

Gasolene and Kero. Oil

We are Headquarters for

Gasolene

in wood and steel barrels and cases

Kero. Oil

in barrels and cases

Get our Prices

Colin Campbell

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SALT AFLOAT

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

TORREVIEJA Fishery Salt. Will be sold Cheap whilst discharging

Job Bros. & Co.

LIMITED

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RED CROSS LINE.

INTENDED SAILINGS.

FROM NEW YORK—S.S. Stephano, April 29.

FROM ST. JOHN'S—S.S. Stephano, May 6.

Passenger Tickets issued to New York, Halifax and Boston.

FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

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

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

HARVEY & COMPANY, Ltd.
Agents Red Cross Line.

NEW MOLASSES

Just Received

2 Cargoes
First Runnings
BARBADOES MOLASSES

Punchons, Tierces and Barrels
Fancy and Grocery

To Farmers:

JUST ARRIVED

100 SACKS

PERUVIAN GUANO

PHONE 647

STEER BROS.

LOG OF S.S. "NASCOPIE"

AT THE ICE :: :: By a Sealer

(Concluded)

On the 8th we were still jammed. It was very stormy until noon, when it cleared. We went for a run and got about fifty seals.

The next morning the wind was still on the land. There was a big rush and everybody was ready for the word to go. All hands started in all directions from Southwest to North. The travelling was good although the ice was rough in some places. Some got seals four miles away and some six. Every man got a tow and some panned two hundred. That was our first day's work and we got about four hundred seals. In the evening the ice started and we had to launch a dory to get some of our men. Some of the Neptune's crew were away from their ship and could not get back again. They were out all night.

On the next morning (Sunday) we saw the Neptune's crew driving away. We sent out some men with a dory to try and get to them with food. We then sent a second dory with 50 men more. They got to the crew about 10 a.m. and got back at 12.30. We then discovered that the men who had left the Neptune that morning with the boat to rescue their own crew were in danger of driving away.

Another crowd and dory were sent to rescue them. While they were gone, we saw the Florizel coming in toward standing ice. Capt. Baxter with his crowd then started from the Nascope to walk towards the Florizel. When the Nascope's men got the Neptune's men to the standing ice, they decided to walk towards the Florizel, expecting that she would take the men back to the Neptune. This she did and reached her at 1.30 p.m. It began to rain and continued wet all that evening.

On the 11th we started for a walk towards our Saturday's pans. After we had covered a mile and a half we came to a large lake of water. We turned and walked East by the lake and after ten

minutes' tramp found a place where we could cross with some difficulty. We didn't know the minute the ice would go to pieces, and some of the men stopped on the safe side for a while.

After five minutes' delay, the master watch started on and all with the exception of sixteen men followed. They walked about half a mile, were stopped by another lake, and would get no further. They had to turn back and we were not on board the ship one hour when the ice cracked and went all abroad again. After dinner all hands got out to try and free the ship. We worked till four in the evening with no success and gave it up again.

The next morning all hands were out again trying to free the ship and at 2 p.m. we got her clear, to the relief of us all. The ice opened towards our flags, and we steamed to our seals and picked them up. That evening we got news from the Neptune that her propeller was gone. We were ordered to stand by her.

We were then fifteen miles from the Neptune. The next morning found us retreating towards the Neptune. It was very foggy all day and we had some trouble in finding her. When we did get to her, she was nipped in a heavy sheet of ice, so we began to bur her out. Our ship being very light, progress was slow, but we succeeded in getting her out at daylight next morning.

On the 15th we had some trouble with lines breaking, but after a while we had her coming after us as fast as ever she went. When we got to the Wadham Islands we stopped the ships and the men who belonged in around Fogo Islands got in boats and went home. Uncle Green started for his home in a dory. He had fifteen miles to go, so I guess he enjoyed his supper when he got home.

While going into Pool's Island

we struck a piece of ice and broke the tow rope. We tied her up to our broadside and got in just before dark. There was a rush of bags and boxes for a while, and then we saw the men going to their homes as happy and cheerful as if all had got a good bill.

Leaving Pool's Island on the 16th, we proceeded to Cape Bonavista where we sent some men ashore. We stopped again at Catalina and Trinity for the same purpose. At Trinity the Captain went ashore to look at his home and took his wife on board for St. John's. We went across to Old Perlican and stayed there all night.

The next morning we started off in the fog for St. John's and arrived here at noon. While we were mooring our ship some unknown friend jumped the head in my seal barrel and stole the seal that I had to treat my friends with.

This is the log of my first sealing voyage, and if ever I am spared to go again, I would not ask better than to go with the same crew.

War Feeling Grows Among Japanese

Prime Minister Submitted the Cabinet's Programme to the Emperor

Tokio, April 22.—Two prominent political associations have passed resolutions in favor of Japan taking drastic measures against China. The meetings were arranged to awaken the public to what the resolutions declare to be the "seriousness of the situation." The resolutions state that "China is ignoring the dignity of Japan and hence Japan should take the final step." Count Okuma, the Prime Minister, has submitted the Cabinet's programme to the Emperor.

Boston, April 18.—Joe Jeanette of New York, defeated Sam Langford, of this city, in a 12 round bout to-night. The negro heavyweights mixed freely, but Langford's apparent lack of conditions gave his opponents an advantage.

And too much learning is also a dangerous thing.

FISHERMEN

Don't Be Deceived!

There is no monopoly of the sale of the latest model

FERRO ENGINES

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

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

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

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

We are also the cheapest house for

FERRO REPAIR PARTS and ALL BOAT FITTINGS

OUR PRICES are away BELOW COMPETITION

Buy your LUBRICATING OIL, GASOLENE and SPECIAL MOTOR KEROSENE

only from

A. H. MURRAY
ST. JOHN'S

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Remnants of Tweed

By the Pound at

Removal Sale Prices

COME in to-day and look through our tweeds by the pound—you'll pick up a bargain here in an excellent quality—better than are usually sold by the pound.

We are showing some high-class pure-woollen tweeds that we have priced to make a complete clearance before removing to our New Modern Store, in the West and are offering them now at a third less than the original price.

Come and see the patterns—we are sure the qualities will give entire satisfaction—you can select a piece here to make a man's coat, a pants, or a pants and vest and it is just possible that the piece you'll select will give you from two to five years constant wear—you know how a well-woven piece of pure-woollen tweed wears, better than we can tell you.

When you call take your time and look through the lot of eight hundred pounds, because the very pattern you are needing may be at the bottom of the pile—we'll wade through them and help you to be suited—a piece large enough for a man's pants may weigh 2 pounds and perhaps much less.

Removal Sale Price a pound \$1.00.

Splendid pieces amongst this lot suitable for making garments for sturdy school boys.

We also have a special lot of Union tweeds, in Men's Suit Lengths, in a variety of neat dark patterns. Regular a pound 90c.

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

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—

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.

High Price for Poor Goods

(Editor Mail and Advocate) Dear Sir,—Much has been said about the curing of codfish, the packing of herring and the canning of lobsters, etc., as articles of food.

How We Neglect Potential Wealth

(Editor Mail and Advocate) Dear Sir.—On the first of April we held our Annual... and tea and we all had a most enjoyable time.

Mid-Week at The NICKEL!

"BLOOD WILL TELL"

A most beautifully costumed production that carries a story of romance. You will be greatly pleased with this Attraction.

"POLISHING UP." One of John Bunny's best comedies.

"ON THE BORDER." A thrilling melo-drama.

HOWARD STANLEY sings Rose Lloyd's famous number: "Winter Nights."

FRIDAY—THE STRUGGLE EVERLASTING—Produced in 2 parts.

CASINO THEATRE!

To-night

FAREWELL TO MR. BARNES OF NEW YORK.

Thursday, Friday and Saturday, the Great American Play:

"THE THIRD DEGREE" in 5 Reels

The sensation of two Continents. In conjunction with

"The Lily of the Valley,"

A thrilling story of capital and labor in 3 Reels. Another beautiful Production.

2 Shows Nightly, at 7.30 and 9. Admission, 10c.

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

A LAUGHABLE BUNNY COMEDY, TO-DAY.

"A DEMAND FOR JUSTICE,"

A Kalem Feature.

"THE PRICE OF HIS HONOR"—An Essany photo play, illustrating the sacrifices a woman makes to shield a man's honor.

"BUNNY POLISHING UP"—A laughable comedy with John Bunny and Flora Finch.

"EVE'S DAUGHTER"—A Vitagraph drama featuring Lillian Walker. She marries a wealthy man, he looks with suspicion upon her previous occupation as an artists' model; he learns the truth and pleads for her love and forgiveness.

"SWEEDIE the SWATTER"—A most funny farce. Sweedie Hires as a cook, and cleans out the house and its occupants.

On Friday—"THE GIRL AT THE CURTAIN"—A great 2 Reel Feature.

Great Need of Connecting Roads

(Editor Mail and Advocate)

Dear Sir,—Please grant me space in your esteemed paper for a few words from here.

Now, Mr. Editor, will the Board of Trade, the Commissions and Experts look after those things and see that we get a prime article for the high price, and that foodstuffs are wholesome and edible.

Signs of Spring at Lt. Beaver Cove

(Editor Mail and Advocate)

Dear Sir.—The time has now arrived when Mother Earth is the loser of her snowy raiment, and is about to put on a coat of green.

The time of the year has come when the runs are neither open or fast, and it is often the case that several travellers are trapped when they arrive here.

Two of the Nascopee's crew arrived here yesterday on their way home. They are feeling well under their failure at the icefields.

The men of this place have started to erect a new church, and a goodly number of sticks are placed on the site.

We would like to hear from Aunt Jane, giving her opinion on the debates of the House.

Yours truly, CORRESPONDENT. Little Beaver Cove, April 22, 1915.

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The Submarine and its Antidote

During the present war no naval unit has more distinctly advanced its position, or more completely fulfilled the expectations of its supporters, than the submarine.

To this paper readers who would trace the evolution and gradual development of the sub-surface type of vessel may be referred.

To quote the opening paragraph of the paper above alluded to:—"The Press has not yet seen fit to devote a standing heading to 'Submarine Notes,' but that is to come.

That time has indeed arrived, and the paragraphs just now are for the most part veracious enough.

Yours truly, OLD SPORT. Island Hr., April 17, 1915.

firer gun best fitted to cope with a submarine, he expresses an opinion that the first trajectory of the ordinary type prevents its penetrating the water with any chance of an effective hit.

"It appears to me that the right type of gun for submarine destruction is the high angle, low velocity weapon to fire a dropping shot in the neighbourhood of a submarine's periscope.

The most famous of the ships are the "Ark Royal," the "Vulcan," the "Cyclops," and the "Assistance."

The "Ark Royal" is the only repair ship of its kind in the whole world. It is nothing more nor less than a floating aeroplane factory, having on board appliances and materials for mending and building seaplanes, spare aeroplane engines and parts, as well as spare seaplanes all ready to be down.

She is at present with the Fleet that is bombarding the Dardanelles, for seaplanes there are almost as important as ships.

The "Cyclops" is equal in capacity for work to a dockyard employing 300 hands, for she carries that number of

BATTLESHIP REPAIR SHIPS

Floating Factories of the Navy

A battleship need not necessarily go home—into dock, that is to say—to have anything done to her. Within reason she can be repaired at sea, which are generally in attendance on a modern fleet.

Of course every big warship nowadays has on board a blacksmith's forge and small repair shop, but natural agreement for making all submarine repairs such a forge cannot handle everything.

There are a number of famous repair ships, ships whose sole duty it is to patch up, on the high seas, any damage done to one of the units of the Fleet.

Just at present as Mr. Webb points out:—

"We do not need to concern ourselves with the development of submarine vessels, but it is our duty to tackle

skilled mechanics, in addition to her crew. Every inch of room on board that can be spared is given up to the various "repair shops."

The famous repair ship has on board a complete foundry where castings can be made, and she is capable of turning out a new propeller for a battleship, and a battleship's propeller is not a small thing.

One of the curious things that would at once strike any visitor to the "Cyclops" is an enormous wooden anchor hanging over the side of the ship. This anchor is, of course, not used for anchoring, but is one of a set of "templates" or patterns which the vessel carries for all sorts of castings required in the Navy.

Supplies French Water and Ice.

In addition to her big repairing plant the "Cyclops" carries a large distilling apparatus sufficient to supply fresh water to a number of ships, as well as ice-making machines and refrigerating-rooms to keep food fresh during hot weather.

The "Assistance" is a much smaller vessel, though she can carry out many repairs which are too big for an ordinary ship's workshop.

The "Vulcan" is a special repair ship for torpedo boats. She is really a converted small cruiser of 7,000 tons. One of the first things a visitor would notice about her would be two large cranes amidships. These cranes are worked by hydraulic power and will lift a small vessel clean out of the water on to the deck in half a minute or so.

The foundation of these cranes are fixed right on the keel of the "Vulcan" otherwise the ship might dangerously heel over when heavy weights are being lifted.

This repair ship, one of the oldest in the Navy, by the way, carries launchers on board which are used for mine sweeping, and below deck she can carry a hundred torpedoes as well as some hundreds of mines, ready to hand out to any ship that wants them.

And sometimes after marrying a man she once considered a good catch a woman would like to take him off the hook and throw him back.

