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ARTIFICIAL FLOWERS will be very fashionable this year, and will be profusely worn on Stylish Millinery.

The latest popular fad of wearing a neat bunch of Artificial Flowers on the left breast will gain in favour with careful dressers as the season advances.

5000 Artificial FLOWERS

We have just completed marking this lot, and amongst the five thousand are some beautiful bunches, sprays and wreaths.

These were fortunate in securing a bargain, and you are to have the benefit at Renoval Sale Prices.

Here you can select splendid Hat Flowers—kinds that have a natural appearance, such as Mignonette, Carnations, Lilac, Jonquils, Sweet-Pea, Daisies, Violets, Sweet-William, Moss Roses, Full Blown Roses, American Beauty Roses and a variety of other flowers that only a botanist can rightly name.

The rich, artistic colourings and the particular arrangement of each spray, bunch or wreath combined with excellent qualities, will certainly appeal to lovers of Artificial Flowers, and cause a tremendous rush for these Bargains.

Come in and see what you can pick up for fifteen, twenty or twenty-five cents. You'll be pleased. Come early. Come to-day.

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Schr. "GREENWOOD," 71 tons

Built at Shelbourne, N.S.

Sails and Rigging in good condition.

Well found, in Anchors, Chains, etc.

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From prize winning stock, Barred Rocks, Rhode Island Reds, Silver Laced Wyandottes, White Wyandottes, Single Comb, White Leghorns and Brown Leghorns—all prize winners, winning first and second prizes at Halifax and Fredericton. \$1.50 per setting of fifteen. If you want extra good stock please send us your order.

LeMOINE BROTHERS, North Sydney, C.B.

What Britain's Navy Can Do!

A Comparison—Then and Now Memories of Camperdown, Copenhagen, St. Vincent, the Nile and Trafalgar

THOUGH our Fleet has dominated the whole position from the very beginning of the war, the German fleet in hiding has exerted some influence and will continue to do so.

In our last great naval war, against France, Spain and Holland, (1794 to 1805) the enemy's fleet did not stay in port but dared something though ineffectually, and the great naval victories of "the glorious 1st of June"—Camperdown, Copenhagen, St. Vincent, The Nile and Trafalgar—were the added gems to our naval crown.

Table listing ships and their status: At last he caught them in Aboukir Bay, The Orion, 120, Henriex, 74, Franklin, 80, Genrier, 74, Guilleaume Tell, 80, Mercure, 74, Tonnant, 74, Peuple Souverain, Aquilon, 74, Spartiate, Genereux, 74, Timoleon, Conquerant, 74, Diane and Justice, 49.

Artemisa and Sorieux, 36 and some small vessels.

Nelson had but thirteen ships in action, losing the services of the Calloden by her running on a sandbank, so that, of large ships the number was exactly equal: but the Leander was only a 50-gun ship, and four of the French Fleet were more powerful than any of his.

The defeat was a crushing one, only two French ships of the line escaped. It was perhaps the most complete defeat of old sailing days, and the only modern victory to compare with it is Togo's defeat of the Russian fleet. But, our victory was not gained without loss. As the Lion the other day had to haul out of line, so at the Nile, the Bellerophon, totally dismantled and a complete wreck, drove out of the fighting line, helpless.

It may seem strange that Nelson was so long in finding the enemy, but in those days of sail and no wireless fleets might evade each other for months. On another occasion Nelson chased the French fleet to the West Indies and back without finding it; he was not to set eyes on that fleet till Trafalgar.

In these times of ours a battle fleet cannot thus evade detection, and, if the precious German Fleet ever attempts to justify its existence it will soon be brought to action, for there is another modern factor to reckon with: propelling power. A sailing ship could roam the world around so long as she had food and water. A steamer has only a limited radius under steam, and if unable to coal soon becomes helpless. If, therefore, the German Fleet comes out, it must give battle. The action will rank with the Nile and Trafalgar; it will be a crushing defeat for the enemy.

As at the time of "The Nile" so now, a decisive victory at sea would be of the utmost value in hastening the end. It would open the eyes of the unthinking "man in the street" as to the value of our Navy, for the ordinary citizen has not even yet realized the vast work our Navy has done. The chief of that work has been done in silence, our unthinking masses want something dramatic to move them. Yet, a moment's thought might bring even their slow minds to know what the Navy has done, but you cannot bring to action a fleet which shelter in its home defences.

What is the value of a fleet? Think for a moment what our position would be if, by circumstances unthinkable, the German Fleet, re-armed, could come out and utterly destroy ours. It is unthinkable, certainly; but try to imagine it for a moment. Germany in command of the sea! The war would be ended; we should be a conquered nation!

Our Mercantile Marine is helping both on deck and in engine-room. There need be no slur cast on those who, by remaining at their duty on board our cargo boats, help in no small measure. They supply us with food, ammunition, men, no mean service! and they do this fearlessly. The blatant threat of 18th February left our merchantmen unmoved. Losses we certainly have had, but our ships still sail as before—and will continue to do so. And when the Dardanelles are forced, our merchantmen will, fearlessly, carry Russia's cargoes of grain from the Black Sea and thus provide the Allies with the sinews of war.

As Nelson, at the Nile, freed the seas, so Jellicoe, with his invisible fleet ready, keeps the seas for our trade. Here and there a submarine may sink one of our ships, but our vast mercantile fleet will continue to serve the country and supplement the great work that the Royal Service is doing.

Napoleon the Great had the wild dream of universal dominion, the Fleet of Britain prevented its fulfilment. William the Little has had the same dream, in his case too the British marine, naval and civil, bars the

way. In any case it was a mad dream, no free nation would, even if conquered, be content to remain under the rule of such people as Prussians. No maritime nation such as Britain would ever rest under the heel of a soldier. We should feel it worse, if that were possible, than the Confederates did at the end of the American Civil War.

We stand for freedom! We have no Prussian desire for world dominion. Our Colonies are practically self-governing, tied to us only by love of the Mother Country. India has shown her attachment to the Empire by the generous help she has sent us. Thus far all has gone well for us. But should times of reverse come before the inevitable end is at last reached, let us possess our souls in patience. Let us then, we merchantmen of the sea, be glad that we are serving our country. Our Red Ensign still floats on every ocean, the sign of Britain's beneficent rule to all peoples of the world. Keep it flying! —"The Nautical Magazine."

The Battleship "Triumph"

On Board British Battleship Triumph—at the Dardanelles via Malta, April 28—and London, April 29.

The Triumph entered the mouth of the Straits and opened fire with her 7.5 inch guns on one of the Turkish trenches on the western end of the Gallipoli Peninsula, at a range of 7000 yards. After half an hour's bombardment the ship proceeded farther into the Straits in order to search the trenches from another point. She thus came under the fire of a howitzer battery on the Asiatic shore. This battery dropped about sixteen shells around the Triumph in a quarter of an hour. Three shells struck the ship, but inflicted only trifling damage. Two men, a stoker and a blue-jacket, were wounded severely, although not dangerously, by a shell which lighted on the bridge and fell through to the deck below. The guns of the Triumph were able to silence the Turkish battery in a few minutes after it was located. The Triumph then resumed bombardment of the Turkish trenches.

Although the date of the incident described above is not specified it is probable that this action occurred during of the intermittent bombardments of the Turkish positions such as have been reported frequently of late.

Experiences of a Zeppelin Raider

Berlin, April 24.—A correspondent of the Dagens Ryheder received permission from the German military authorities to go aboard a Zeppelin during a recent raid, and he has sent a graphic description to his paper. He does not mention names of towns or cities which were bombarded by the Zeppelin, as he was sworn to secrecy in this regard.

"A voyage in a Zeppelin while on a raid over the enemy's country is never to be forgotten," he writes in the Dagens Ryheder. "Aside from the nerve straining excitement of the occasion, the most pronounced experience of the voyage is the intense cold that envelops the airship like a cake of ice in its flight through the black night. No one can realize who has not experienced it just what this means. We have no lights and are not even permitted to smoke in order to relieve the monotony of the uncanny night.

The roaring of the North Sea below us reaches our ears, while above us is the star decked sky. We get the impression that the airship is like some extinguished star roaming through black, cold space. We do not talk; somehow no one cares to talk. We remain silent. The air breaks over the bow of the ship like the waves of the sea over a vessel. These air waves seem to penetrate our very marrow. All is dark below us. Presently the faint lights of a village are discernible, and then the brighter illumination of a city comes in sight. We feel like a bird of prey that is about to pounce down upon its enemy.

"We get ready to drop our bombs as the city lights are almost under us. The order is given. We see here and there a sharp white flame as the bombs strike, and from the depth below us presently is heard the faint roar of the explosion sounding to me like the cry of some damned soul. For a short time the Zeppelin rises, then it falls again, and we return on our journey, the intense cold again enveloping us."

A BUDGET OF GOOD THINGS

To-day, April 21st. "PREMIUM" BACON, the Bacon of quality. Try a pound or two sliced our way. BANANAS, CELERY, TOMATOES. NEW YORK CHICKEN. NEW YORK SAUSAGES. NEW YORK CANNED BEEFS. LONG ISLAND DUCKS.

Fry's Cocoa

CUCUMBERS, PARSNIPS, CARROTS. IRISH BUTTER, one pound blocks. IRISH BUTTER, 28 & 56lb. boxes. "SUSSEX" BUTTER, 2lb. slabs. "SUSSEX" BUTTER, 56lb. boxes. Also, 200 1/2 bags ISLAND WHITE POTATOES. 40 crates GREEN CABBAGES. 20 cases NAVAL ORANGES.

'Phone 379 W. E. BEARNS

New Millinery

OUR SPRING STOCK of Ladies' Hats

Just to hand In the latest and up-to-date London Fashions. HATS TRIMMED AT SHORTEST NOTICE

Also We have just opened our stock of Dress Goods

Of very finest material and choicest patterns to select from. Our price are right as they were bought before the advance.

Nicholle, Inkpen & Chafe Limited.

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

COAKER ENGINES

are THE BEST Motor Engines for Fishermen

W. F. Coaker, Esq., M.H.A., President Fishermen's Union Trading Company Limited.

Dear Sir,— Last Spring I purchased a 6 h.p. COAKER Engine which has given me every satisfaction.

I certainly consider it the best Motor Engine for fishermen to-day on the local market.

With my trap boat I am able to make seven knots an hour. Last Summer I had my trap set four miles away and I made two trips daily with three dories in tow, and never had the slightest mishap.

I would advise any fisherman who requires an Engine that can be operated easily and give good results to buy a 6 h.p. COAKER Engine.

Yours truly, WALTER HILLIER.

Point-aux-Gaul, Lamaline, April 1915.

Advertise in 'The Mail and Advocate' for Best Results

WEEK-END PROGRAMME AT THE NICKEL!

"Hearts and Diamonds."

A Vitagraph two-part comedy drama. John Bunny plays professional Ball.

"The Struggle Everlasting."

A gripping and interesting two-part melo drama.

"SLIPPERY SLIM AND THE FORTUNE"—A side-splitting comedy. "SO SHINES A GOOD DEED"—A Western drama.

Howard Stanley Sings, "I Cant Stop Loving You Now."

SEND THE LITTLE ONES TO THE GREAT BIG BUMPER MATINEE SATURDAY.

CASINO THEATRE!

STUPENDOUS SUCCESS OF THE "NEW POLICY!"

5 REELS of the WORLD'S GREATEST DRAMA. The Sensation of the Old World and the New:—

"THE THIRD DEGREE."

Dramatic Situations! Powerful Acting!

Also 3 Reels of the beautiful story:—

"The Lily of the Valley."

MATINEE SATURDAY AT 2.30.

Evening at 7.30 and 9 Prompt. ADMISSION TEN CENTS.

Sweat Shops in France

Paris, April 23.—Some extraordinary statements regarding sweat-shop wages in this country were brought out in the Senate yesterday during the debate on a bill to fix a minimum living wage throughout France by boards created by the Government. Jean Morel said that between nine hundred thousand and one million women in France are now enduring insupportable servitude and receiving wages barely sufficient to maintain life.

M. Morel, Henry Cheron and Edouard Heriot submitted masses of details on the subject. It was stated that 27 per cent. of the workers at home on household linen goods make from two and one-tenth cents to four cents per hour by intense industry. In some provincial centres pay for such work is one cent per hour. In Paris, fourteen per cent. of the women working upon undergarments make a maximum of forty dollars yearly. Artificial flower makers, employing much taste and manual dexterity, are able to make in the best season from eighty cents to a dollar per day, but more than fifty per cent. never are able to get beyond thirty or forty cents. In the provinces women working upon underwear and ready-made clothing are able to make only ten to twelve cents a day in most cases, and rarely as much as twenty cents.

M. Morel, who prepared the Senatorial Committee's report, went into the question of how such women are able to live. He cited one case of a woman who made nineteen cents a day. She paid thirteen cents on an average for bread, cheese and vegetables, leaving six cents a day for lodg-

ing and clothing. Another case was that of a woman who had a child to support. The mother began to sew at the machine at three o'clock in the morning and worked all day and part of the night. She was able to earn 25 cents a day, but could afford nothing more to eat than soups.

The bill passed its first reading in the Senate. It had already passed the Chamber in November, 1911.

Ignoring Game Laws

(Editor Mail and Advocate.)

Dear Sir—Just a few words re close season for rabbits. I would like to know if the Game Board when it extended the season for catching rabbits extended at the same time the season for catching foxes? I ask this question because the woods around here are full of men catching rabbits and looking for foxes.

Where are our Game Wardens? What is the Government paying them for. Will someone explain what all this means? Let a poor man kill a deer out of season and see how quick the authorities will "clasp the grips" (as Mr. Piccott once saw) on him. If wardens are paid to enforce the Game Laws why are they let go on unchecking in looking over these matters which are happening under their very noses. Yours truly,

CURLING.

Curling, Bay of Islands, April 15, 1915.

HARRIED OFF THE SEAS

The one thing that stands out clearly is that at the rate things are going in this commercial warfare neutral shipping, already enormously harassed, will eventually be harassed off the seas entirely.—Louisville Courier-Journal.

The trades unions have won their fight for free text-books in Sioux City, Iowa.

East End | ROSSLEY'S THEATRES | West End

THE MOST MODERN

A MUSICAL MELANGE OF MIRTH AND MELODY

MR. BALLARD BROWN and MISS MADGE LOCKE

STUDIES FROM SHAKESPEARE, INCLUDING

Chamber Scene from Romeo and Juliet

SOME SPLENDID PICTURES

FRIDAY NIGHT, GO AS YOU PLEASE CONTEST

1st Prize, \$5.00; 2nd Prize, \$3.00; 3rd Prize, \$2.00. Lots of names this week and lots of fun.

THE CRESCENT PICTURE PALACE

Big Week-End Feature Bill

"THE OLD OAK'S SECRET."

A Vitagraph Drama. Killed in the war he leaves his estate to a young man, a grasping relative endeavors to confiscate it. The old oak and an old negro foil him and the two young lovers are made happy.

"THE BEAR FACTS"—Sunny Jim goes hunting for Bears and finds them. Bobby Connolly the boy actor is great in this.

"THE GIRL AT THE CURTAIN"—an unusual dramatic attraction in 2 parts by the Essanay Company, featuring Francis Bushman.

"HE SAID HE COULD ACT" and "MISTAKEN CONFIDENCE" are two excellent comedies.

The usual Extra Pictures at the Big SATURDAY MATINEE. Send along the Children, the Crescent will take care of them.

HOW WARSHIPS CUT CABLES

The plucky dash of H.M.S. Amethyst through the Dardanelles, in order to cut the submarine cable linking up the Turkish forts on the European with those on the Asiatic side of the Straits, serves as a reminder that despite the advent of wireless telegraphs, cable cutting in war is still, under certain circumstances, a matter of great importance, worth sacrificing valuable lives to accomplish.

In the days before Marconi had perfected his wonderful invention, it was, of course, even more vital than it is now. To sever an enemy's submarine cables, and to thereby isolate it from the rest of the world, including its own colonies, was then one of the prime objects of a naval commander.

Thus when war broke out between Spain and the United States of America on April 23rd, 1898, Admiral Dewey immediately cut the cable between Hong Kong and Manila, and hurrying with his battleships to the latter place, attacked and destroyed the Spanish fleet lying at anchor on the city before its commander was aware of the presence in the neighbourhood. Cables are cut in two places.

Dewey's feat in this instance was undoubtedly a smart piece of work, for cable cutting is by no means so easy a job as it sounds.

Firstly, the method is as follows: The cruiser detailed for the work steams slowly at right angles to the cable route, dragging after her a special kind of grapple, like a five-pronged anchor, with shears attached, which grip and cut the cable at the same time. This grapple is connected with the cable-cutting ship by a strong rope formed of strands of steel and hemp interwoven, and attached to which is an instrument called a dynamometer, that shows when the cable is hooked.

By steaming once or twice backwards and forwards, the cable can be cut in two places at, say, half-a-mile apart, and the severed portion can then be dragged away by another kind of non-cutting grapple, and left lying

ing on the ocean bed at some distance away, where it is, of course, impossible to locate it, rendering any attempt to repair the damage a very difficult and laborious operation.

Such is the usual method adopted for destroying an enemy cable in comparatively shallow seas, and was probably that followed by the Amethyst, with possibly certain modifications due to the proximity of hostile forts, and the presence of mines. In the case of open cables submerged at great depths, however, the mode of procedure is somewhat different.

They Take Many Months to Repair. A similar five-pronged grapple is used, but it is a non-cutting one, and simply grips the cable, holding it fast. The fact that it has been hooked is, of course, notified to those on board by the dynamometer, when the ship is immediately stopped and the cable hoisted up towards the surface.

It never reaches the surface, however, for presently the lifting strain becomes too great, the cable snaps of its own accord, and the two ends flying wide apart, the severed cable settles back to the ocean bottom obliquely, leaving a gap of possible a thousand yards or more between the portions.

Of course the wilful destruction of a deep-sea cable after this fashion is a very serious matter; how serious may be gathered from the fact that it cost somewhere about \$200,000 to properly repair the damage done by Dewey to the Hong-Kong-Manila cable mentioned above. The Aden-Bombay cable, again, broken accidentally in a depth of 1,900 fathoms, was only repaired after 231 days of strenuous work, in the course of which 176 miles of new cable were used. While a repair of the Lisbon-Cornwall cable, broken in the Bay of Biscay in 2,700 fathoms, took 215 days and used up over 300 miles of new cable.

In view of these figures it is not surprising that several attempts have been made to arrive at an international cable neutral in time of war. So long ago as 1883, indeed, a conference having this end in view was held in Paris, and in the following year a convention was signed at London by the representatives of no fewer than twenty-six States, including all the great European Powers.

Nevertheless, the experience of the

The Value of a Common Weed

The following news note recently came from the Wisconsin Agricultural College:

"Wisconsin is seeking to take advantage of every available resource, and now attention is directed to the medicinal value to be found in a weed which has heretofore been allowed to go to waste. The European war has directed attention to the possibilities of making use of the medicinal properties of this hitherto worthless weed. The rapid rise in its value of eight and one-half times its worth a year ago, has made its manufacture as a profitable financial venture for American capital, quite possible."

Thymol is a camphor-like substance which is found in thyme (Thymus vulgaris), horsemint (Monarda punctata), ajowan (Ptychotis optica) and several other plants. It is used as a considerable use in the manufacture of cough lozenges but its chief medical value has been in the treatment of the dreaded hookworm disease (uncinariasis) for which it is practically a specific. When taken internally thymol does not kill the parasite which causes this disease (Ankylostoma Americanum) but because of the anaesthetic properties of the drug the worm is paralyzed, thus causing it to release its hold upon the intestinal lining of the victim. The worms are then removed by administering a dose of Epsom salts. Commercially thymol is not produced from thyme but from ajowan seed. This is grown in India in large quantities and, previous to the opening of the present European war, was imported into Germany by the shipload, where the thymol was extracted. The pure thymol was then imported into the United States. The cheap agricultural labor in India and the cheap technical labor in Germany made the production of thymol in this country economically impossible. At the opening of the war the price of thymol in this country was about two dollars a pound, and stocks had been almost depleted, as the importers were awaiting the product from the new ajowan crop. As the substance was considered indispensable in the treatment of the hook-worm disease the price early in the war rose to seventeen dollars a pound, and even at that figure the drug was scarcely obtainable. Medical men began seeking for a substitute for thymol in the treatment of hookworm disease and among the many substances tried out it was found that oil of chenopodium (from Chenopodium anthelminticum) was about as efficient as thymol and nearly as safe. Oil of chenopodium is an American drug, being produced extensively in the region of Baltimore. Its price is about three dollars a pound. Other substitutes for thymol in the treatment of hookworm disease have been found, so that the price of the drug is now about nine dollars a pound.

According to Professor Kremers, Dean of the department of pharmacy in the University of Wisconsin, the horsemint which grows extensively on the sandy areas along the lower course of the Wisconsin River, has been known for many years to be rich in thymol. Professor Kremers believes that enough of this weed has been going to waste in Wisconsin alone to have supplied the thymol requirements of the entire United States. At the time the scarcity of thymol began to be noticed last Fall the horsemint was too far matured to yield much thymol on distillation. Had the war begun earlier the thymol crisis might have been averted by making use of this weed. It is said that, because of its high thymol content, the horsemint is not eaten by grazing animals, but after the thymol has been removed by distillation the exhausted plant is eaten readily by stock, and may then be converted into a useful agricultural product. It is to be hoped that American capital

Cake and Tobacco Great Treat

April 5th, 1915

Dear Aunt Sarah—Just a few lines in answer to your welcome letter, more than glad to hear from you and to learn that you are still enjoying good health.

Well Aunt, I received that long expected parcel to-day, more than glad to get it. The apples were spoiled but the cake was very nice. I cut the cake for supper and had a jolly good spread you bet. I enjoyed a smoke from Uncle Frank's tobacco, cigarettes and matches. I felt as if I could fight for a month after that good feed, as you know it is something strange for us to get anything like that now.

If you only knew how delighted I was when I received that long expected Xmas box; you bet it was a treat. Well Aunt we have been in the trenches and are now taking a little rest before going in again. We haven't lost a great many of our men, a few of my chums are gone. Firing is pretty hot sometimes you bet, but I've been very lucky myself so far.

This is about all I can say just now. Please excuse scribbling and miss takes, as you know writing accommodations are very poor. I will close with best love to all, trusting to hear from you soon.

From your loving nephew,
PRIVATE EANEAS REES,
Bite Island

Union butchers of San Francisco, Cal., have demanded an increase of wages amounting to \$1 per week.

St. Peter—You can't come in here.

Reporter—I guess I can. (Shows badge.)

St. Peter—Not on that, that lets you inside the fire lines. This is the other place.

and energy may be enlisted to prevent the future waste of this valuable weed. L. E. Warren. —In Rural New Yorker.

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.

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.

Anglo-Newfoundland Development Company

Seeing Their Rights Threatened by The New Reid Deal, Petition The House of Assembly For Privilege of Being Heard on the Matter

To the Honourable the House of Assembly in Legislative Session convened.

The Petition of The Anglo-Newfoundland Development Company, Ltd. Humbly Sheweth.

Petitioners in establishing their pulp and paper industry at Grand Falls and the Red Indian Lake District went to a very large expense and great trouble to establish the same as a permanent industry on the faith of the contract relating thereto entered into by the Government of this Colony with them. The rights to search and unhindered use of waters for driving logs and other purposes which were granted to Petitioners and possession of the lands and privileges granted to them are absolutely essential to the carrying on of this industry. Any curtailment or interference with Petitioners' use of the waters in the driving of their logs, any taking away of their control of the dams and other works erected by them, must most seriously interfere with the getting out of their supply of wood for their mills. A taking away of even a small portion of their rights, rights of way or shipping facilities, might so disastrously affect and disorganize their whole operations as to cause very heavy loss in the carrying on of the industry and might even prevent the possibility of carrying it on at all.

Petitioners have read with the gravest concern the Resolutions introduced into your Hon. House on the subject of the continuation of a contract between the Government and The Newfoundland Products Corporation, Limited.

Powers of entry upon lands, and taking the same compulsorily, interfering with streams and waters, prior rights to the use of stream and waters, and other powers of interference with the rights and property of other parties are given to the said

Newfoundland Products Corporation under their said contract. These powers are of the widest and most sweeping character. Even the strictest construction which it is possible to put upon the contract brings the lands and property of Petitioners within the scope of these powers and privileges, would give the Newfoundland Products Corporation, Limited, the right to take Petitioners' lands, factories, railway and shipping facilities; to reduce Petitioners to a secondary, restricted and uncertain use of the streams and waters of its own access; to abrogate and take for its own benefit the privileges and water rights granted to Petitioners, and would put it in the power of the Corporation so to tamper and cripple Petitioners' industry as to utterly ruin and destroy it.

The possibility or threat of interference with Petitioners' industry which the said contract carries would of itself very seriously affect the value of Petitioners' properties and particularly its shares, debenture bonds and securities in the financial world. Petitioners' shareholders and bond holders are resident in England and invested their money in Petitioners' shares and debenture bonds on the faith and security of the Government's grant to Petitioners of the properties, rights and privileges which Petitioners hold. Any interference with Petitioners' properties or rights would be especially a hardship to the bond holders, as it would affect the value of their security.

Petitioners respectfully submit that Petitioners should not be so placed at the mercy of the Corporation, but should be fully safeguarded and protected in the enjoyment and use of their properties and the rights connected therewith and necessary to the working and utilizing thereof and to the maintenance of their industry. Petitioners therefore pray that an opportunity may be granted to them

War Pictures



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 - M. Poincare.
 - Earl Kitchener of Khartoum.
 - Field-Marshal Sir John French.
 - The late Field-Marshal Earl Roberts, V.C.
 - General Sir Ian Hamilton.
 - Rt. Hon. Winston S. Churchill, M.P.
 - General Sir B. L. Smith-Dorrien, G.C.B., D.S.O.
 - General Joffre.
 - Lord Fisher of Kilverstone.
 - Admiral Sir John B. Jellicoe.
 - Admiral Sir Pleyer Scott, Bart.
 - The Rt. Hon. H. H. Asquith, K.C., M.P.
 - The Right Hon. Sir Edward Grey, M.P.

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BOYS' "RUGBY" SUITS, made of strong serviceable tweed. Light and Dark. Sizes 4 to 12. Prices \$2.50 to \$8.00.

YOUTHS' LONG PANTS SUITS, sizes 8 to 12. Prices \$3.25 to \$7.20.

BOYS' NORFOLK BELTED 2 GARMENT SUITS, sizes 2 to 8. Prices \$1.85 to \$4.10.

BOYS' SUFFOLK, belted, with vest attached. Sizes 2 to 8. Prices \$2.50 to \$5.25.

BOYS' FANCY TUNIC SUITS, with sailor collar. Sizes 1 to 4. Prices \$1.50 to \$4.00.



BOYS' JERSEY SUITS, in Navy, Cardinal, Tan and Reseda. Sizes 1 to 4. Prices \$2.00 to \$2.65.

BOYS' SINGLE COATS, in dark tweed. Sizes 4 to 12. Prices \$1.30 to \$3.50.

BOYS' VELVET and CORDUROY SUITS, in Brown, Navy and Sax. Sizes 000 to 2. Prices \$2.20 to \$4.05.

BOYS' SINGLE PANTS, short. Sizes 000 to 12. Prices 50c. to \$1.55.

YOUTHS' SINGLE LONG PANTS, sizes 7 to 12. Prices \$1.15 to \$1.50

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

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

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

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Buy your LUBRICATING OIL, GASOLINE and SPECIAL MOTOR KEROSENE

only from

A. H. MURRAY
ST. JOHN'S

of being heard upon the subject matter of this petition before the said contract is ratified by your Hon. House and that such alterations thereof and amendments thereto may be made as will safeguard Petitioners in the enjoyment and use of their properties and rights.

And as in duty bound Petitioners will ever pray, etc.
Dated this 29th day of April, A.D. 1915.

THE ANGLO-NEWFOUNDLAND DEVELOPMENT CO. LTD.

William Scott, Director.

Chairman of Road Board Got Back Up

(Editor Mail and Advocate.)

Dear Sir,—Please allow me space in your paper to make a few remarks on the manner in which our public affairs are treated here.

There has been public money laying up here since last September, and a few days ago the Chairman was asked by a man what time did he intend to work it up. The Chairman got his back up about it and started to abuse the man, and one of our merchant men said "to hell with the people" of Lark Harbour. The merchant took me up for the Road Board because his son was chairman. What do you think of a man who stands up and says the like of that to the public after sucking the blood out of them all their life time.

Do they realize that his the public who are keeping them up. One of the merchants went as far as to say "he didn't want any Union man's money." I suppose he thinks the Union money can't be any good and that there is a discount on it. But Mr. Editor I bet if they don't take the Union man's money, after a while they won't get any other and how will that strike them. Up here this Spring they won't do anything for the fishermen. If you go to them for anything and haven't got the money the first thing they will tell you is "to go to Coal or." But Mr. Editor they will be sorry next year when we have our union store built and everything working in ship-shape. They will then say the Union is some good.

Yours in the agit,
ROCKY BROOK.
Lark Hr. April 10, 1915.

READ THE MAIL AND ADVOCATE.

Pekin Declares Situation Grave

Pekin, April 25.—The Chinese newspapers express the greatest dissatisfaction with Sir Edward Grey's Parliamentary pronouncement. The situation here is deemed to be grave. A high foreign diplomat received a telegram from Tokio to-day saying that the press and people of Japan were greatly irritated by China's attitude toward Japan and that they were probably sufficiently strong to compel the Tokio Government to take warlike measures.

It was said further that the situation was so serious that in diplomatic circles it was believed an ultimatum would probably be presented within a few days. The tone of the Japanese press is showing strong indications of an anti-British feeling. A number of papers said that America had no right to interfere, as it established the Monroe Doctrine, and consequently Japan was justified in taking similar action in China. Telegrams from Manchuria and

Shantung say there is activity in Japanese military circles and that troops are concentrating in different centres.

The uncertainty as to the attitude of America and Great Britain toward Japan should the latter force the issue is causing great anxiety among Chinese officials, who realize that it would be hopeless for China, without outside aid, to offer a determined resistance. The seriousness of the situation, it is pointed out, cannot be over-estimated. If Japan wins all her demands it means that she will exercise complete dominance over China and will lay the foundations of an Asiatic Empire without an equal in the history of the world. It will create a situation endangering the position of all foreign powers in the Far East.

The Colorado coal miners' strike cost altogether more than eighteen million dollars.

Thirteen hundred union painters, in Cincinnati, Ohio, have secured an increase in wages.

The Stoker

An Unmentioned Hero—
In the darkness under the world,
His roof is the coal-dust cloud over-
head,
And dust is the floor beneath him
spread,
And the mite in the garden sod
Knows more of the sweet sunlight
than he
What swags his shovel in bunker
trays,
Or lies at the furnace rod,
Down deeper the engine purrs and
swags,
On the grimy underside of things,
He leaps when the engines blow
And great guns thunder in sudden
fight,
And then, peat there in the choking
night,
Shifts the coal heaps to and fro,
Small as his meed if the old bag win,
As if it were—then a louder din,
A rent in the iron wall,
And death swirls in through the jag-
ged gap,
And the stoker adds to the void in
fate
And coffin and grave and all.
—H. F. in the "Daily Chronicle."

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

We have in stock a few

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

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

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

The Fishermen's Union Trading Co. Ltd.

The New Reid Deal---(Continued)

Now I think anybody would have said who thought about it at all. We will place a limitation of some kind upon that: we won't bind future Legislatures for ever; we will give these men the right, for five years or ten years, or sometime or other, to bring in their machinery, but we will limit the time; and when I turn to the Act dealing with the Anglo Newfoundland Development Co., section 4 from which this very paragraph is taken to some extent, I find that their right is limited to a period of twenty years. The Anglo Newfoundland Development Co. Act says:—

4. All construction material and machinery for pulp and paper mills within or in connection with the demised premises, or operating in connection with the same, or for the purpose of manufacturing the products of the same, both for the original installation and the further extension of the same, but not in substitution for old, shall for a period of twenty years from the date of this agreement, the schedule to this Act, be admitted into this Colony free of duty.

Now that section is copied into this agreement word for word, except the limitation of twenty years, and therefore we have departed in this from the only precedent which we had in this country. I say their imagination must have run riot. I can imagine the promoters' solicitors writing that, and I can imagine their counting up and presenting it to the Government with a covert smile; but that they could have got a body of Ministers, men claiming to be representatives of the country to approve of that would have passed my imagination, if I had not seen it. I can only imagine that the gentleman opposite have not looked into closely, and that they will not support it; and I hope that my conclusion will be justified.

Now, to show the looseness of the construction with which this has been drawn, I want to repeat a point made by Mr. Kent, that while it is provided concerning the Hamilton River that a failure to spend the \$10,000,000 within five years will result in the grant becoming void, the same proviso is the word used—provided for in section 2 with reference to the number does not necessarily become void on any default by this company; or that if they fail to spend the \$5,000,000 provided for in Section 18 within five years, this agreement shall be void. The agreement and the proviso are two things. Now, I say here that under Section 1 this Act creates a demise of the water powers on the Hamilton River not held by other persons at the moment the Act becomes law, and that that demise is an assailable one; that the Company may sell it to another company; and that the failure to spend the \$5,000,000 would not void the lease. That is to say, they may acquire this demise upon it to the Reid Newfoundland Company or anybody else who may desire to acquire it from them; they may fail to spend the \$5,000,000 which is provided for under Section 18; and all the results is that the agreement becomes void and not the demise. The demise becomes void with reference to municipal taxation and other forms of taxation, the right to bring in goods without paying Customs duties and all that sort of thing. But the point that I wish to make is that the expenditure of the \$5,000,000 is not a condition attaching to the demise and which travels with the property under the demise. The demise does not become void because the agreement becomes void. The other would have been the intention. I am bound to assume that it was the intention, because I cannot conceive of some men intending anything else, but, if so, it is another proof, of which there are many, that the preparation of this ought to have been especially scrutinized by lawyers acting on behalf of the Government, men of high repute about whose opinion on the matter there could have been no doubt.

There is only a little more that I wish to speak about at this stage. The Premier referred to the possibility of these works in giving labor to the people, and to the great benefit which would be derived by the people and by the revenue of the country as a result of that labour; and he gave, at my request, at a later time, some data which he had obtained from the promoters as to the amount of labour which would be given. It is, unfortunately, impossible to contradict the data, but any sane man will hesitate to accept it. It is advanced by a promoter—that ought to be enough. It is advanced for the purpose of attracting public opinion in favour of this deal—that ought to create suspicion. It ought not to be accepted by anybody in this House without being submitted to some authority; perhaps the Government Engineer would be the best authority which we have here for the purpose of finding out whether it is accurate or not, or approximately accurate. It ought not to have been given here as it did not come from an authoritative source, but from one interested to a dangerous extent, but let us take it as it is. The Premier, in his statement here, referred to the possibility of five thousand families of our labourers obtaining assistance from this work, and he went on to argue that the earnings of those labourers expended in imported goods would add a very considerable sum to the present Customs duties of the country. Well, if we got five thousand men who are neither earning, working nor spending in the country, that might be true; but if you take 5,000 men and put them at work here, surely you must take them from some other employment. Surely, what they spend now will be lost and only replaced by what they spend then. Will we not only get Customs duties on the excess of their earnings—the difference between what they earn now and what they will earn then? And if we have to import them into this country if they are foreign laborers, as very many of them will probably be, then, as Mr. Kent has pointed out, their whole expenditure in this country is likely to be very small, unless they move their families after them, which foreign laborers are not in the habit of doing, the most of their earnings will go out of the country and will not contribute to our revenue. And they must remember that the services in the country in connection with these great works will mean additional calls upon our expenditure. When these works are established anywhere, we shall have to follow them with all modern improvements, and our expenditure will probably be increased as much as our revenue is increased. And then let us add ourselves, after all what is it, we are striving after in this matter in the way of labour? We are trying to take our people out of the fisheries of the country in which they are specialists, in which they hold a monopoly, in which, I contend, they can earn as good a living as they can in any part of the world with equal effort. We are, I say, taking them out of the work in which they are specialists and putting them into competition in the ordinary labour of the world with men who know as much about that labour as they do. We are taking a qualified Newfoundland fisherman and tempting him to enter into an industry in which he is no more qualified than a Hungarian, or a Pole, or a Silesian, who may go to work there. We are subjecting him to a competition with all the labour of the world and taking him out of an avocation in which he has no competitors whatever, because he is Lord and Master of the fisheries—the great industry of this country. If we only spent the money and devoted the time and the

brains in trying to develop the fisheries that we give in trying to coax industries to come here to this country, the results would be far greater as far as the advancement of the people of the country is concerned. I say that it is not necessarily a great thing for this country that men should be taken out of the fisheries and put into industries of this kind. A few of them may work up into the higher branches and may get a better wage than they could ever hope to earn at the fisheries, but they will be very few. The most of that five thousand which has been talked about will necessarily be the common laborer, the handlers of coal and coke, the class of labour that is being performed in Sydney to-day at the steel works; and I say that we are not conferring a gift upon the labourers of this country when we take them out of the fisheries and put them into work of this kind. They would do far better at their natural avocation. Then again, you have not said here that there will be a fixed rate of wage, as you said in the railway contract. Why not do that? You have not said that foreign labour shall not be imported while labour can be obtained in the country. You are enabling them to bring all their labour from across the water to work in the Bay of Islands, and yet you are handing over to them all or most of the franchises of this country that are left. You are giving this great paper company all sorts of improper advantages; you are mortgaging the future; you are taking away the right of self government from our municipalities; you are taking away the constitutional right of this Legislature to tax; and you are creating a great industry, if you like, a great company in any case, which will be a great competitor of the other business people who will be unfairly taxed not only to maintain the ordinary services of the country but to maintain the services which this industry will create.

Mr. Kent has already pointed out as an evidence—and there are thousands of them—of the looseness of this contract, that there are no restrictions whatever. The Company undertakes to begin actual construction. The driving of a single nail will be a beginning, and having begun, there is no provision whatever that they shall continue, except the provision that within five years they shall expend \$5,000,000. Having begun, they meet the first condition, and then they can stop, and they can wait, and hold, until the last day of the last year without going any further. There is no provision that they shall go on working; there is no provision that they shall expend so much per year; there is no attempt whatever to safeguard. It is impossible to conceive men with the worst possible intentions, drafting an agreement that is looser, that is less guaranteed by safeguards, than is this. There is not a safeguard worthy of the name from the beginning to the end of this agreement; and while I do not say for a moment—while I don't want to believe that the government of the country ever had any intention whatever that a loose agreement of this kind should be tolerated upon us, yet it illustrates again and again my statement that it must contain a good deal that the Government never thought of, and that the Government must have thought a good deal was in it which is not in it; because the agreement in its present form is the most infamous document that was ever placed before a Legislature. And, therefore, I say that I hesitate to accept it. I don't accept it at the present time. I am prepared to accept the statement that its looseness is unintentional, but I am not prepared to accept the statement, or the argument, that looseness is not there, that the possibilities are not

there. In its present form it is the most extraordinary contract that was ever placed before a Legislature in a civilized country. It has not only not got the safeguards which it ought to have, but it has not, as I pointed out, the ordinary safeguards which you find in the other contracts from which this to some extent was copied, and must, therefore, have been within the sight and within the comprehension of those who drew this. Take, for instance, the Reid contract with reference to their lands. I think I am speaking now from memory) that the provision there is that the lands shall not be taxed until they are improved, but after they are improved they are taxable. This Company's rights are never to be taxable, so that even the Reid Company contracts form no precedent whatever for this. And then the Anglo-Newfoundland Development Co. Act, which I opposed in this House at the time it was passing, and for which, therefore, I am not responsible with regard to a single word of it, contains precautions limiting the time during which they are to be free from taxation, limiting their rights over others, and such like. On reference to that contract you will find that before it was passed the Legislature deliberately put in a provision in Section 6 protecting the prior rights of people who were on the same waters, while in this contract there is not the slightest provision of that kind; on the contrary, there is an extraordinary, an almost insulting provision, that they shall have the right provided they don't interfere with their lords and masters. They may live, they may breathe the breath of life, they may, if you please, pass along, while this Company lords it over them and is superior to them in the exercise of the common, proper rights that were always enjoyed by the people of this country.

Now, I am satisfied that every consideration will be given to the objections which I have advanced. I have studiously avoided this afternoon putting them forward in a partisan way as against the Government of the country. I am, as I have said, prepared to accept—and I am sure the Opposition will be prepared to accept—evidence of good faith on the part of the Government, and of their readiness to accept resolutions of one kind and other which shall qualify and modify until this assumes proper proportions, and something is evolved which will not be a drawback to the future of the country.

War Stories told by Mrs. Whitney

Mrs. Harry Payne Whitney, who has equipped a \$250,000 field ambulance for the allies, told many interesting war stories during her recent visit to America.

"An English officer told me of an incident which occurred in his regiment. One day the colonel had to reprimand severely a recruit. The next day this recruit was on sentry duty when the colonel passed by. Noticing that the sentry failed to give him the usual salute, the colonel intentionally passed him a second and even a third time. To his astonishment the salute was each time omitted. "Do you know who I am?" the colonel asked indignantly. "Yes, sir," the sentry answered. "Don't you know you ought to salute me, then?" pursued the colonel. "Aye, but," said the sentry, "the and me fell out yesterday."

Kier Hardie objects to Lloyd George insulting English workers as a "set of drunken wastrels." A worse insult to a decent English workman would be the charge that he is a follower of Kier Hardie.—Mail, Toronto.

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Yours faithfully, WILLIAM HARVEY.

20 Pleasant St. John's, Nfld. April, 1915.

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