fly wheel was sufficient to keep her going till the picture was taken. Further, Ferro Engines for the last four years, have been when requested equipped with Bosch high Tension magnetos at a slight extra cost, and with this magneto the Engine does not require batteries, coil or timer and it is as near waterproof as it is possible for an Engine to be.

## L. M. TRASK & Co.

140 Water Street. P. O. Box 1217. St. John's. Sole Factory Distributors for the Ferro, which is built in the largest Marine Gasoline Engine works in the World.

**EX DURANGO AND STEPHANO.**

50 Tieres Sinclair's APPLES.  
200 Brls. No. 1 Wagner APPLES.  
50 Brls. American CABBAGE.  
75 Cases Val. ORANGES.  
50 Cases Small ONIONS.  
300 Bags Small BEANS.

**George Neal**

**Stoves! Stoves!**

**Tinware! Tinware!**

We have received a shipment of **STOVES** "Star Stirling," "Improved Success," "Yarrow Improved Standard."

We also carry a large stock of **Tin Kettles, Boats Kettles, Measures and Funnels.**

Local Councils and Union Stores requiring such goods should order at once.

**Fishermen's Union Trading Co., Limited.**

FAREWELL DANCE OF VOLUNTEERS GREAT SUCCESS

Capacity Attendance at British Hall Last Night at British Military Event Proceeds for the Patriotic Fund

The farewell dance held by the N.C.O.s of the Second Contingent in the British Hall last night was a splendid success. It was the best time ever held in the British Hall...

The decorations were something marvelous. The Reid and Co. installed about 500 coloured lights, red, white and blue; bunting was flying everywhere...

Many supper tables. In the dining hall were seventeen supper tables and all sat down and enjoyed the good things that were ready for them...

At 8.30 His Excellency the Governor and Lady Davidson arrived. They were met at the entrance by a Guard of Honour in charge of Serjt-Major Moore...

Concert Held. A concert immediately took place in which Miss Windler gave a piano selection while Miss Nellie Job and Miss Jean Strang delighted the audience with beautiful songs...

Dancing Resumed. At 11 o'clock supper was served. After dancing started again until 12.30 when all formed a circle in the Hall and crossed hands and sang "Auld Lang Syne" to the music of the band...

Have Extra Films For Nickel Matinee. A banner programme has been arranged for the Nickel Theatre today. The Solax Co. present an attractive drama entitled "Beasts of the Jungle"...

Principles Of Christianity Still Effective

No Think M.C.L.I. Debates Merely Showing the Relation of Christianity to Present War

Another large attendance of members was seen at the M.C.L.I. to hear Mr. J. J. O'Connell in the subject of the present European Conflict an indication that the churches have failed to impress the Teachings of Christianity in Relation to War.

Christianity was meant to establish Peace on Earth good will among men, and that after over 1900 years since the message first came two thirds of Christendom is found today living at one another's throats...

Active Principle. The conduct of Christ in the Temple in driving out the money-changers, showed conclusively that Righteousness was aggressive as well as unrighteousness and good may result from the present European conflict.

Good Character. Mr. W. White acted as chairman in an admirable manner and dealt with some nifty questions arising out of the debate that left Peace holding sway.

Temperance Day At Wesley Church. On Sunday at Wesley Church the sermons will be devoted to Temperance. Rev. D. B. Hemmion preaches in the morning and the Pastor, Rev. H. Royle, at night.

Monthly Meeting Of The W.C.T.U. Reports Show Organisation is Doing Much Good Work. At the meeting of the W.C.T.U., held yesterday afternoon in the Girls' Department of the Seaman's Institute...

Germany Objects To U.S.A. Selling Supplies To Allies. Copenhagen, Jan. 27.—The Berlin correspondent of the National Tidende writing to his paper from the German capital says: "Public feeling in Germany is turning strongly against the United States."

Have Extra Films For Nickel Matinee. A banner programme has been arranged for the Nickel Theatre today. The Solax Co. present an attractive drama entitled "Beasts of the Jungle"...

ST. BON'S LADIES ANNUAL MEETING; GOOD WORK DONE

Thousand-Dollar Check For the College—Officers Elected For Another Year—Self-denying Act of Mr. De Bon's Authorities

Wednesday afternoon the annual meeting of the Ladies of St. Bon's Association took place. There was a large attendance and the meeting was most successful.

The reports of the secretary and treasurer were highly satisfactory and showed that the Association had spent a busy year. The President, Mrs. J. V. O'Deo, then presented the President of the College with a cheque for \$1000.

Officers Elected. The election of officers followed and resulted as follows:—President—Mrs. J. G. O'Donnell. Vice-President—Mrs. J. W. McLeod. Treasurer—Mrs. J. M. O'Connell.

Given to Victims. After the Sealing Disaster last spring Bro. Ryan, full of sympathy for the sufferers and of appreciation of the calls that would of necessity be made on the public...

Claimed Attention. He said not alone the different Patriotic Funds claimed a generous response, but that our poor should not be overlooked, and that he had no doubt that when the present great calamity was over, St. Bon's would not be forgotten.

Annual Entertainment. This entertainment has usually been promoted by Mrs. Keegan alone, but this year it will take place under the management of the St. Bon's L.A., and it is to be hoped will be even a greater success than usual.

Volunteer List Now Totals 972. The total of Volunteers for the Second Contingent now is 972. The following went forward yesterday: St. John's—Charles Nottah, James Andrews, Chas. Bowman, Jas. Tibbo, Wm. P. Bennett, Patk. Parrell (Thorburn Line).

Burnt By Acid. A laborer named Kavanagh employed on the Desola had his arms burnt yesterday by acid.

Tifis Sails. The small pox steamer Tifis sailed for New York at 12.30 p.m. today. There was general condemnation in the city yesterday at the action of the authorities in permitting the crew on shore.

Recruiters Meet Success On West Coast

Ballroom Meeting at Important Point in Recruiting Campaign

Ballroom, January 26th, 1915.—A most enthusiastic meeting was held here last night for the purpose of being thronged to its utmost capacity. Magistrate Avery presided and was supported on the platform by the Revs. Tulk, Coppin and Mallett...

Schools Addressed. Grand Bank, Jan. 28.—Addressed the seven departments of all the schools here to-day. Meeting at Fortune to-night.—I. C. MORRIS.

Will Entertain The Volunteers. Public Meeting for this Purpose at Gower Street to-night. At 8 o'clock this evening a public meeting will be held in Gower Street Church, to bid God-speed to the Methodist members of the Newfoundland Second Contingent...

British Society Hold Installation. P.P., W. H. Goodland Directed the Ceremony Assisted by P.V.P. Jas. Lawrence. The installation of officers of the N.B.S. took place at the club rooms last night.

Theatrical Treat For The Playgoers Of St. John's City. Some Old-time and Present-day Favorites to be Once More Seen On the Boards. On the 9th of February the public is promised a rare theatrical treat, under the distinguished patronage of His Excellency the Governor and Lady Davidson...

Indecent Scamp Accosts a Girl In The Suburbs. Police Investigating An Outrage Which Occurred On the Smithville Road. While proceeding home from school yesterday afternoon, a young girl residing at Nagle's Hill, was accosted near Mr. Harris's place on Smithville Road by some scamp who not only used the filthiest language toward her, but also exposed himself in a most indecent manner as well.

Shipping. S.S. Mongolian left Philadelphia at 3 a.m. for St. John's. S.S. Stephano leaves New York, Feb. 3rd for Halifax and St. John's. S.S. Morwenna leaves Halifax on Sunday for St. John's with a general cargo.

WHERE THE U.S. GAINS. Providence Journal.—We must remember that while the British system of interference in annoying, the fact that the British navy rules the ocean is in itself a factor of highly favorable character to us. What would happen to American trade with Europe if it were subject at this time to German interference as well? It is well to keep in mind that, thanks to British control of the sea, our commerce is measurably free. It is only with a small part of the world that we are not at liberty to do business.

This is Your Opportunity to Buy While Anderson's Great Removal Sale Continues

REMARKABLE Bargains are to be found here during our GREAT REMOVAL SALE, therefore we invite you to come early and get the full benefits of our liberally cut prices. You know that our lease has expired at Grace Building and in the near future we will be removing to our NEW MODERN STORE in the West...

Removal Sale of Dress Fabrics. THREE hundred and fifty yards five-make, light-weight, woollen, dress fabric, richly embroidered with a latest some Art Spray suitable for making garments for Evening or party wear for yourself or child.

Special Values in Black Dress Fabrics. All our figured black dress fabrics are marked at prices to clear them right out, and you would do well to examine our stock.

Removal Sale of BLOUSES. EXCELLENT Bargains can be picked up in this department, in any fabric, for any occasion at Sale Prices.

Removal Sale of FURS. MEDIUM and high-class Furs are each marked at liberally cut Sale Prices. Call and examine them early.

Removal Sale DRESS ROBES. WOMEN'S serviceable and dressy fine-twill, all wool, Navy Serge, dress Robes. Sale prices: \$4.00, \$4.25 and \$6.00.

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