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THE MAIL AND ADVOCATE.

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Both British and German Reports Differ On Result of Battle

German Claim They Engaged the Entire British Fleet—British Contend German Fleet Retired When British Battleships Appeared—Zeppelins Act as Scouts for German Fleet and Keep Them Posted on British Movements

GERMAN LOSSES ARE HEAVIER THAN BRITISH

German Losses in Ships Include Two Dreadnought Battle Cruisers, Two Battleships, Two Late Type Light Cruisers, Many Destroyers and Submarines—The British Lose Three Battle Cruisers, Three Armoured Cruisers and Several Destroyers

LONDON, June 5.—The statement issued to-night by the British Admiralty confirming previous accounts of the battle between the British and German fleets reiterates that German accounts and German losses are false, and that although evidence is still incomplete, enough is known to justify the statement that German losses are heavier than British, not merely relatively in the strength of the two fleets, but absolutely. There is the strongest ground for believing, the statement says, that German losses include two battleships, two dreadnought battle cruisers of the most powerful type and two of the latest light cruisers, and additional smaller craft, including a submarine. The text of the statement follows:

"Until the Commander-in-Chief has had time to consult with the officers engaged and write a full despatch, any attempt to give a detailed history of the naval engagement which began on the afternoon of May 31 and ended in the morning hours of the first of June would undoubtedly be premature, but the results are quite plain. The Grand Fleet came on touch with the German High Seas Fleet at 8.30 on the afternoon of May 31, and the leading ships of the two fleets carried on a vigorous fight in which the battle cruisers, fast battleships and subsidiary craft of all kinds took an active part. The losses were severe on both sides, but when the main body of the British fleet came into contact with the German High Seas Fleet, a very brief period sufficed to compel the latter, who had been severely punished, to seek refuge in their protected waters. This manoeuvre was rendered possible by a low visibility mist. Although the Grand Fleet were now and then able to get in momentary contact with their opponents, no continuous action was possible. They continued the pursuit until the light had wholly faded, while British destroyers were able to make a successful attack upon the enemy during the night. Meas-

ure, Admiral Jellicoe having driven the enemy into port returned to the main scene of action and scoured the sea in search of disabled vessels. When by noon next day (June 1) it became evident there was nothing more to be done, he returned to his base four hundred miles away, refueled his fleet, and in the evening of June 2 was again ready to put to sea. The British losses already have been fully stated. There is nothing to add or subtract from the latest account published by the Admiralty. Enemy losses are less easy to determine. The account they have given the world is false. Of that we are certain, but we cannot yet be sure of the exact truth, but from such evidence as has come to our knowledge, the Admiralty are entertaining no doubt that the German losses are heavier than the British (not merely relatively in the strength of the two fleets, but absolutely). There seems to be the strongest ground for supposing that included in the German losses are two battleships, two dreadnought battle cruisers of the most powerful type, two of the latest light cruisers, the Wiesbaden and Elbing, a light cruiser of the Rostock type, the light cruiser Frauenlob, nine destroyers and a submarine."

LONDON, June 5.—It is impossible to give a coherent story of the great battle which lasted many hours with different units at different times fighting scattered engagements. The British and German reports contradict each other flatly on the main facts. The British assert the German fleet retired when British battleships appeared, which the German official statement maintains the German forces were in battle with the entire British fleet. The British assert they had only two divisions engaged, and that all the units of these were not able to participate in the fighting.

Admiral Jellicoe, Commander of the Grand Fleet, remained in the area of the battle after the Germans had retreated and swept it thoroughly in search of enemy ships and survivors. The King's message to Jellicoe states: "The Germans rebuffed the British of the opportunity of gaining a decisive victory by retiring immediately after opening a general engagement. Vice-Admiral Beatty, commanding the battle cruiser squadron presumably on the old flagship Lion was again in the thick of the action. Every arm of most modern naval warfare was employed, but ships, cruisers, torpedo-boat destroyers, submarines and even Zeppelins. Whether the most destruction was accomplished by gun, fire or torpedoes is not known. The British officials say the battle was fought by methods known and practised by all navies; there were not surprises, no new devices, weapons or

Churchill Says Britain Still Holds Undisputed Supremacy of the Seas

OFFICIAL BRITISH
The Governor, St. John's:
LONDON, June 2.—On the 31st May a Naval engagement took place off Jutland. The brunt of the fighting fell on the battle cruiser fleet, with some cruisers and light cruisers, supported by four battleships. The losses were heavy.

The enemy, aided by low visibility, avoided action and returned to port after the main fleet had reached the scene. The battle cruisers Queen Mary, Indefatigable, Invincible, and Cruisers Defence and Black Prince were sunk. The Warrior was disabled and abandoned. Destroyers Tipperary, Turbulent, Fortune, Sparrowhawk, and Ardent are lost. Six others are not accounted for.

No British battleships or light cruisers were sunk. The enemy's losses are serious. At least one battle cruiser is destroyed, and one severely damaged. One battleship is reported sunk by our destroyers. During a night attack two light cruisers were disabled and probably sunk. The number of enemy destroyers disposed of cannot be ascertained, but it must be large.

LONDON, June 2.—Further report of Naval Battle follows:—British total losses in destroyers number 8. One of the enemy's Dreadnoughts was blown up by British destroyers; another is believed to have been sunk by gunfire; one German battle cruiser was blown up; another was heavily engaged and seen disabled and stopping; a third is seriously damaged. One German light cruiser and six destroyers were sunk. At least two light cruisers were seen disabled. Repeated hits were observed on three others, which were German battleships. A German submarine was sunk.

LONDON, June 5.—Britain still holds undisputed supremacy of the seas in the judgment of Winston Spencer Churchill, recently First Lord of the Admiralty, who has now resumed Parliamentary duties after service with his regiment at the front. His opinions on naval matters are still eagerly sought in Britain. Churchill gave the Associated Press the following statement: "I have had an opportunity of examining reports of admirals and considering information in possession of the Admiralty. The following facts seem to me to be established. The naval supremacy of the British fleet in capital ships depends upon super-dreadnoughts armed with 13.5 inch and 15 inch guns. These are sufficient by themselves to maintain control of the seas. These vital units rank first. We have only lost one, the Queen Mary. There appears to be no doubt the Germans have lost at least one comparable ship. If this should be the Lutzow or the Derfflinger, that vessel is a heavier loss to them, actually and relatively, than the Queen Mary is to us. Counting vessels of the second order we have lost the Indefatigable and the Invincible. These are in an entirely different class from the super-dreadnoughts, and valuable vessels as they are, do not rank as primary units at the present time. Dreadnought battleships of the Westphalia type would be a loss comparable to either. The armoured cruisers Black Prince, Defence, and Warrior belonged to a third order of ships of which we possess a very large superiority.

The sinking of the two brand new German light cruisers Wiesbaden and Elbing is in fact a more grievous loss to the enemy than all these vessels. The most serious feature is the loss of their splendid and irreplaceable crews. The destroyer casualties appear to be about equal. We being stronger are the gainers. Our flotilla long sought such opportunities. Our margin of superiority is in no way impaired. The despatch of troops to the continent should continue with the utmost freedom, the battered condition of the German fleet being an additional security to us. The hazy weather, fall of night and the retreat of the enemy alone frustrated the persevering efforts of our brilliant commanders, Sir John Jellicoe and Sir David Beatty to force a final decision. Although it was not possible to compel the German main fleet to accept battle, the conclusions reached are of extreme importance. All classes of vessels on both sides have now met, and we know there are no surprises, or unforeseen features. An accurate measure can be taken of the strength of the enemy, his definite inferiority freed from any attitude of uncertainty. I cannot record these facts without expressing my profound sympathy with those who have lost their dearest ones, many of the most gallant sailors our island has ever nurtured. Some of our most splendid officers have gone down, but they have died as they would have wished to die, in the blue waters in action, which as it is studied, will more and more be found to be a definite step toward the attainment of a complete victory."

British Fight Doggedly Despite Disadvantages. Odds Favor Germans.

British Ships Were Clearly Distinguishable Against Light While the German Fleet Sheltered Behind a Mine Field Lay Well Into Shadow of Shore Where Mist Made Them Difficult Targets—Invincible Sank Quickly

BEATTY'S MANOEUVRE WAS DARING ONE

Big German Cruiser Received a Hit Shortly After Battle Commenced and Sank Immediately—When Story of Battle is Told it Will Show British Worst Enemy Was German Minefield, Zeppelins and Submarines

EDINBURG, June 5.—According to the story of the battle received here Vice-Admiral Sir David Beatty, who commanded the British cruiser squadron, had cruised many times in the vicinity of the recent battle-field without succeeding in luring the Germans from their mined waters. About 4 o'clock on Wednesday afternoon when the squadron was about one hundred miles west of the Danish coast the British advance guards sighted the enemy and soon it was apparent that the Germans were coming out in great force, there being in all about one hundred ships. The German squadron included at least 20 battleships and battle cruisers with numerous lighter craft in front, the whole armada steaming rapidly in a northerly direction. The conditions were entirely in favor of the Germans, who doubtless soon became aware that only a fraction of the British fleet opposed them. Apart from the fact that the Germans were three times as strong as Vice-Admiral Beatty's squadron. They also had the advantage of the light and adopted their favorite tactics of hugging the coast, at the same time assuming a safe retreat. Atmospheric conditions then took a change which further helped the Germans. A thin drizzle reduced the visibility and the British gunners thus were greatly handicapped, while with the western sun behind them the British ships easily were picked out on the horizon, whereas the Germans were able to conceal their strength, covered as they were by the coast of Jutland.

greatest gallantry and considerably damaging the enemy, she met her doom, and sank quickly. But much more formidable aid was now at hand, and it was soon manifest that the Germans meant business. Small craft were soon "brained" with big ships. They were about 15 miles apart when the first shots were exchanged, and judging by the column of water rising on all sides there could be no doubt but that the pick of the German battleships were hurling broadsides, while the famous new Hindenburg, which has not been officially mentioned was there, and there is reason to believe she was heavily engaged. Admiral Beatty's ship, the Lion, gave a magnificent account of herself. Then came the Queen Mary, the battle-scarred Tiger, Princess Royal, Indefatigable, the last-named famous for her feats in the battle on Falklands. From 15 miles, the range was rapidly reduced to ten, and then to five miles. By this time a perfect inferno was raging. The opposing squadrons rained broadsides upon one another. Soon after the battle began in earnest one of the big German cruisers received a direct hit and a moment later she was enveloped in flames, sinking almost immediately. Up to this time most of the fighting had been done by the German battle cruisers, but vessels of the Kaiser class now joined in the fray, giving the Germans an enormous advantage in both ship and gun power.

When the story of the battle is fully known it probably will be shown that one of the deadliest enemies of the British was the German mine-field. The attackers also had to contend with the danger from submarines, Zeppelins. The mine-field prevented full freedom of action on the part of the British squadron, which was compelled to narrow area, while Zeppelins and submarines, which were near their base were able to operate in such a manner as to be a most important factor in the battle.

Contend "Hindenburg," Pride of German Navy, Was Sent to the Bottom

EDINBURG, June 5.—Survivors arriving here from a British destroyer are convinced that they sent to bottom the dreadnought Hindenburg, the pride of the German navy. These sailors say that the Hindenburg was struck successfully by four torpedoes, while destroyers rushed in alongside of her hull tearing her to pieces until the mighty ship reeled and sank. An officer from one of the destroyers gave the following graphic account of the battle: "The ships of the Grand Fleet went into action as if they were going into manoeuvres, from every yard arm the white ensign flew. That it went hard with the battle cruisers is apparent, but one ship cannot fight a dozen. They had fought a great fight, a fight to be proud of, a fight which will live longer than many a victory. We fought close into the foe, and if anything is certain in the uncertainties of a naval battle, it is that we gave at least as good as we got; we passed along the line of German ships some miles away and let off broadsides after broadsides. The air was heavy with masses of smoke, which drifted slowly between the opposing lines hiding sometimes friend and sometimes foe. The enemy ships were firing very fast, but watching the ships in front one came to the conclusion that the shooting was decidedly erratic. A number of the crew of the cruiser Wiesbaden and men from several German torpedo boats have been rescued and brought to Copenhagen. They report that many of their companions after floating for 36 hours on rafts without food or water drank the sea water, became insane and jumped into the ocean. The German survivors say that several of their torpedo boats and submarines were capsized by the British shells and sank instantly. Bodies of both British and German sailors are beginning to be washed ashore on the coast of Jutland. Captains arriving at Scandinavian harbors report that the big German cruisers which were operating and a large squadron of destroyers which had been patrolling the southern Baltic have not been sighted since last week."

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NO OCCASION FOR DEPRESSION

LONDON, June 5.—Public opinion as reflected in the editorials of Sunday's papers shows a complete absence of the feeling of disappointment which arose when the first official account of the naval battle was issued, the later report showing that the German losses were greater than had been supposed, together with the evidence that the Germans avoided a struggle with the British main fleet has created a better feeling throughout the nation. There still is, however, an undercurrent of dissatisfaction in some quarters with the strategy displayed by the British command.

The Observer, in an editorial, complains that the traditions of the British navy from the time of the Hawke to Nelson in winning complete, shattering victories has not been maintained, and that it is undignified for the British navy to haggle as to whether its navy secured in the great battle "a fair margin" of advantage, and suggests there has been faulty policy of strategy which calls for an

Queen Mary Sank In Two Minutes

LONDON, June 5.—The manner in which the big British battleship Queen Mary came to her end is described by an East Coast town correspondent of The Weekly Despatch. The ship, according to this correspondent, was sunk by the concentrated gun fire of the German capital ships causing her magazine to explode with terrific force, the forward part of the ship was blown away almost bodily and the Queen Mary went down in less than two minutes.

HIGH PRAISE FOR BEATTY

LONDON, June 5.—Admiral Lord Charles Beresford, speaking to-day of the fight off Jutland between the British and German fleets said, "Though hard earned, the sea fight was a British victory. There was no mistake in the strategy made. The British objective was to sink the German fleet or compel it to return to its base. In the absence of Zeppelins for scouting purposes, the British navy was obliged to send out heavy cruisers as outside scouts, because light cruisers would have been driven in without securing the needed information. Rear Admiral Hood flying his flag on the Invincible. Second in command of the battle cruiser squadron, the Lion, rushed into action none too soon for Vice-Admiral Beatty's battered fleet. Both in number and position. The British ships were clearly distinguishable against the light while the German fleet sheltered behind a mine field lay well within the shadow of the shore, where mist made them difficult targets. The conflict at that time was mainly between the big guns of the Invincible. After fighting with the

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TRAWLER CAPT. TELLS HOW FLEETS CAME TOGETHER

Fleet of 50 German Ships Cruising From S.E. to N.W. Come Upon the British Fleet Which Suddenly Appeared From Northward—Firing Started at 1.15 on Wednesday

YMUUDEN, Holland, June 3.—A graphic description of the great naval battle was given to-day by Capt. Thomas Punt, of the British trawler *John Brown*, which was engaged in taking soundings in the vicinity of the fight. Capt. Punt said the battle began at 4.15 p.m. Wednesday and lasted until 11 o'clock at night. It extended over an area reaching from longitude 56.8 lat. 6.25, to long. 55.50 lat. 5.50. These measurements place the scene of the battle about fifty miles due west of the Horn running northward to the Little Fishing Bank. "At two o'clock on Wednesday afternoon I saw a great fleet of 50 ships of different kinds, apparently German, cruising from S. E. to N. W. Two hours later, another great fleet evidently British, appeared suddenly from the northward, and obviously attempted to cut off the retreat of the Germans. The weather was misty making it difficult to distinguish the outlines of the ships. At 4.15 p.m. the first shot came from about two miles away. Fifteen minutes later there were two more shots, and in a few moments there was constant and heavy firing. Many sailing ships passed through the firing line. The British ships did not seem to be so heavily tonnage as the Germans. They were reinforced by larger vessels, which were observed to come up as it was getting darker. The German fleet then began to retire, and as they were withdrawing I saw two big columns of smoke, evidently from vessels which had been badly hit. The next moment I observed two vessels one of either fleet burning. The British fleet pursued the Germans to longitude 56.40 and latitude 5.50, when I noticed two torpedo destroyers and three submarines dashing toward it at full speed, apparently heralding further reinforcements for the Germans. The British ships then drew off.

REGARD BATTLE AS BIG VICTORY FOR BRITISH

London Press Generally State the Battle Must Rank as a British Victory—The Result of Fight Will Sting British People to Fresh Exertions—Huns Hope to Impress Neutrals

LONDON, June 3.—The morning papers, while admitting the serious nature of the British loss in the naval battle, uniformly insist that the battle cannot possibly have any adverse effect on the naval situation. Most editorials, moreover, declare that, in its ultimate effect, the battle must rank as a British victory, because the Germans were finally compelled to flee, owing to the arrival of the British main fleet on the scene of action.

The Daily Graphic's naval expert says, it is quite clear that the main German fleet was trying to come out and that our battle cruisers interrupted them, and held them up, and that they were finally forced to return to port; in other words, Admiral Jellicoe's Grand Fleet came up, after our battle cruisers had held the enemy, and the enemy retired. The German fleet admitted its inability to meet our Grand Fleet, and is as securely locked up, despite its success, as it was before. There remains, nevertheless, a black page in our naval history, in so far as the loss of splendid ships and splendid lives are concerned. It is illuminated, however, by the glorious fighting against the vastly superior weight of metal, but the blow remains, and it is a desperately heavy one.

The Times says: "We engaged, perhaps, with over confidence in a long-running fight against ships which were more numerous, stronger, and more heavily armed than our cruiser fleet, and we suffered heavily; but the event will not impair the effectiveness of our blockade of the sea, nor will it dispose the Germans to encounter that main part of the British fleet, in avoidance of which they have shown such diligence and alertness. The Germans doubtless hope that the battle will impress credulous neutrals, and even cause some discouragement among the Allies, and to the British people. The result of the fight will sting them to fresh exertion, and it will dispel much idle and harmful optimism. It will steel that unalterable resolution to win or perish, that has ever been the consequence of untoward fortune to our race when they are entered upon a quarrel which they know to be just."

LATEST

Are Proud of The Part They Took In the Battle

SOUTH SHIELDS, June 5.—Many of those wounded in the sea fight have been brought here and placed in hospital. Even those seriously injured display fortitude and composure and are proud of the part they took in the battle. They relate that the Germans tried to blind the British crews with searchlights. One British destroyer, according to these survivors, did remarkable work. She attacked a German battleship and successfully torpedoed it and subsequently sank a German submarine which was about to attack.

The Frauenlob's men said their ship had suffered severely in the earlier fighting, during which her deck had been swept by murderous British fire. The torpedo hit her amidships which caused an explosion in the engine room, lifting the ship high in water. She sank in several minutes.

Elbing Was Ramm'd Crew Blew Her Up

THE HAGUE, June 5.—The survivors of the German cruiser 'Elbing' left for Germany on Saturday evening by permission of the Dutch Government. They had been landed at Ymuuden. Commander Madlund made a brief report to the German Minister at the Hague, stating to the effect that the Elbing was hit only once by a shot which disabled the wireless apparatus. Afterwards in the night he reported the Elbing was disabled by collision, whereupon the crew abandoned and blew up the ship. The men then got away in their own boats with the exception of those who were picked up by the Dutch trawler which brought them into Ymuuden. Commander Madlund made a longer report to Berlin. The captain of the trawler understood it was a German torpedo boat that ramm'd the Elbing.

Loss Among British Officers is Heavy

LONDON, June 5.—An official list of casualties among the officers show hardly a single officer of line escaped from the British cruisers sunk in battle. An additional casualty list of petty officers shows 43 of them saved from the Queen Mary, the Invincible, Fortune, Ardent, and Shark. None were saved from the Indefatigable, Defence, Black Prince, Tipperary, Turbulent, Nomad, and Nestor. A list gives the names of 65 killed aboard the Warrior, and 27 wounded. On other ships engaged in the fight 115 men were killed and 85 wounded.

Were Liberated

LONDON, June 5.—Twenty-one members of the crew of the German cruiser 'Elbing,' destroyed in the great naval battle and a surgeon of one of the British ships, were brought to Ymuuden aboard the Dutch trawler Bertha, have been liberated, accordance with the Red Cross Convention, because the Bertha after rescuing the men did not communicate with war vessels, according to an official from the Netherlands Government forwarded to the Hague to Reuters' Telegram Company.

Another Call For Fisher

LONDON, June 5.—The Daily News calls for the return of Lord Fisher to the head of the Navy. "No single event," the newspaper, "would more effectively counteract the danger of diminution of confidence in the Navy if it exists, than the return of Lord Fisher, who in time of peace brought the navy to a state of unexampled efficiency."

Rear Admiral Arbuth Safe

NEW YORK, June 5.—A despatch from London says Rear-Admiral Arbuth was not lost with the Defence. There were 755 men on board of which every one went down.

Only Saw One Zeppelin

LONDON, June 5.—The British fleet saw only one Zeppelin during the engagement, and it was fired on so heavily that it retired from action quickly, having been damaged badly.

LONDON, June 5.—The British steamer Golconda, 5,374 tons, has been sunk off Orfordness. Five of the crew are missing.

tion to win or perish, that has ever been the consequence of untoward fortune to our race when they are entered upon a quarrel which they know to be just."

CANADIANS ACCOMPLISH GOOD WORK

LONDON, June 5.—A British official statement issued at midnight reads: "Fighting of a very severe nature has continued unceasingly southeast of Ypres, between Hooge and the Ypres-Minipen railway. Following their initial advantage obtained yesterday evening in penetrating our forward line in this neighborhood, the Germans pushed their attack, during the night and succeeded in pushing through our defences to a depth of 700 yards in the direction of Zillebeke, Canadian troops, however, who are holding this sector of defences launched counter strokes at 7 o'clock in which they have succeeded in gradually driving the enemy from much of the ground he had gained. The Canadians behaved with utmost gallantry. A large number of German dead were abandoned, Generals Mercer and Williams, of the Third Canadian Division, who were inspecting the front trenches yesterday during the bombardment are missing. Opposite the entrance of our line near Fricourt, north of the River Somme, a small party of a regiment raided the German line last night, bringing back a few prisoners. This party had a sharp engagement on the German trench and suffered some casualties, but succeeded in bombing several German dugouts. Southwest of Angres last night we carried out a successful enterprise. Our party entered a German trench and disposed of the garrison above ground, and bombed five dugouts before retiring, without loss.

"To-day there has been a good deal of artillery activity about the Loos salient. Yesterday our aeroplanes, favored by fine weather, accomplished much successful work."

OFFICIAL

BRITISH LONDON, June 4.—The British Admiralty to-day made the following statement to the Canadian Press: "We went out within 100 miles enemy waters seeking to fight. Our inferior fleet engaged the entire German battle fleet and forced them to return to harbour, and to give up any plan of action they may have contemplated." It was added that the latest reports received from Admiral Jellicoe and Vice-Admiral Beatty had caused a feeling of elation among naval officers.

LONDON, June 4 (Official).—Canadians have launched counter-attacks that drove the Germans from the site previously captured, Generals Mercer and Williams, of the Third Division, two Canadian generals, are missing. They were last seen while inspecting front trenches yesterday, during a heavy bombardment.

LONDON PRESS ON NAVAL BATTLE

LONDON, June 5.—The morning papers with fuller details available of the naval battle, show no tinge of depression.

The morning Post calls the fight "A Victory," so momentous that the results may prove the turning point of the war.

The Telegraph thus sums up, "The immense forces of the second greatest naval power in the world have been driven to port as before some furious storm of vengeance. Though the British fleet was deprived by circumstances of the complete victory upon which it had set its heart Wednesday's action has completely changed the naval outlook in every sea and ocean in the world."

The Graphic says: "The first real trial of strength the British Navy has achieved, a glorious victory, only robbed of its full fruits by the enemy's flight."

The Daily News' view is that the fight serves "to confirm the conviction that the German fleet is determined to refuse to come to action on equal terms."

The Express comments briefly that "victors do not run away."

Several editorials lament the misleading wording of the Admiralty's first announcement. The Morning Post typifies this point of view in saying, "The knowledge was unfortunate as the people drew their conclusion that the Government was hinting of defeat instead as the fact discreetly conveyed the news of a magnificent success. The navy won a great victory and the Admiralty announcement likes it to a defeat."

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BIG NAVAL BATTLE FOUGHT OFF JUTLAND

Both British and Germans Lose Several Large Ships Each—Loss of Life is Very Heavy—German Fleet Retire as Main British Fleet Comes into View.

BERLIN, June 2.—A battle took place between Skagerak and Horns Rev on May 31st, lasting a day and night. Several German ships, including part of the crews of the British, the high sea fleet returned to-day, Thursday, into port.

LONDON, June 2.—The German fleet was greatly aided, the admiralty statement said, by its low visibility. It avoided a prolonged action, and accomplished its results by a quick retreat and withdrawal. The main British forces have returned to port, it was by a low visibility tactics that Admiral Von Spee's squadron annihilated the British fleet under command of Admiral Craddock off the Chilean coast in November, 1914, the admiralty statement adds, that the Warrior 13,550 ton cruiser, carrying 744 men, was disabled and later abandoned. An attempt was made to tow her back to British waters, but the vessel was too badly damaged. No mention is made of the fate of the crew.

LONDON, June 2.—An official bulletin at nine o'clock to-night states that at least one German battle cruiser is known to have been sunk, and one severely damaged. It also states that a zeppelin fleet co-operated with

losses are not definitely known but believed to be three large warships and a number of torpedo boat destroyers lost.

LONDON, June 2.—The scene of the battle was in the eastern waters of the North Sea. Probably the German fleet was on one of its excursions into the North Sea, which has taken place from time to time during the war and met, whether or not by design with the British fleet. The Skagerak is an arm of the North Sea, between Norway and Denmark. The point referred to in the German official statement as Horns Rev probably is a reef off Cape Horn, the south-western point of Norway. This would indicate that the battle was fought off the coast of Denmark. From the reef to Helligoland is the main German naval base in the North Sea about 100 miles. News of the engagement was withheld by the British authorities, possibly pending the return of the Home fleet. Cruisers Defence and Black Prince were also sunk, and the cruiser Warrior disabled. German losses are described as serious. The announcement says two German battle cruisers are sunk and two German light cruisers disabled, probably sunk. Losses in the engagement must have been extremely heavy. The battle cruiser Indefatigable, for instance, from which the German admiralty reports only two men were saved, probably had more than 900 on board. Other vessels sunk carried complements equally or nearly as large.

Previous to this battle, Britain lost during the course of the war 10 battleships, 11 cruisers and small craft. Germany has lost 18 cruisers, 19 auxiliary cruisers and other small craft. Since the beginning of the war British cruisers and destroyers have patrolled during day and night the approaches to the German fleet's base at the bay formed by the mouths of the Elbe and Weser. Protected by the mighty fortifications of Wilhelmshaven on the south north by the supposedly impregnable defence of the Kiel Canal, guarded by the outlying island of Helligoland, until the engagement that has just occurred no German fleet put forth in force to necessitate giving an alarm to the British main fleet that its base was coming out to give battle. The rendezvous of the British battle fleet has been secret, but generally believed to have been Orkney Islands, north of Scotland.

The British dreadnought Warspite, reported destroyed in the North Sea engagement, was a sister ship of the Queen Elizabeth and carried 750 men. The Queen Mary and Indefatigable, both British battle cruisers of 27,000 and 18,750 tons respectively. The Indefatigable carried complements of between 900 and 850 men.

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The battle occurred off the coast of Jutland. The Admiralty statement says the German fleet avoided the

main British fleet and returned to port severely damaged. The Frauenlob, which did not return to the German base after the naval engagement, was a cruiser displacing 2,715 tons. She was 328 feet long, 40 feet beam and 17 feet deep. Her complement was 264 men.

The British Admiralty statement says that three German battle cruisers, either the Derfflinger or the Lutzow, were blown up, another was seen to have been disabled, and a third seriously damaged.

COPENHAGEN, June 2.—According to the "Politiken," a Danish steamer arrived to-day from Friedrichshaven, which witnessed the battle in the North Sea. The steamer reports that yesterday afternoon, 120 miles off Hagtsholm, she was stopped by two British torpedo boats to have her papers examined. At the same moment a large German fleet appeared. The British warships immediately prepared for action. The German fleet approached at full speed, and consisted of five large modern Dreadnoughts, eight cruisers and twenty torpedo boat destroyers. Suddenly the Germans began firing, and several hundred shells splashed around the torpedo boats, without, however, damaging them. The British ships went westward and were pursued by the German fleet. At 5 o'clock cannonade was renewed and continued until 9 o'clock in the evening. Zeppelins were seen going at high speed northward to the scene of the battle.

BERLIN, June 2.—Admiral Heiberg, director of the Admiralty, told the Reichstag this afternoon that British torpedo boat losses were greater than had been at first reported. At least three destroyers, a torpedo flagships, said the Admiral, and nine or ten other destroyers were sunk. The German battleship Pommern was sunk by a torpedo, the Admiral continued, and the Wiesbaden by artillery. The Frauenlob was last seen by a German destroyer on the night of the encounter, with a heavy list. The Admiral said, and it is assumed she had been sunk.

LONDON, June 3.—Capt. Wm. Hall, Chief of the Intelligence Division of the Admiralty, authorizes the Associated Press to say that the German report of the loss of the Marlborough and Warspite is absolutely untrue. Both these dreadnoughts are safe in harbour. The German report that the entire British battle fleet was engaged is equally untrue. A portion of the British fleet of the Germans, engaged that fleet and drove it back into its harbour. The British control the North Sea.

LONDON, June 3.—A despatch from Copenhagen says that the German torpedo boat V-28 was sunk during the naval engagement. Three survivors, who were rescued from a raft by a Swedish steamer, reported that all the rest of the crew of 102 were lost. According to the despatch, the survivors of the V-28 said that they believed 20 German torpedo boats were destroyed, and that the German losses, as a whole, were colossal.

LONDON, June 3.—An additional British official, just issued, says: "Since the foregoing communication was issued, a further report has been received from the Commander-in-Chief of the Grand Fleet, stating that it has now been ascertained that our total losses in destroyers amounted to eight boats in all. The Commander-in-Chief also reports that it is now possible to form a closer estimate of the losses sustained by the enemy fleet. One Dreadnought battleship of the Kaiser class was blown up in an attack by British destroyers; another Dreadnought battleship of the Kaiser class is believed to have been sunk by gunfire. Of three German battle cruisers, two of which, it is believed, were the Derfflinger and Lutzow, one was blown up, another heavily engaged by our battle fleet, and a third was observed to be seriously damaged. One German light cruiser and six German destroyers were sunk. At least two more German light cruisers were seen to be

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George Neal

disabled. Repeated hits were observed on three other German battleships, being brought here. The loss of the Frauenlob is not mentioned in either the British or German official accounts of the battle, but the British Admiralty statement says that a light German cruiser was sunk.

YMUJIDEN, Holland, June 3.—Three officers, three petty officers and 12 sailors of the crew of the new small German cruiser Elbing, which was lost in the Jutland battle, have been ships retreated when the British landed here. One officer said that the Elbing sank after she was rammed by another German vessel, which was attacked by five German battleships, rescued the remainder of her crew, fought gloriously, sinking and damaging another maintained that the Elbing's aging three of their assailants. The boats, containing some of her crew, Vallant rammed and sank an enemy and some British officers, who were submarine.

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("To Every Man His Own.")

The Mail and Advocate

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

It is rather too funny for anything to read the learned disquisitions of The News on the Daylight saving scheme, especially when the editor dares to say that the Board of Trade "does not speak for the toilers." We have been saying this for quite a long while; but it seems that this very patent fact has only recently dawned on the Sanctum of The News. The Board of Trade represents a class, at least in its policy; and it arrogates to its august self the right to dictate to all and sundry who are striving to make a living in this country. If the Board of Trade were a live body even, we should not now be suffering from its disgraceful callousness with regard to fishing supplies, notably in the Molasses incident. If we understand the *raison d'être* of a Board of Trade it means the protection of our trade interests, and not the mere listing of stocks and bonds and the occasional publication of statistics. The Board of Trade has allowed the wage-earners of the country to be hoodwinked by a gang of sharpers in Barbados, some of whom are "Agents of Newfoundland Buyers"; at least this is the statement of The Trade Review.

Who is really responsible for this episode? It must be placed largely at the doors of the Board of Trade, as they should have kept tab on the agents there who did the trick which is going to cost our hardy toilers a good penny during the season. Importers will lose nothing by the transaction, as the "phenomenal price of molasses" (as The Trade Review puts it) must be borne by the consumer, and the largest consumers of molasses in the country are our working classes and especially the fishermen.

NEW CANADIAN ICE-BREAKER SOLD

THE ice-breaker "J. D. Hazen" which was launched a few days ago from the Vickers yards at Montreal has been sold to the Russian Government, precisely at cost—\$1,000,000. She will, when ready, proceed to Archangel to be engaged in traffic on the White Sea. This, we believe, has been accomplished through the Imperial authorities, and the new vessel will, it is hoped, with the others now operating in the same region, enable the Russian Government to keep the port of Archangel open for two months longer than formerly. Alterations will be made in the vessel, so that she can also be utilized as a passenger vessel, presumably for transport purposes.

It is said that Vickers will turn out other vessels of a similar type during the coming year.

REVEILLE

BY CALCAR

DURING the last session of parliament much discussion took place on the question of the preservation of our sealing industry. During those debates much conflicting of ideas was evidenced, both as regards the prosecution of the industry in large or small vessels, the use or non-use of fire arms, and the best way to take in order to preserve our seal herds. Some have it that our herds are decreasing in numbers, others seem not to hold this view. Even those who maintain that the number of seals is growing less are not agreed among themselves as to the cause of this diminution, and this divergence of opinion is quite the logical outcome of our neglect to instigate a systematic enquiry.

Legislating from loose fag-ends of knowledge, such as we possess of our seal herds, we may possibly arrive at wise decisions, but then on the other hand it is just as probable that we may not. Where men essay to make laws, who are possessed of just fragmentary knowledge of that for which they would legislate, they reach common ground of understanding among themselves, in deference perhaps to the personality or the forcefulness of some debator among them, or they strike an average as it were and make a compromise, the result, one way or the other is unsatisfactory when the stadium is not from exact knowledge.

If our legislators would only agree among themselves that they know very little of the seal herds and awake in themselves a desire to know more, and postpone their debates until the knowledge so urgently needed shall have been furnished them, it would be well. Without in any way casting reflections upon the gentlemen who have striven so zealously to surround the seal herds with protective legislation, it might be said that they could have done just as well and have had far less vapory talk.

Empty cans make most clatter and it seems that those who had the least knowledge made the most noise. It seems idle to be year after year amending or altering our laws or introducing new ones to govern the sealing industry while at the same time our information respecting the seal herds or our knowledge of the natural history of the animal is of the most shadowy kind. Our laws increase, it seems, and the volume of our talk augments in adverse ratio to our knowledge, fill what we really do know is threatened to be lost in a fog of verbosity.

It would seem the obvious thing for us to do would be to authorize a thorough investigation of our sealing industry by some competent authority. It would be more in keeping with our claim to being rational beings. The government should fit out an expedition for the purpose of studying our seals. A year or two of such work as could thereby be carried on would furnish us with all the information needed. Armed with this information laws might be enacted that might reasonably be expected to conserve our seal herds. A fisheries board might then recommend laws to the legislature for ratification. This would eliminate a whole lot of useless and idle talk on the part of certain windy gentlemen of the legislature, these would die of ennui and so a reform might be brought about without the introduction of any drastic measures.

This is strongly recommended to the gentlemen who would abolish the Upper House.

One thing I notice when reading the debates on the seal question and that is the entire absence of any reference to disease among seals that might possibly be a contributing cause to decimation.

Fish often die in great numbers through the ravages of a parasite which infests its intestines and Mr. Arthur English tells us that our old seals have this same pest in great numbers. Referring this matter to Prof. Prince, Chairman of the Canadian Fisheries Board, Mr. English learns that these parasites are identical with a nematode worm which ravishes fish of different kinds. Prof. Prince during his fisheries investigations in New Zealand found that this worm was the cause of an serious epidemic among the trout of the Taupo and Rotorna waters. The shag Prof. Prince says is the or-

A WAR-TIME MEASURE

THE demand for gold for war purposes has become so acute that the Mint at Ottawa is to be extended and enlarged immediately, and work has already begun to meet the emergency. A larger amount of Canadian gold will be refined than hitherto.

An extension of considerable size will be provided; but it is said that it will be only of a temporary character, as under normal conditions, the Ottawa mint is capable of supplying all the gold required.

The authorities at Ottawa, it seems, have great difficulty in securing men to perform the work and prominent organizations are being asked to help secure them. The labor situation at the capital and elsewhere in the larger Canadian cities at the moment is acute; and several large jobs are being held up owing to the scarcity of workmen. Even the City Corporation has had to abandon much-needed civic improvements owing to inability to secure labor. Men are being advertised for every day, and it is said that in some instances 37 cents an hour is being offered for ordinary work. Such a condition has never before been experienced. But, judging from reports, the laborers, even with this increased wage will find it difficult to secure the two ends meet, as the cost of living has advanced alarmingly within the last few months. We understand that foodstuffs are still advancing.

GLEANINGS OF GONE BY DAYS

JUNE 5

CHURCH OF ENGLAND CEMETERY, Petty Harbor, consecrated by Bishop Field, 1849.

Brig Selina sunk in Narrows, by collision with U.S. warship Asheville (double-ender); one man drowned, named Pomeroy, 1866.

Capt. James Jackman drowned at Catalina, 1867.

"Escasoni" cottage, Portugal Cove road, burnt (first time), 1874.

Neil McDougall died, 1875.

Archbishop McHale, of Tuam, celebrated golden jubilee of consecration, 1875.

Fire in McCarthy's block, Springdale Street, 1893.

John Vasey, tailor, and his daughter (Mrs. Mearns) died, same day, 1896.

A meteorite found near Salmon Cove, brought into town by conductor Spence, 1895.

AN INTERESTING RELIC

Capt. Coward of the Alembic has an interesting relic in the shape of a piece of the covering of a Zeppelin brought down in the Thames on April 1st last. He has also photos of hostile air ships during a raid in the old land. They were sent him by Mr. Bristol who was with him on the Earlshall.

THE SAGONA'S PASSENGERS

The S.S. Sagona arrived at Port aux Basques 3 p.m. yesterday with the following passengers:—Capt. Cave and wife and four children; Miss P. White, Miss F. Farrell, Miss J. Fleming, Miss A. Barnes, S. B. Clarke, Mrs. A. Brown, T. Barron and wife, A. J. Burke, T. B. Cleveland, A. J. Burke, H. Elliott, E. R. Marks, M. Burke, C. McKay, C. F. Cowney, H. L. Goodman, J. Healey, J. E. Buskirk, H. S. Somerton, G. Ramsely, F. Reginald, Miss M. McLellan, Miss E. M. Collins, Miss L. Hickman, Mrs. Hayward.

NURSES CONTRACT MEASLES

Two of the nurses of the Fever Hospital contracted measles last week and are confined to their beds as a result. Only Miss Duncan, the matron, and the charwomen were left to look after the patients.

TOM HOLLETT'S BIG TRIP

The banker Gordon W., Capt. Tom Hollett, arrived at Burin for bait last week and reported for 1000 qts. cod taken at Quero and in the Gulf. He landed 1200 qts. of the spring trip and now has 2200 qts.

iginal host of this parasite. Here is a matter of serious concern to us that not all the debates of all the ignorant legislators between the two poles can enliven or help. It behooves us to make a proper enquiry into this matter and that, without delay.

READ THE MAIL & ADVOCATE

KING DEPLORES LOSS OF BRAVE NAVAL LADS

Mourns for the Loss of Brave Men, Many of Whom Were his Personal Friends—Events of Wednesday Justifies his Confidence in Valor and Efficiency of the Fleet

LONDON, June 4.—Before the fleets came into touch with each other, it was made known to-day, Admiral Beatty, with his Battle Cruiser Squadron, got between the German fleet and its base. He was compelled to withdraw following the discovery of the presence of battleships with the German fleet. Admiral Jellicoe reports that on the morning after the engagement he made a thorough search of the waters on which the battle was fought without encountering any sign of hostile ships.

Message were passed between King George and Admiral Jellicoe on the occasion of the King's birthday. Admiral Jellicoe's message reads:

"On the occasion of Your Majesty's birthday, the officers and men of the Grand Fleet, in humble duty, send their respectful, heartfelt good wishes with their loyal hope and determination that through victory for Your Majesty's arms and those of our gallant Allies, the blessings of peace may be restored."

The King replied: "I am deeply touched by the message you have sent in behalf of the Grand Fleet. It reaches me on the morrow of a battle in which once more was displayed the gallantry of officers and men under your command. I mourn the loss of brave men, many of them personal friends of my own, who have fallen in their Country's cause, yet even more do I regret that the German High Seas Fleet, in spite of its heavy losses, was enabled by misty weather to evade the full consequence of the encounter they always professed to desire, and for which, when opportunity arrived, they showed no inclination. Though the retirement of the enemy immediately after the opening of a general engagement robbed us of the opportunity of gaining a decisive victory, the events of last Wednesday amply justify my confidence in the valor and efficiency of the Fleet under your command."

THE SUSU HERE

The S.S. Susu arrived here Saturday evening at 7. She had a fine run, made all ports of call, including Bonavista and reports fish plentiful for hook and line right down the shore.

Britain Mourns the Loss of Over 4,000 Seamen

German Loss is Estimated at Between Three and Five Thousand Men.

LONDON, June 4.—Latest reports of vessels which witnessed parts of the great naval battle in the North Sea, from the British fleet, from neutral and from survivors, cause the British public to believe that the engagement was not so near the defeat as at first appeared, and was in no wise a disaster. The British losses, with all the craft engaged accounted for, were three battle cruisers, three cruisers and eight destroyers. The German losses are believed to be about the same in number of ships, although much less in aggregate tonnage. British naval experts maintain that Great Britain continues to hold the supremacy of the seas by a safe margin; that the enormous Navy could more afford the losses suffered, than could the Germans. First reports of heavy loss of life, unhappily, have not been reversed. Britain mourns for more than four thousand of her seamen, while the German loss is variously estimated at between three and five thousand.

Germans Admits Loss Of Dreadnought

LONDON, June 4.—The German Admiralty admits the loss of the Dreadnought Westfalen, according to a wireless despatch received here today from Berlin. The Westfalen displaced 18,602 tons.

Ships Went Down With Whole Crews

No Survivors Are Reported From Either the Indefatigable, Defence or Black Prince.

LONDON, June 4.—Admiral Lambert Hood, second in command, Vice-Admiral Sir David Beatty, and Captains Sowerby, Cay and Prowse were lost with the many others whose names are not yet known, because the Government has not so far issued any casualty list. There were no survivors. The ships which went down carried with them their whole crews. Only the Warrior, which was towed part of the way from the scene of battle to a British port, was the exception. Of some thousand men of the Queen Mary, only a corporal's guard is accounted for. The same is true of the Invincible, while there are no survivors reported from the Indefatigable, Defence or Black Prince.

Marlborough and Warspite Are Safe

LONDON, June 4.—The British Admiralty says that the battleship Marlborough was hit by a torpedo, but was towed to port. The Dreadnought Warspite was damaged by gun fire, but escaped torpedoes. The official statement shows that with few exceptions, all the officers of the Invincible, Queen Mary, Indefatigable, Defence, Black Prince, were lost. All the officers of the Warrior, except one, were saved. Four midshipmen were saved from the Queen Mary, the Commander and one officer being rescued from the Invincible.

Heavy German Offensive Round Verdun

PARIS, June 2.—The battle of Verdun reached a point of unprecedented violence in the last 48 hours. The Germans made a formidable effort to mass reinforcements on the right bank of the Meuse, supported by a great number of heavy pieces drawn from the fronts. The concentration of the German forces is taken here to indicate a supreme effort to bring the long drawn out attack on the fortress to a successful issue, and to prevent a general offensive by the Allies. Despite the intensity of the attack, involving enormous losses, the French official accounts show that the main lines are not essentially changed. The furthest point reached by the Germans was houses on the outskirts of Damloup.

Around Verdun

PARIS, June 4.—On the right bank of the Meuse grenade fighting lasting all night, west of Beaumont Farm. Yesterday evening after a violent bombardment the enemy made several attempts to turn the Vaux fort by the S.E. A very powerful attack was launched at 8 p.m. in the ravine between Damloup and the fort. This attack enabled them to gain a footing in our trenches. Our immediate counter attack dislodged the enemy completely. A second German attack on this same point was also unsuccessful. Artillery activity on left bank of Meuse. On the remainder of the front medium artillery activity.

PETROGRAD, June 2.—Phenomenal cold weather for this time of the year prevails throughout Russia. The street cars at Kazan have been stopped by snow.

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GEORGE KNOWLING

DANGER OF THE EMPTY CRADLE. PROBLEM BRITAIN WILL HAVE TO FACE.

By AUSTIN HARRISON.

The more men destroy life, the more essential it becomes to create life, says Mr. Austin Harrison, the brilliant Editor of the "English Review," who urges that steps must be taken to deal with the problem of Britain's declining birth-rate.

Long before the war, German professors started a philosophy of statesmanship, which they called "mass force." What they meant was numbers, and by numbers soldiers.

It was mass armies who would win wars, they said; mass numbers who would Germanise Europe; mass organization which would implant the German faith; the sheer, overwhelming weight of men who would overrun and override the Continent.

We need not linger over German purposes any longer. To-day we know our Hun and his ghoulish cant of kultur and machine-gun infiltration, and we have sworn to stamp the thing out. But that, too, means numbers, and when we get to numbers we find a very simple mathematical sum, which is that two from ten leaves eight, thus leaving a void and hence a population problem. Now we know that certain ideas have grown until our population may be said to be stationary—to-day we have the great war and its lessons.

War is a terrible scavenger of life. Already tens of thousands of the bravest and the best have fallen; the summer is coming, and tens of thousands more, it is to be feared, will fall—how many we cannot tell, we avoid even thinking of our losses.

The Cradle and the Soldier.

Yet life goes on, eternally fruitful, for such is the law of life, as it is of peoples. Finally, it would seem our purpose on this planet to create, to leave behind the image of ourselves to show that others may reap.

But in England we are faced with a peculiar problem.

Our surplus of women. It was nearly two millions before the war, women doomed never to be mothers. What that figure will be when the war is

over I will make no attempt to guess at. Anyhow, this population question is our very particular problem; and now that we are at war, and we know that the birth rate is falling and that infant mortality is increasing, it is clearly the duty of citizenship to face it for the God of country that we serve.

In Germany they have already legislated for the future. In England, "wait and see" does not legislate, for here it is the individual who acts; moreover, we have always that little difficulty to overcome, Puritanism plus the lack of national education which teaches men to think Imperially.

Yet our race problem remains, and soon we shall have to take steps to compass it. How is this to be done?

Well, what is the principle on which we should all to-day think and fight? Unquestionably it is self-sacrifice. Apply that to the race question, and the answer is beautifully simple. It is creation. It is the law of life—life, more life. It is that in the crisis of war the cradle fights side by side with the soldiers for country, and that every mother is the mirror and glory of the man who dies for England.

Way to Race Suicide.

Women are apt to think they can only serve in war by active help; that they are doomed to passivity; but that is an error. Woman is the sex antipode of man. Her essence is thus the exact opposite to that of the male, so that when man goes off to fight woman in her polarity of function and purpose is called upon to create.

Remember, every soldier was born of a woman. Two from ten leave eight. Add our normal surfeit, say, one, which leaves seven. Add again, accident, and the fact that a great many women and men don't or cannot marry, so we have six—six men, whereas we should have ten to fulfill our continuity of race; now six are not sufficient. Children die; sterile marriages are on the increase. Five and a half; it is not well. That way leads to race suicide.

And so we arrive at the significant paradox of life, which is that the more

men destroy life the more essential it becomes to make life; or, in other words, the greater the losses in males the higher is the duty of woman to fulfill her supreme function. War always brings us back to primitive facts, and, naturally, because war signifies man's return to savagery and so to its corollary—evolution.

In the great struggle of human progress this is the outstanding fact. As Tennyson said: "Every day a man dies, every day a man is born." Alas! in war, two men die daily, ten men, a thousand, and each death cries out for a mother.

Great races have passed in this way—the Aztecs, the Red Indians; and great empires have fallen for neglect of this truth—the Egyptians, the Romans; and great Empires have sunk to little empires, thus our loyal friends, the Portuguese. Some years ago in France the cry was "Faire des Gosses"—children; to-day it is our business to see that France is not bled white, as Bismarck foretold of the war that was to come.

Our business, man's business. To many no doubt the sympathetic connection of the cradle with war may seem incongruous, but women, who see essential truths more clearly than men, will not think so. Indeed, very wonderful is the calm of the war mother, the war widow, the war lover, for love is curiously close to the fighting spirit, and the end is said to be the beginning. It is just the parable of our being, perhaps what we are fashioned for.

The fruitless marriage, in war, is consequently a national disability, because all selfishness in war is contrary to the interests of the State. The more life is destroyed, the more precious life becomes. Behind the soldier there stand the reserves, and behind the reserves the draft. Armies moulding for the fray. Behind them, at home yet not one whit less indispensable to country, there stand the women who are the mothers of our future. A victory which left a country motherless would be a barren win. Without the cradle man can only win negation.

So woman, as the complement of man, in war fights like the happy warrior, conscious of her own victory—the victory of life. To-day we may say it is the civic duty of the sexes to mate and create, even as they go their ways on their so cruelly different purposes.

Ultimately, the passion of war is love—love of country. And what is love of country but the national expression of that personal love of man and woman, which, if it bear no fruit, is but the semblance of its natural truth?

AUSTIN HARRISON.

Frauenlob Was Sunk On Thursday Morning

HOOK OF HOLLAND, June 5.—The survivors of the cruiser Frauenlob relate that the German fleet left Wilhelmshaven on Wednesday at 4 o'clock in the morning. The Frauenlob became engaged at 7 in the morning and was in action until 10.30, she resumed fighting at midnight, and was torpedoed at one o'clock on Thursday morning.

The Dutch tugboat Thames which had been conveying three steamers including the Duiderik of the Holland-American Line, discovered at 8 o'clock on Thursday morning in the neighborhood of the Dogger Bank three rafts with German sailors from the Frauenlob. The men were in a deplorable condition, 8 others who had taken refuge on the raft had died from cold and exhaustion and slid into the sea. The survivors with great difficulty were hoisted aboard the Thames and accompanying vessels, crews of which had long heard the gunfire of the British fleet pursuing the Germans.

British Lose Heavily in Officers

LONDON, June 5.—A total of 333 officers were killed in the Jutland battle according to a list issued by the Admiralty to-day; the list shows that practically all the officers of the cruisers Queen Mary, Invincible, Indefatigable, Defence, and Black Prince, and from destroyers Tipperary, Turbulent, Fortune, Ardent, Nomad, Nestor and Shark perished. All the officers except one from the cruiser Warrior were saved and all the officers from the destroyer Sparrow and Hawk, on other ships 23 officers were killed and 23 wounded.

Peerage Hard Hit

LONDON, June 5.—Many families high in the peerage are mourners as the result of the North Sea battle. Rear Admiral Hood, who went down with the Invincible, was the son and heir of Viscount Hood; Lieut. Commander Fielding was a son of Lord Glamis, and Lieut. Algernon Percy was nephew of the Duke of Northumberland. The commander of the torpedo-boat destroyer Nestor, Commander Edward Bingham, was a son of Lord Clammere, while midshipman Cecil Molyn was a son of the Earl of Sefton.

Wilson Sends Birthday Greetings To King George

WASHINGTON, June 5.—President Wilson to-day sent a message to King George congratulating him on his birthday.

Beating the Missus.

Bill Et. Rod—"My wife gave a reception yesterday."
Ross Block—"Did you attend?"
Bill—"Yes, I played a practical joke on her. I got in line when she was receiving, and before she knew it she was smiling and saying she was glad to see me."

PORTABLE AIR-O-LITE LAMPS AND LANTERNS

MEANS plenty of light, and the best of light. Give a most brilliant illumination with little attention, and at trifling expense. Satisfactory to an extent not thought possible in former years. Burns only one quart of ordinary kerosene in 15 hours.

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Agent,
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J.J. St. John

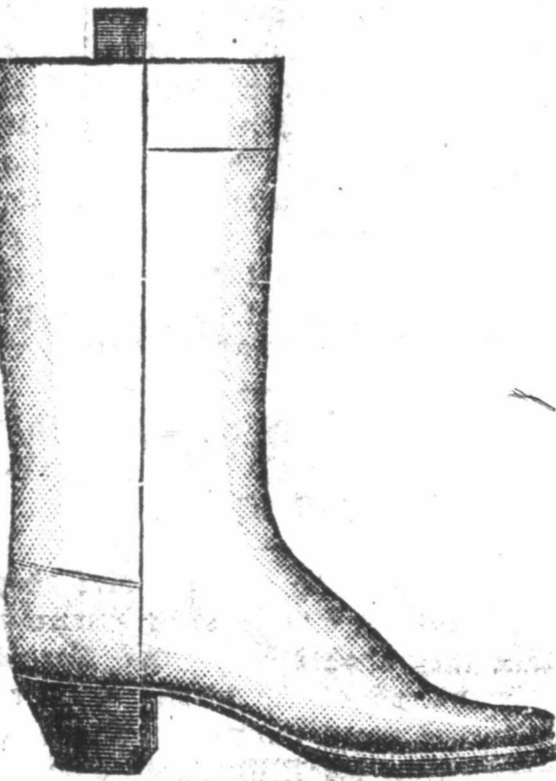
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ROYAL PALACE BAKING POWDER 20c. per lb. Small Tins 5 cts.

SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS, 1s. and 2s.

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This Boot is Top Notch in quality as well as in name. It's a better boot than you have ever had. Made of the finest Para rubber by an entirely new process.

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Another Car-load of FERRO ENGINES

3, 4, 5 1-2, and 7 1-2 H.P.'s.

Order early for immediate delivery as they are going fast and it will be too late to get any more for this season.

Lowest Prices on BATTERIES, COILS, PROPELLORS, SHAFTS, LUBRICATING OIL, ETC.

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We won't buy roes after August 1st. Take notice and have your roes all shipped before that date.

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