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THE MAIL AND ADVOCATE

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HIGH COST OF LIVING OCCUPIES ATTENTION OF HOUSE OF COMMONS

Housewives of Great Britain Request the Government to Intervene in the Interest of the Consumer

PARLIAMENTARY INVESTIGATION

Premier Outlines Contemplated Measures to Alleviate the Hardships of Such as Are Needy

PRICES NOT VERY HIGH

Asquith Says When War Began it Was Expected That Cost of Food Would Be Much Higher than Now

London, Feb. 11.—The housewives' side of the great war occupied the attention of the House of Commons this afternoon, for this body, by motion invited the intervention of the Government in the present fight, which has been going on against the increased cost of living in the British Isles.

The Government has already appointed a Parliamentary Commission to investigate this matter, and Premier Asquith explained to the House the result of enquiries thus far made; he also outlined certain proposed steps dealing with urgent necessities which are causing much hardships on the poor.

Lower Than Expected

The Premier admitted the formidable rise in the cost of necessities of life, but he contended that prices were substantially below the level, which the best informed judgment of the country would have anticipated at the end of six months of a war, involving, virtually the whole civilized world, with the exception of the United States.

The large expenditure of the Government on separation allowances permitted the working classes to consume food on nearly the same scale as they did before the higher prices came, the Premier continued. Among the factors in the shortage of wheat are the closing of the Dardanelles and the depredations upon crops in the areas of war.

Wouldn't Last Long.

The Premier said he did not think the shortage of wheat would last long. The determining factor has been the prices in the New York and Chicago markets. The Premier said these are in a highly nervous and jumpy condition and I know of no way whereby any Government in the world can control speculation. As a rule speculation provides its own remedy. After next June there is reason to anticipate that the fever of speculation will abate.

Continuing, the Premier called attention to the very considerable consumption of meat by the troops, declaring that no men were better fed than the British soldiers. The stock of sugar in the hands of the Government was sufficient to last many months and the price of sugar was now approximately the same as in the States.

Supply Soon Available.

Dealing with the future, the Premier said that Argentine wheat soon will be available and Russia would facilitate in every way the export of wheat to the Allies, but it would be some time before her supplies were available. Steps had been taken to get Indian supplies.

Regarding shipping, the Prime Minister said that nine vessels of considerable size now occupied by prisoners of war would be released for service and that the Admiralty would relinquish the vessels in its service whenever possible. The Government, said the Premier, has been invited to fix maximum prices (which the German Government has done with such disastrous results) and to buy up all available supplies in Europe, but I do not think steps of that kind would facilitate the desired end. The Government desires to do everything possible to guard the working classes against hardships. A great war like the present must, however, demand sacrifices.

Kaiser Makes More Changes in His Generals

Dissatisfied With Result of the Efforts of His Army in the East—Can Blame Him!

Copenhagen, Feb. 11.—Close observers of conditions in Germany assert that the hurried return of the Emperor William from the Eastern front after his conference with General Von Moltke and other army leaders in Berlin indicated that he was dissatisfied with the result of his army's efforts. He predicted another shake up in the German army administration by which Von Moltke would again become Chief of the General Staff and von Falkenhayn would return to his work at the War office.

BULGARIA WILL REMAIN ON THE FENCE

Sofia, Feb. 11.—Bulgaria has decided to maintain a strict and loyal neutrality, said Premier Radoslavoff, at a meeting today with his parliamentary adherents, at which a German loan to Bulgaria was discussed.

The Premier declared that the military and financial preparations of the country were adequate for any eventuality, but the Government was confident that the friendly feelings of the Powers towards Bulgaria would result to its advantage.

The Kyle with mail and passengers is due at Port-aux-Basques this afternoon.

French Report Gain in Lorraine

Russians Report More Captures in the Carpathians.

London, Feb. 11.—The French Government reports a slight advance in Lorraine.

The Russian Government reports continued fighting in East Prussia, and further capture of officers, men and machine guns in the Carpathians. Russian torpedo-boat destroyers have bombarded three of the enemy's batteries at Trebizond, destroyed railway bridges, and sunk fifty enemy sailing vessels. —HARCOURT.

TOTAL OF LIST OF VOLUNTEERS REACHES 1083

Four new volunteers signed on yesterday, bringing the total on the roll up to 1083.

They are: St. John's—Joseph Butt, Hedley Taylor, and Frederick Ebsary. Manuels—Robert T. Mercer. The morning was spent at physical drill at the armory followed by outdoor skrimishing.

No. 2 Co. visited Government House grounds in the afternoon where they were put through various exercises. There were 252 men on parade yesterday.

Bonar Law, who followed Asquith, said he thought the Government might have done little more than it had and that it should, especially when it knew that Turkey would enter the war and that the Dardanelles would be closed, have brought up large quantities of wheat.

The Government should also have acted earlier, Law said, in reducing the high cost of freights. It was common knowledge, he said, that many ships taken by the Admiralty often lay idle for weeks and months. If a board of business men were appointed to deal with these ships, he was sure that fifty per cent of them would be released for general trade.

The Opposition leader said if the Premier could convince the dealers that there would be a plentiful supply of wheat by June he was sure that the price immediately would fall.

Beresford Would Hang 'Air Pirates'

And as Such he Classes Germans Who Make Raids on Defenceless Towns.

London, Feb. 11.—In the Commons today, answering a question put by Admiral Lord Charles Beresford, concerning German air and sea raids on undefended towns, Premier Asquith said: "I am not prepared to make any general statement. Each case must be dealt with on its own merit."

Beresford asked the Government to treat German raiders on undefended places as pirates, and after trial by court martial to hang them in public for the killing of women and children.

CANADA'S WAR TAXES \$30,000,000

Budget Speech of Canadian Finance Minister Outlines New Measures for Raising Additional Revenue

SPECIAL TAXES TOTAL \$8,000,000

Increased Customs Duties Will Add to the Revenue Between Twenty and Twenty-Five Million Dollars.

Ottawa, Feb. 11.—The necessity of raising upwards of thirty million dollars by new taxation, and the means by which this sum is to be raised, were the outstanding features of the Budget Speech by Finance Minister White, delivered in the House of Commons this afternoon.

Following are the provisions announced by the Minister for restoring the revenues to the "minimum amount regarded as necessary."

Special taxes are expected on rough estimate, to produce eight million dollars, and increased custom duties will add to the revenue from twenty to twenty-five million dollars on the General Tariff.

The increases are seven and a half per cent intermediate; five per cent preferential, with certain exceptions, such as tea, sugar, wheat and flour, with special war taxes, including one per cent on bank note circulation; one per cent on gross income (Canadian) trust and loan companies; one per cent on net premiums of insurance companies, except life, fraternal, and marine; one per cent on telegraph cable messages; ten cents for every five dollars on railroad and steamboat tickets; ten cents on sleeping car, and five cents on parlour car tickets; one to three dollars per passenger from steamboat companies carrying to ports other than Canada, Newfoundland and the United States and British West Indies; two cents on all bank cheques, receipts and bills of exchange, express and post office orders; one cent on postal notes; one cent (war stamp) on each letter and post card; two cents on bills of lading five cents per pint on non-sparkling wines sold in Canada; twenty-five cents per pint on champagnes and sparkling wines.

NEW GENERAL OF THE JESUITS

Rome, Feb. 11.—Father Ledechowsky has been elected General of the Jesuits in succession to Father Francis Xavier Wernz.

SAY GERMANS EVACUATING INSTERBURG

Copenhagen, Feb. 11.—Private reports from Berlin say that it is rumored there that the Germans have evacuated Insterburg, in East Prussia, and that the inhabitants of the city are fleeing in panic before the Russians enter.

PT. REXTON GIVES 21 RECRUITS

Port Rexton, Feb. 12.—Great scenes of enthusiasm were seen at last night's meeting held in the Orange Hall, the gathering representing Port Rexton and Trinity East with Rev. Pittman presiding. The speakers were Dr. Curtis, J. G. Storde and G. Grimes.

Twenty-one volunteered, the majority being Unionists, and there are more to follow.

The fathers and mothers present willingly consented, although with tears. Five young women offered their services as nurses. The ladies sang till early morning stirring patriotic songs.

The women and men of Port Rexton and Trinity East are determined to preserve at all costs the liberties and freedom handed down by their fathers.

EVENTFUL TRIP OF ADVENTURE

Met Stormy Weather in the Mediterranean—Held Up by Warships

The S.S. Adventure, Capt. C. Couch, 15 days from Naples in ballast arrived yesterday afternoon, after a stormy trip.

Leaving here Jan. 2nd she proceeded to Naples and Alicante, and discharged her fish.

Returning through the Mediterranean she ran into a storm and had a difficult time reaching Gibraltar.

Four other steamers were in sight at the time, all bound to the Rock, and the Adventure was the first to arrive there.

Some of these steamers were five days crossing from Algiers to Gibraltar.

The run from the Rock was made in 12 days, which, considering the weather experienced, was exceptionally good.

Twice the Adventure was held up by French cruisers, signals were exchanged and the steamer was permitted to continue. In one instance the Frenchman had his boat manned all ready to board the Adventure.

Slob ice was met 250 miles off and extended to port. A huge berg was seen about 220 miles off.

Mr. Bert Hayward, who made the round trip enjoyed it immensely.

The Adventure leaves for Louisburg shortly for her sealing coal.

U.S. Paper Says German Van Horn Is Extremely Lucky To Get Chance Of Trial In British Court Of Law

New York, Feb. 9.—Under the caption of "Just an ordinary crime" The Herald comments editorially on the St. Croix bridge dynamite outrage as follows:

"Kultur" is no respecter of neutral nations. After Germany's assumption of the right to ride roughshod over neutral Belgium it is not at all surprising that the shallow-brained German calling himself Horn should have assumed it his right to use the United States as a base of operations for crime. Nor is it surprising in view of what happened in Belgium, that this man, who proclaims himself a valiant warrior, should regard his dastardly attempt to blow up a railway bridge—thereby endangering the lives of hundreds of

Casualties Of The British Total 104,000

But Sixty per cent. of the Wounded Have Recovered and are Fit for Service.

London, Feb. 11.—Premier Asquith in an announcement, made in the House of Commons, said that the Government is about to take more stringent measures against the trade of Germany. He promised that arrangements will be made to publish communications from Sir John French twice weekly, thus giving more news of the war.

In connection with his recent statement to the effect that British casualties in the western fighting zone numbered 104,000 officers and men, the Premier explained that approximately sixty per cent. of alleged wounded had already recovered and were fit for service.

EXPLAIN RUSSIAN RETREAT

Withdrawal in East Prussia of Czar's Forces is Strategic Move Say Petrograd Officials

Petrograd, Feb. 12.—A further explanation of the retreat of the Russian forces in East Prussia was made today in an official statement which says: It is believed we are upon the eve of a great operation which must solve definitely the struggle in East Prussia. Warning is given that because of the necessity for military secrecy little information may be expected regarding the operations which are about to begin.

The Russians are seeking the shelter of their own fortresses, the statement asserts, before attempting to take "more concentrated" locations from which to oppose the heavily reinforced Germans.

The Russians claim the garrison of Przemysl is exhausting itself—"Final Repulse" of Germans in the Carpathians

Petrograd, Feb. 12.—The Russian forces in East Prussia are exhausting themselves, it is reported.

The temperature along the railway line registers from 10 to 25 above. The weather S. W. winds, fresh and dull. Snowing a little at Bishop Falls, Quarry and Gaff Topsails.

STIFF TALK IN U.S. NOTE TO POWERS

Great Britain and Germany Warned Against Jeopardising American Lives and Property

TO HOLD GERMANY TO STRICT ACCOUNT

Britain Told That Grave Situation May Arise if General Abuse of Neutral Flag is Sanctioned

Washington, Feb. 12.—Publication by the State Department of the text of the note sent yesterday to Britain and Germany revealed that both countries had been warned in most emphatic terms against menacing the vessels and lives of American citizens traversing the recently proclaimed sea-zones of war.

Germany was advised that the United States would be constrained to hold the Imperial German Government to a strict accountability for such acts of its naval authorities as might result in the destruction of American vessels, the loss of American lives and that if such a deplorable situation should arise the American Government would take any steps as it might deem necessary to take to safeguard American lives and property.

To Great Britain, the United States pointed out that "measure of responsibility which would be imposed on the British Government for the loss of American vessels and lives in case of attack by a German naval force, if England sanctioned the general misuse of the American flag by British vessels and thereby cast doubt upon the valid character of neutral ensigns."

German Attack On United States

Neutrality Only Veil of Preference Says German Paper.

Berlin, via wireless to Sayville, 1. Feb. 9.—"American neutrality," says The Cologne Gazette, "is now only a thin curtain behind which zealous, loving service to Britain conceals itself. If America respects only brutal power, we, too, will play the brutal power."

The Gazette, which is frequently inspired by the Government, made this attack in the course of an article dealing with foreign press comments upon the launching of Admiral von Tirpitz' submarine warfare against British merchantmen.

"If America were really neutral," said the Gazette, "she would demand permission to sell war materials to Germany and Austria as well as to the allies."

Mr. Ridges, of the Dominion Wireless Service, left by the Portia this morning to inspect the station at Cape Race.

French Reserves Leave St. Pierre

The French reservists, numbering 370, left St. Pierre on the 3rd for Havre. They were taken across by the S.S. Chicago.

BONAVISTA LIST OF VOLUNTEERS 82

By late advices from Bonavista we learn that eighty-two is now the number of Volunteers from that town.

WEATHER REPORT

Toronto (noon)—Fresh to strong S.W. winds, mild with occasional snow or rain. Saturday—Strong breezes to moderate gales from West ward; fair and turning colder.

FIRED ON SHIP UNDER DUTCH FLAG

British Steamer Hoisted Neutral Flag When Challenged But Germans Fired on Her Nevertheless

THEN LAUNCHED TORPEDO AT HER

Dutch Investigating Report That Attempt to Sink Ship Was Made in Their Territorial Waters

Muiden, Netherlands, Feb. 11.—The German submarine U-2, yesterday, attempted to torpedo the British steamer Laertes, which arrived here to-day from Java. The vessel escaped by adroit manoeuvres and fast steaming. When attacked the steamer was flying the Dutch flag.

The attack on the Laertes was made while the vessel was steaming between the Meuse lightship and Showen bank.

The submarine fired several shells which damaged the steamer's funnel, compass and upper deck. As this did not induce the captain to stop, the submarine made an unsuccessful attempt to torpedo the steamship.

The Laertes, when challenged by the submarine, was proceeding without showing her nationality, and when asked to stop, the vessel flew the Dutch flag, but this did not prevent the Germans, according to the ship's officers, from firing on the steamer and attempting to sink her.

The Captain of the Laertes says he flew the Dutch flag in order to save the crew, which consisted of subjects of neutral states, including those from China and Norway.

The Hague, Jan. 11.—The Dutch authorities will make an inquiry into the attempt of the German submarine U-2 to torpedo the steamship Laertes, as it is suggested that the attempt was made inside Dutch territorial waters.

HEAVILY FINED FOR BREACHES OF FOX LAWS

Mr. C. E. Hunt, who was visiting Channel on professional business, returned by last night's express.

He was prosecuting J. R. Forward, of Sydney, for a breach of the Fox Laws.

The case was tried before Magistrate Squary, who imposed a fine of \$400 or 4 months. Nine foxes were confiscated.

Getting Sealers Ready For Voyage

The sealer Terra Nova had a spin round the harbour, and tried her engines, which worked satisfactorily. She has had considerable repairs and alterations made her boilers of late, and she is now in better condition than ever.

GAVE BEOTHIC QUICK DESPATCH

The S.S. Beothic, which took a cargo of sugar from Halifax to the Old Country received a quick despatch in unloading and is now on her way to St. John's. She was unloaded in 24 hours. Upon her arrival here she will go to Sydney for her sealing coal.

Clarenville Doctor Had Narrow Escape

Dr. Chisholm narrowly escaped drowning a few evenings ago. He was driving from Britannia Cove to Clarenville when the horse, driver and doctor went through the ice.

They experienced great difficulty in extricating themselves and also getting the animal out. On reaching Clarenville they were supplied with dry clothing by the station agent.

The schr. Novelty, Benson, loads fish for Pernambuco for Monroe Export Co.

H. M. Woodell

CONFEDERATION

An Address by A. B. Morine, K.C., in the Methodist College Hall, Feb. 1915.

(Continued from yesterday.)
 All customs and excise duties are collected by the Dominion. No province can impose either. The tariff of the Dominion applies equally in every province. The amount paid directly to each province directly, or for Dominion services in each province, has no relation to the amount of customs and excise collected in each province. The first is fixed by the contract of union, the second is fixed by the amount voted in parliament for the general service of the Dominion. For instance, if after Union with Canada, trade became dull in this Colony in any year, as it periodically does, and the customs revenue from imports fell off, the expenditure by the Dominion on its public services here, and its direct subsidy to the provincial government here, would not fall off in any degree. One effect of this would be, that our monies for Education, roads and poor would not be less in hard times than in good, as it threatens to be in this hard year.

The British North America Act, 1867, fixed certain allowances for the original provinces of the Dominion. They have been amended from time to time. Special terms have been made with new provinces. The circumstances peculiar to each have been considered, and there are very special and peculiar circumstances in this Colony which if properly represented should result in very favorable terms for Newfoundland.

THE COLONY'S FINANCES.
 The public expenditure of this Colony in the fiscal year ending June 30, 1913, was \$3,809,000. Of this, about \$2,500,000 was upon services that after union would be paid for by the Dominion, leaving an amount of \$1,300,000 as provincial expenditure. Of the total revenue collected, all but \$337,000 was from Customs and Excise duties. That amount came from timber dues, mineral royalties, taxes, license fees, etc.

If these sources of revenue remained with the government of the Colony, \$923,000 would have to be obtained in some other way. In 1869 and again in 1895 it was intended that the crown lands (including minerals) should be handed over to the Dominion, to be administered. That would be a mistake, and should be dropped in negotiating new terms. Would the Dominion consent? Only by negotiating new terms can this be found out. If the Dominion would consent to this and would also grant the Colony \$1,000,000 annually, the Colony would be able to provide as fully as at present for the public services under its care without resort to any form of taxation. Would the Dominion be willing to give that amount? That also can only be answered by negotiating terms. In the arguments, I shall use in favor of the union of Newfoundland with Canada, I desire it to be understood that I assume that the Dominion would consent both as to Crown lands and subsidy.

THE OBJECTIONS USUALLY MADE.

I have diligently sought to learn what are the objections to Confederation which are entertained by the public, and propose to deal with them briefly. And first, as to those which appeal to inherited prejudice. The verdict of 1869 was against it. Well, what if it was? The people of 1869 may have been unwise or even if they were wise in their day, this generation has to consider very different circumstances, and a different verdict.

What Ireland has been fighting for, Newfoundland would surrender if she entered the Dominion. I have heard a speaker declare. That also is nonsense! Irish nationalists have accepted an Irish parliament with power over Irish affairs of a local character, which is precisely what Newfoundland would have after Union. The majority of Irish people were of a different race and religion to the majority of those who elected the parliament of Great Britain, and they harbored the feeling that injustice had been done to them. Neither race nor religion offers obstacles to the union of this Colony with Canada.

There are a certain number of people who think that if we entered the Dominion some interference would result with our denominational system of education. I am bound to tell you, however, that Union with Canada instead of interfering with the existing denominational system of education in this country would have the effect of more certainly insuring the continuance of that system.

Sec. 93 of the British North America Act, 1867, reads as follows: "In and for each Province the Legislature may exclusively make laws in relation to Education, subject to the following provision. 'Nothing in any such law shall prejudicially affect any right or privilege with respect to denominational schools which any Class or Person have by law in the Province at the time of the union.'"

PERCIE JOHNSON, Insurance Agent.

may be advisable. The terms they rejected would not be proposed now. The decision was not made on economic grounds, but by appeals to prejudice that may not now exist. If we joined Canada, we should be sacrificing our independence! What nonsense! Did Natal or Cape Colony lose independence because they became part of the Dominion of South Africa, or New South Wales or Victoria because they became part of the Commonwealth of Australia. We should give up to a parliament in which we should be represented, the exclusive control we can now exercise over a limited number of subjects, but in return would provide for those subjects much more amply than now.

Oh, the objector says, we should be represented at Ottawa by such a small number of representatives that their voice would not be heard, and the Colony would be neglected. That error arises out of the failure to comprehend that the Colony would become part and parcel of the Dominion, and would not be considered as an alien colony struggling for recognition in a parliament of enemies. The smaller provinces of the Dominion have been most liberally treated since 1867. While Ontario has provided one premier of Canada, and Quebec one, Nova Scotia has provided three. One might reasonably look forward to a not distant day when a Newfoundlander would be the Prime Minister of Canada.

Then there is the bug-a-boo of Direct Taxation—the people were told in 1869 that even their window panes would be taxed, and their property sold to pay the taxes. If the Colony joined the Union. The fear of this thing exists still, in certain quarters, and is artfully kept alive by selfishly interested people. Not a dollar is raised by the Dominion parliament through direct taxation. Not a province in the Dominion raises any part of its revenue by direct taxation. Not a dollar would be raised here by the Dominion by direct taxation. Not a dollar would be raised through that method by the local government if the terms were as liberal as I think they should and would be.

Before Confederation, in the Provinces then existing, certain cities, towns and counties or districts, had and exercise, the privilege of directly taxing their residents for the support of schools and for local purposes generally. The cities, towns and counties of the province constituting Canada still tax their people for similar public service, not because there is any law of the Dominion requiring them to do so, but because in the desire of the people for better schools, better roads and better public services generally than they could otherwise have, they decide to tax themselves when they like and as much as they like.

In this City and two or three of our towns, direct taxation is imposed for civic purposes. If our public expenditure continues to increase, it is evident that our road school and poor grants will either be reduced, or that direct taxation may have to be resorted to. The power to tax in that way exists now, and would not be affected by Confederation, but the need of it might be postponed by good terms of Union.

The underlying motive of the scheme of Confederation is that local matters shall be cared for by local bodies, and that the people shall directly govern themselves in all local matters, fixing their own expenditure and raising the money as they like. In this connection I have heard it said several times that in the Dominion the traps and nets of fishermen are taxed. This is not so. This rumour arises from the fact that in order to set traps on Canadian Labrador, it is necessary to pay a license fee according to the length of the leader. That coast is permanently settled. Its people do not care for traps, which are chiefly used by merchants or schooner owners, and the license fee there is imposed to protect the shore fishermen. It is only on the Labrador this law applies.

NO INJURY TO LOCAL INDUSTRIES.
 The objection that Confederation would injure local industries is the one which is heard most frequently in St. John's, where almost all the manufacturing of the Colony is done. Connected with this is the assertion that Canadian competition would close up half the shops on Water Street. The Eaton Co., of Toronto, it is said would undersell all our shopkeepers. These assertions appeal to classes in this city who justly exercise large influence, and whose objections should be most respectfully listened to. They

include a considerable labouring class, and almost all our local investors. As a Commercial people we are inclined to respect vested rights, even where these rights are opposed to the common good, and I do not dismiss the matter, as I might, by saying that if local industries could not withstand competition, the consuming class would be benefited, and it, after all, should be the great object of our solicitude.

But I am not ready to admit that the manufacturers of the Colony would suffer materially by competition with Canadians after Confederation. Cheaper labor, and more abundant, and certainly not poorer in quality, can be procured in this Colony than in Canada. The raw material for manufacture could in most cases be procured or imported into this Colony as cheaply as into the other parts of the Dominion. Our Manufacturers would have—so far as the local market is concerned—all the advantages, as against competition from Canada, of local business connection, local knowledge of the people's special needs, and local preference for home-made goods. Why, then, should the local manufacturer suffer in competition with the outsider?

I shall be told, perhaps, that the price of goods is lessened by a large output, and that the outsider could sell cheaper because he could sell more. But why should not the manufacturer here invade Canada with his goods, just as the Canadian comes here? The whole broad Dominion would be a market for the goods made in Newfoundland if the local manufacturer here would be as enterprising as his Canadian competitor.

Take the St. John's Wool Knitting Factory, for instance. It can buy much of its wool locally at a lower price than the Canadian manufacturer pays, and can import other wool as cheaply as the Canadian. Why should not that factory after Confederation quadruple its output, and sell at the very foot of the Rockies the woollen goods made in St. John's from wool grown in every part of the Colony, at a better price for wool means more sheep growing, and a larger market for our woollen manufacturers would mean more work in St. John's and more earnings for the exporters.

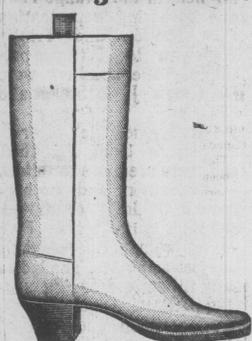
Or take the case of the Boot and Shoe factories. Why should Canadian competition hurt them after Confederation? It is true, I believe, that even now, protected by customs duty, they are undersold in certain lines by Canadians. But this is because the local market in those lines is so small to warrant manufacture here. But after Union, the whole of Canada would offer a market for our manufacturers. The overhead expense of a small factory—salaries, interest, etc.—is greater in proportion to output than that of a large factory. The Shoe Boot & Shoe factory, for instance, needs to sell \$200,000 yearly to clear expenses; afterwards profits come rapidly, and the larger the output, the cheaper the goods can be sold. What our local factories need is a larger market, and they will produce more cheaply as their product increases in volume. The output of the boot and shoe factories of Nova Scotia have grown tremendously since 1867.

As for the shopkeepers' objection, concerning the Eaton Co., of Toronto, how absurd it is! Halifax shopkeepers still exist in spite of Eaton. The specialist can always beat the department store in his own line if he deserves to exist. If the local shopkeeper, with local knowledge and local advantages, could not successfully compete with the Eaton Co. in far off Toronto, for the trade of this Colony, he could not compete with the larger competitors at home who are even now driving him out of the market.

What the local shopkeeper needs most is this, that the earning power of the local workman should be increased. Larger factories will give more work, and more work more cash, and if this were the result of Confederation, the local shopkeeper and not the Eaton Co.

In a debate on this subject to which I listened some time ago, one speaker (Continued on page 3.)

Wellington Boot!



The Wellington or side-seamed Boot is custom made. Hand Made and Hand-Pegged. Best Waterproof Leather.

Fishermen! When buying these Boots, beware of Imitations. See that the name FRED SMALLWOOD is on the Heel plate.

P.S.—All our custom made Boots has this plate with our name on it.

F. Smallwood, The Home of Good Shoes.



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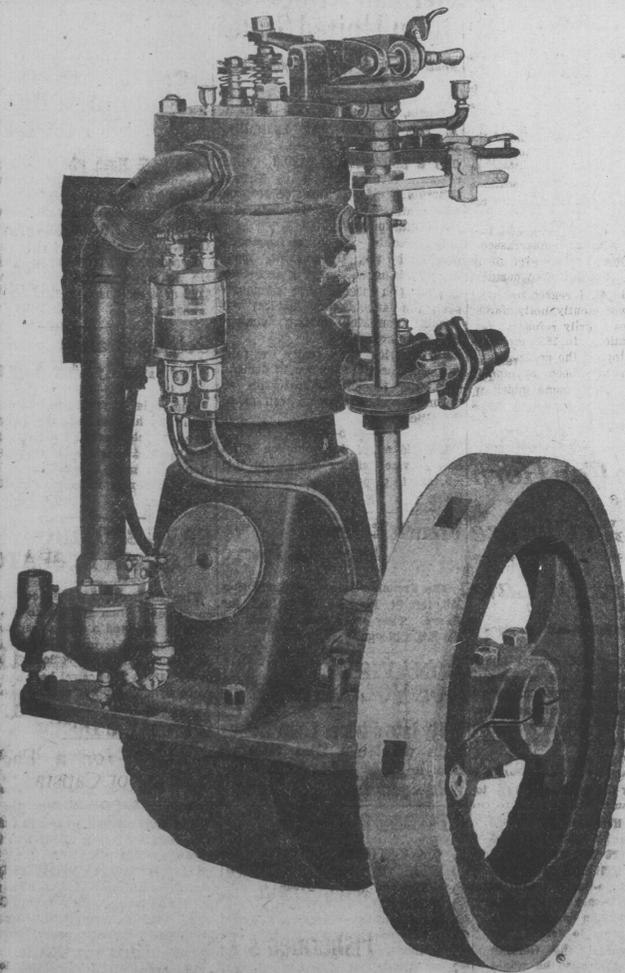
READ THIS! To The Fishermen:

"THE COAKER" Kerosene Motor Engine Is The Favourite!

A Motor Engine made for The Union Trading Co.

by the Largest Motor Engine Manufacturers

in America is now available to the Fishermen.

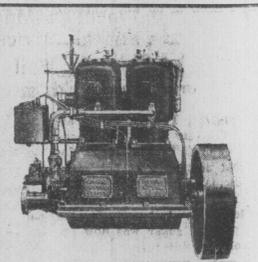


THE FAMOUS 6 H.P. COAKER ENGINE.

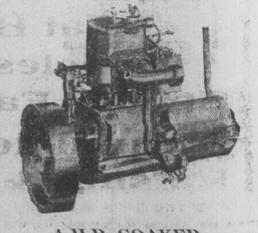
The "Coaker" 4 Cycle Engine can be operated on half the oil consumed by a 2 Cycle Engine. This Engine's power is equal to double the power of some 2 Cycle Engines. It is made for Fishermen's use and expressly for Trap Skiffs and the large size Fishing Bullies. It is sold to Union Members at wholesale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

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The Fishermen's Union Trading Company, Ltd.

CONFEDERATION

(Continued from page 2)

referred to industrial stagnation in Nova Scotia as an existing condition resulting from Confederation, and he seemed to have no more doubt as to the cause than as to the fact. There is no such stagnation, comparing today with the past, 1915 with 1867, or much later years. Last year Nova Scotia industries paid \$11,000,000 in wages to 28,000 operatives. The greater number of these industries were wholly or chiefly the direct result of Confederation, and could not exist without it. The Dominion Iron and Steel Co., with a capital greater than all Nova Scotia's industries in 1867, is the creation of Dominion bounties and Dominion wide markets. The same is true of the Nova Scotia Steel Co.

Halifax, with which St. John's is wont to compare itself, manufactured in 1910 goods worth over \$12,000,000. Amherst \$4,625,765. Sydney \$9,295,017. Trenton \$2,290,000, and several towns such as New Glasgow, Truro, etc., were in the million class. The whole export trade of this Colony in one year does not much exceed the value of goods manufactured in Halifax alone in any year. About fifty years ago, the Newfoundland Boot and Shoe factory was established, with a capital of about \$70,000, now grown to \$140,000. Its annual output varies from \$150,000 to \$250,000.

About twenty years ago the Amherst Boot and Shoe Co. was established with a capital of \$25,000, now grown to \$500,000, and its output exceeds one million dollars per year. The Oxford Woollen Mills have increased their output a thousand per cent. Stanfield, of Truro, has a capital now of \$1,250,000, as against \$10,000 twenty-five years ago. Without the wider market, the railway facilities and the protection directly resulting from Confederation, these marvellous growths could not have occurred. There are many similar instances.

No great constitutional change such as this can take place without prejudicially affecting some interests. The butterine factories here, and perhaps the biscuit bakeries, might at first blush seem industries that would suffer. But the Canadian parliament is to be asked, I understand, to legalize a limited manufacture in Canada, and it might not be impossible to arrange this matter so as to avoid hardships. I doubt not that the bakeries also could be judiciously protected. As to these, and any others like them, injury to them do not seem to me to weigh in the balance against the great benefits to the Colony at large to flow from Union, but merely to be instances in which vested rights and established industries ought to be sympathetically considered by those who negotiate terms.

THE BENEFITS OF CONFEDERATION

And now I turn to a brief statement of some of the benefits I should expect to accrue to Newfoundland from Union. I do not know the terms upon which Union is possible. No living man knows them now, because they do not exist, they can only come into existence as the result of negotiations. But I do know what I think the terms ought to be, or at least, approximately what they should be, and in my address to-night I assume Newfoundland could obtain what I suggest.

UNION IS STRENGTH

In the first place I put this argument, that Union is strength, that the principles which led to the Union of Canada, of Australia, of South Africa, and earlier still of the United States of America or the German Empire are equally applicable to us. We shall

see as we go along how some of these would work out.

Mr. Rowell, leader of the Ontario Liberal Party, expressed the hope recently, that the growth of Imperial sentiment consequent upon the Great War might draw this Colony nearer to Canada in spirit. I suppose he meant that all over the Empire narrow lines of division were being eradicated, and the feeling of oneness taking its place. "United we stand, divided we fall" is surely a lesson of the war.

The stability which it would tend to give to our prosperity is one of the ways in which strength would arise from Union. Here we all depend on the fisheries. When they are good, we have an overflowing treasury, when they are bad, we commence to have deficits, and to talk of cutting down the road and school grants. Confederation would end this.

CUSTOMS DUTIES SAVED

A recognized authority in this colony made a comparative table some months ago showing the tariffs of Newfoundland and of Canada applied to the imports of Newfoundland in the year 1910-1911. No similar comparison has been made in later years, but the compiler assures me that the comparison under existing circumstances would be even more startling. The Newfoundland tariff produced \$2,768,526 in customs duties. The Canadian tariff applied to the same imports from other countries than Canada would have produced \$1,852,085. This means that had Newfoundland been part of Canada, consumers here would have saved \$916,441, and more also, because certain goods imported from other countries would have come here from Canada duty free. This does not include any duty on flour, for no such duty was imposed in the year referred to.

From Cape Norman south about to Placentia Bay, via Cape Ray, the people already deal largely with Nova Scotia. Upon goods made in Canada imported to this Colony, they pay one duty. Upon goods imported into Canada, and then here, they pay two duties, one seen, the other unseen. The duty they see when they pay, they would pay no more after the Union. The condition of these people has a special claim upon our consideration.

BOUNTY TO FISHERMEN

The fishermen of the Eastern provinces of Canada receive a bounty from the Government each year. In 1912, Nova Scotians were paid \$97,904, of which a little over half was paid to schooner owners and crews and the remainder to small boat owners and their crews. If we came into the Dominion, our fishermen also should have a bounty, not by division of existing Canadian grants, but by addition to the total now given, and this would go in cash directly into the pockets of our fishermen. The average per man actually engaged in fishing would be about \$700 per year.

The Dominion annually expends large sums in aid of agriculture, and aims to spend more in future. At the present rate about \$150,000 would be spent in Newfoundland, in experimental farms, and kindred work. Here, it would be possible with such aid to have farms in several suitable parts of the Colony, and combined with them schools of technical education and domestic economy that would be of immense benefit.

The Dominion Government has introduced a bill into parliament recently to enable it to expend money on highways in the provinces. That would doubtless give us money much needed for our main roads.

VOLUNTEER MILITIA EXPENDITURE

The Militia expenditure of Canada averages \$138 per head per year, so that \$345,000 per year would be applicable in this Colony to the payment of volunteers, building of armories, training and equipment of cadets and brigades, and other work of that kind for which it is now evident we ought to prepare, and for which we have no money.

EXTENSION OF FISHERIES

We sell fish to Halifax, and it partly goes to markets on lines of steamers subsidized by Canada which start from Halifax or St. John, New Brunswick. Canada maintains trade commissioners abroad, and we need very much to do the same, and cannot afford to do so. Canada has splendid lines of steamers plying across the Atlantic, while we put up with a haphazard twelfth rate service. After union these things would all be changed, as in the twinkling of an eye. The steamer trade lines would start and finish here. In the fish markets of the World, men chosen by us would be the trade commissioners. One of the big lines of Canadian mail boats would give us a weekly call each way. The fish supply of the cold waters of the American continent stretch over an area of which this Colony may be the centre. The growing demand for food supply to Canada and the United States of America has made the development and conservation of fish food a matter of tremendous and growing importance.

The provision of adequate bait supplies is an economic necessity. Surveys of the banks along the shore of this Colony and Labrador are demanded.

Money, and yet more money, and organized scientific effort on a large scale are the need of the hour. We have not the means to devote to these ends, but Canada has. I can foresee no distant day when Newfoundland might monopolize the fish business of the Western continent, and supply fish food for half a world, if private enterprise followed upon a government endeavour made with the money and machinery Canada could devote to such ends. Canadian bank fishing vessels—indeed all sea-going vessels—are permitted to take provisions out of bond, free of duty. Our geographical situation is such that in a short time this Colony in the Union could completely control the bank fishery.

PORTIFICATIONS OF ST. JOHN'S

Among the lessons this Great War has taught, it seems to me, is the importance of Newfoundland as the gateway to the Gulf or St. Lawrence, through which an important part of Britain's food supply must come. Especially has it been made apparent that St. John's should be a great dockyard and storehouse of food and supply. There are some who predict that the Motherland will fortify this harbor, and they do not scruple to hint that the Imperial Government may fortify and hold this Colony as a menace to Canada in case the latter should at any time show an inclination to declare her independence.

No more baseless suggestion could be made. The recent policy of Great Britain has been to concentrate her forces by sea and land at the home base, and nothing has been made clearer than that if Canada ever wished to go free of the Empire, no hand would be held to stay her. There is no enemy of Britain to come from the West—therefore she does not need to make a naval base here.

The only enemy to fear in years to come is in the East—in Europe—and it is Canada as part of the Empire which has to fear and guard against that enemy. Colonists the world over have been dependents too long upon the bounty of the Motherland, and the fortifications of this Colony must be paid for by those whom it most concerns.

The Dominion has recently voted many millions for the harbors of Halifax and St. John. If this Colony were in the Union, it would not be difficult to get twenty millions of dollars spent in the fortifications of this City, the building of docks, and all the great works which go to make a great naval base. Canada must build a navy. Her political parties have differed as to whether she should keep that navy at home or in British waters.

The war has shown the value of cruisers at large as well as battleships in the North Sea, the use of a "Sydney" as well as a "New Zealand." Our sailors are already manning the "Niobe" because Canada has not a large sea-going class. Were we part of the Union, Canada's ship would find this in every sense a great strategic base.

GROWTH IN MANUFACTURING

I should expect this Colony to rapidly become a manufacturing centre as the direct result of Union. Some one has said that the Canadians invest no money of their own in industries, but only money borrowed from other people. That is not wholly true, but is as true of Canada as of any other new country. But I should not chiefly look forward to Canadian enterprise in this Colony, nor want it over much, for there are men now in this Colony who would be enterprising if there were a large market.

Money can always be found for a good thing, but how can there be a good thing in a manufacturing sense if the market is small. In selling to Western Canada, we should have an advantage in freights over Nova Scotia, yet I've shown you how Nova Scotia has enlarged industrially. This Colony in the Union would surpass her.

If Newfoundland had been part of the Dominion, the works of the Dominion Iron and Coal Company and the Nova Scotia Steel Co.'s at Sydney might largely be on Belle Isle, but Canadian bounties made that impossible. We have copper, iron and many other minerals, and if we could only develop coal mines, what a glorious industrial future would lie before us—if we had good markets near us. We could ship our manufactured products by water all the way to Port Arthur in Lake Superior if the Canadian customs line did not bar the way.

I am told that during the past season a steamer from Port Arthur regularly brought flour here and carried Sydney coal back to Montreal. She could more easily have carried back goods made here if this Colony were in the Dominion.

There is an abundance of cheap and good labor in the Colony, there is little or no civic taxation, people live along a coast-line, so that water-carriage can be used from every locality. I have the authority of at least two local manufacturers in a large way

for saying that they are able to compete with the Canadians in case of Union.

I can see new industries that are feasible for this Colony if by Union with Canada a large market were opened. Take our boot and shoe factories for instance, tanning and mulling along with a small trade I challenge any one to give me a good reason why they cannot grow under Dominion auspices as well as the Amherst Company I have spoken of. Our manufacturers are too modest, too ready to depreciate their own ability to compete, and not blessed with the imagination which is necessary for large expansion.

DUB RAILWAY SYSTEM

There is the condition of our railways to consider. In order to give this Colony the benefits of cheap freight, they need to be made of standard gauge, and the curves and grades improved. The branch railways must be completed. This Colony cannot afford the money for the improvements demanded. The public debt is perhaps \$32,000,000, the obligations for branch lines already undertaken amount to millions more. It might be that under Confederation our railway would become part of the Intercolonial system, to our great advantage, and then the needed improvements would follow as a matter of course.

EXISTING FISCAL CONDITIONS

Our tariff of Customs Duties is abnormally high. Public expenditure largely uncontrollable, exceeds normal revenue. This year the deficit, outside of the war expenditure, will be large. More money is needed for education, agriculture, trade expansion. The obligations for unbuilt or unfinished branch railways will swell the public debt.

It is the belief of the thoughtful who know the Colony's condition and outlook that union with Canada is inevitable at some not distant date. Talk with lifelong "antis" amongst the business men of the Colony, and almost every one will admit that the day of Union cannot now be far off. Speak with the men who are familiar with public affairs, and all will admit that terms should be discussed before the affairs of the Colony become desperate. Every lover of the Colony wishes that she should not make her bargain because she is in a crisis, but at a time when she is solvent and independent.

Contemplating these things it is not most manifest that the time has arrived when sane and serious men should ask, what of the future? What can be done to prevent disaster?

I answer this question by saying that a delegation should be sent to Ottawa to negotiate terms upon which this Colony can, if she wish, enter the Dominion. Take notice, please, that I do not say a delegation to negotiate a union. I do not say to negotiate terms upon which the Colony shall confederate. I do not say, send a delegation pledged to Union. I say simply, and repeat it, to avoid misunderstanding, send a delegation to find out what terms the Colony can obtain.

What would you think of any man who, in his ordinary business, would resolutely refuse to ascertain the terms of a bargain he thought he could make. What would you think of the man, with an embarrassed business, who would refuse even to discuss the terms of a proffered partnership?

And yet, I regret to say, there are men who stoutly, hoily, and in some instances angrily refuse to assent to a delegation. In 1888 the clamour of a few stopped the going of a delegation which had been appointed. Banks and banking came under Dominion law. Who can say that Union in that year might not have averted the Bank crash of 1892. Who now is prepared to assume responsibility for saying, "We will not seek to know what Canada will give. We shall go to the end without this precaution."

In the face of our gathering difficulties it is criminal to withhold from the people of this Colony the most exact information concerning any bargain which can be made. It is an offence against the people to withhold from them, unnecessarily, full knowledge of the terms which can be made. The destiny of the Colony is the people's care, and those who would prevent them from knowing what they can do, if they wish, are false to their duty to the people.

In the name of the whole people of this Colony I demand that the whole truth shall be laid before them, and perhaps the truth shall make them free.

If a deputation went to Ottawa, it could only be on the responsibility of the Government or of the Assembly. In either case such a delegation should, if possible, be representative of the parties in the legislature, and, as far as possible, of the various interests in the Colony. After the appointment of a delegation it should acquire exact information as to our needs and proceed to Ottawa at a time appointed by agreement with the Government of Canada. It would discuss with that Government, or representa-

tive thereof, the terms which would be the basis of union.

The delegates would then return to this Colony and lay the terms before the legislature and the people. It might be decided to submit the terms to the electors at a general election vote. This vote, if favorable to the Union, to be followed by the necessary legislation or if unfavorable to end for the time being the question of Confederation.

CONCLUSION!

And now I am about to close, sensible of the patience you have shown, and of the existence of much that will seem weak to you in this hasty and superficial glance at a great subject. I have placed the terms I should demand of the Dominion at a very high price—much higher perhaps than she would give, but not higher than the value of the Colony to the Dominion, in my opinion. I hope that what I have said will provoke discussion, and not all of an unfriendly kind. I hope that I shall at least be granted this encomium by those who oppose Union that I have spoken honestly and boldly.

This is a time for deep thinking and straight talking. The old order changeth. In trade and organization the tendency is toward Union. We must not sulk in a back-water, but press forward in a brave and far sighted way. We should put aside factional disputes, and small jealousies and be animated by the Imperial spirit manifested so grandly by statesmen in the Motherland. Let us not think over much of the existing condition of the Colony, but take a long look forward to things as they may be if we are worthy of our opportunities.

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Fishermen's Union Trading Company, Limited.

The Mail and Advocate.

ST. JOHN'S, NEWFOUNDLAND, FEBRUARY 12, 1915.

THE UNION EXPORT COMPANY, LIMITED

WE publish to-day a copy of the Memorandum of Association of the New Union Company now being incorporated by Mr. Morine. The new Company is that so much spoken about recently and which is being backed so strongly by the fishermen—The Union Export Company, Limited—the capital of which will be \$1,000,000, contained in 49,000 shares—1,500 share will be preferential, which will carry a guaranteed dividend of 10 per cent. per annum. Those shares are open to the general public at \$20 each. The second preference shares carrying a seven per cent. guaranteed dividend will be used to purchase property.

The ordinary shares of \$50 and \$10 will provide the bulk of the capital and are open only to members of the F.P.U., the dividend upon which depends the profits of the Company. No dividend on ordinary shares exceeding 10 per cent. can be paid and when all dividends are paid and provision is made for a sinking fund, the surplus profits will be distributed amongst Union fishermen who hold common shares, by a bonus of so much per quintal on what fish has been shipped by any shareholder to the Company.

A Union fisherman can become a shareholder by taking one Ten Dollar share and paying \$2.50 on it or 25 per cent. of its value as the first call.

The President of the F.P.U. ex officio will be President of the Company and the Directors of the Company must be owners of ordinary shares and elected by shareholders holding ordinary shares.

This Company is probably the most important from a fisherman's point of view, that has ever been registered in this Colony. There is nothing similar to it known the world over. The fishermen will through this Company, become their own exporters and by combining and shipping all their fish through one agency they will be enabled to control foreign prices more or less and secure the best values for their produce.

The Company will start operations the coming season on a modest scale and probably handle 100,000 quintals of fish. Development will be gradual and will include the construction of a slip dock at Catalina and another at a Western port, the establishment of a boneless fish factory at Catalina or some other Northern port, the establishment of two large stations on the Labrador where supplies and salt will be issued to fishermen and fish collected, casked and shipped direct to market, the late fish being salted and prepared for sale as salt bulk fish and will be sold in the States or manufactured into boneless fish. An up to date fish drier will also be erected in connection with the boneless fish factory and fish unsuitable for boneless manufacture will be dried for the other markets.

It is one of the boldest propositions ever launched in this Colony and as it is backed by 25,000 fishermen and will be closely connected with Union supervision and direction under a well qualified manager, success will be sure to follow the new Company as it has the Trading and Publishing Companies of the Union.

"Island Brand" Boneless Codfish

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EXTRA PICTURES AT THE CHILDREN'S BIG BUMPER MATINEE SATURDAY.

THE NICKEL ALWAYS HAS A GOOD SHOW.

Port Rexton

THE Patriotic Meeting at Port Rexton, addressed by Dr. Curtis and friends Stone and Grimes, was another splendid success and 21 recruits came forward and offered to defend King and Empire.

A meeting will be held at Trinity on night and Champagne's to-morrow.

So far \$5 recruits have come forward since Tuesday night at Bonavista, Catalina and Port Rexton. Trinity will no doubt make up the balance of 100 to-night. This is not a bad showing for the North Side of Trinity Bay, considering that about 60 from his same section had previously enrolled.

Mr. Stone has asked for permission to enrol and is ready to do so whenever he can be spared from his public duties. He being ready to enrol is no doubt a big factor in the success of the appeals now being made for recruits in the district he represents in the House of Assembly. In this respect the public honor him, as well as some of the Union admirers of Water Street as will be observed from the perusal of the following note received by Mr. Coaker yesterday:

Dear Mr. Coaker,—I enclose you a copy of messages exchanged this afternoon. The F.P.U. no doubt have men of political sagacity as well as commercial ability, but it must feel proud to include warriors and patriots of Mr. Stone's stamp in its ranks.—Yours sincerely,

—W. C. JOB.

We thank the Hon. W. C. Job for his expression of appreciation and can assure him that the F.P.U. members of the House of Assembly will always place the Country's interest first. They may make some mistakes and they will often be misunderstood, but I trust never will it be said of the F.P.U. that it does not place Country and Empire first in every particular.

The North realized that, in 1913, when it voted almost solid for the Union brand of politics and we are now convinced that every other portion of the Colony will fall in line with the North when opportunity offers.

The Fiddians and Victorias are the contesting teams in tonight's hockey match. The ice is in perfect condition and a fast game is expected.

Destitution

IT looks as if the Premier, who formerly boasted that he cared not for public opinion, and who said that the labourers and machines as far as he was concerned could go to hades—is of the same opinion still.

This is borne out by the fact that he goes off on a pleasure jaunt knowing that destitution exists in this town and around many of the outports to-day. Morris and his Government know that destitution exists in its hardest form around Conception Bay. They know that in many a home there are not even the barest necessities of life. He knows the fishermen of this district have had the worst fishery for the past 50 years.

We have repeatedly called their attention to these deplorable facts through the columns of *The Mail and Advocate*. We have published letters from reliable sources. Last week we published letters from Mr. John Abbott, M.H.A. of Bonavista, and from Mr. B. Hibbs, of Kelligrews, drawing the Government's attention to the condition of things in their respective districts.

Still they refuse to do anything to meet this situation. Is it utter lack of sympathy and cold indifference? Is it that they prefer to wait until such time as the people made desperate by the pangs of want and hunger rise up in their hundreds and start looting the premises of these much lauded patriots who have extorted thousands of dollars by excessive charges on food stuffs?

Are our labourers and mechanics to starve while ware houses are overflowing with flour bought before any rise took place in the foreign markets?

It is not much use to make laws prohibiting combines and trusts if you don't enforce them. Letting the public know how anxious you are to safeguard their interests is a very laudable object but if you don't enforce these laws you simply show the public that your so called efforts on their behalf are nothing but bluff.

Something must be done and done at once. Our charitable societies are now overtaxed. Collections are being made every day for foreign countries whilst our own flesh and blood are in want. Can't the Government see these conditions. Do they want to see them? If it was an election year they could find thousands of dollars to scatter here and there as they did in 1913.

As time goes on this question of destitution grows more serious and we again draw the attention of the Government to the matter. These conditions would not exist to-day if the gang of political hoodlums calling themselves the "People's Party" were alive to the best interests of the Country.

Act gentlemen, act. Deeds talk more than words. The Government must know that right here in St. John's there are hundreds of mechanics and labourers who have not done a stroke of work the past five months.

Mr. Murphy's Letter On City Sanitation

(Editor Mail and Advocate)

Sir—Many of your readers may not be aware that one hundred years have gone by since a Municipal form of government was first mooted for St. John's, but such is the case, and the rendezvous where the advocates met was none other than the famous "Barrens" in ye olden time, the favorite resort of "saint and sinner."

There it was that our fathers stout iconoclasts (oh, that their sons were like them) assembled, to air their grievances, or to espouse the cause of freedom, against the tyrant who would trail her virgin wings in the dust.

It is not recorded that any Goshling's were around, either of the feebly or feathered tribe, but for a certainty we are told that Murphy's was there in galore.

Like all else which has cropped up since that memorable meeting, it remained a tedious time in coming. Seventy-two years elapsed ere a Municipality was constituted for this city. This boon thought so at the time, but since has been proven an expensive bubble, has been our undoing as regards the health of the tax-payer. It has been prostituted, wrongly administered, toyed with by men who had no other object in view, than the love of having appended to their names the word Councillor. The great majority amongst us would, I am sure, be highly gratified to hear of its death. I for one, Mr. Editor, would like to see it like "Clementine"—lost and gone forever.

Since its inception, humbuggery has been its cardinal virtue, it is in reality a white elephant, a curse, a laughing stock and the quicker we rid ourselves of such a rule the better it will be for all concerned. Every honest citizen is ashamed of it, and when it expires there will be no one mean enough to weep over its bier.

Let us take a retrospective view of the sanitary methods pursued by the Council. Let us look at it from a sober and drational stand point, and we will find that the condition of St. John's is not a whit more healthier than it was a quarter of a century ago; on that occasion it was being ravished by the dread scourge diphtheria.

The late Rev. Dr. Richard Howley, writing to the press from London at the time, on topics, general, made the following pronouncement, as regards the need of proper sanitation for St. John's, and remarked also about its deplorably unhealthy condition.

The revd. gentleman said, "A small town like St. John's, so situated as to

be almost unassailable by disease, from within or without, if left simply to nature's scavenging, has become a plague spot on the face of the Globe."

He also stated that London, with its teeming millions, was a healthy city, due to its rulers' perseverance and love of adopting sanitary measures for its cleanliness.

The late Rev. Moses Harvey, some ten years previous contributed to the press a series of clever articles in relation to sanitation for St. John's. He described that the death rate here was greater than that of London, and said that "it is to the rich man's welfare that the poor should be healthy."

The present self-created Commissioners don't care a tinker's dam what happens to the poor man nor his family so long as their own lives are not in jeopardy. Their policy is one that kills the goose which lays the golden egg.

Those fellows came forth with Hygeia the Heathen Goddess emblazoned on their shield. They were, presto, going to change St. John's into a garden of roses, but instead they have made of her a vale of thorns.

Come with me, fellow citizens, on an exploration and what will you find the Castor and Pollux of our ill life, with us yet. The Commissioners have dug up more snakes than they killed. Ash cans, half emptied, more filled, others on their beam ends, with cats playing "hide-and-seek around them, cess pools reeking with fetid matter, abominable and disgusting to the eye and smell; a taste of hell's brimstone would be more acceptable. At night time those heirlooms of a barbarous age, the soil carts, go around, making a noise as a German howitzer, besieging a city, and emptying their poisonous vapours, filling the air with death-dealing microbes, and still we send money to Christianize the Heathen.

Oh, for a whip of scorpions to lash the Pharisee, who first fathered the mighty thought called a Commission. Like Nero, he fiddles, while St. John's is being made a hot-bed of disease, and the massacre of the innocents goes on as of old.

What is this Commission doing? Nothing, simply nothing in the interest of the tax-payer. Their one hobby seems that they can't find enough money to waste in the interest of snobs.

Take Prescott Street. Here's a thoroughfare over which little of the city's traffic is carried, and we find that \$2000 was ruthlessly thrown away to "patch it." And why, because is the "Broadway" of some of the "fish aristocracy" and other gentry, many of whose fathers travelled it when it was little better than a "cow path."

The greatest gang of Mokanas, which was ever known to promise much and do nothing, are the present Commissioners! (God save the mark). They gave a few days work to a handful of poor workmen, akin to convict labor, cracking stones, and when they were told that the rock crusher could do the work cheaper, then they dropped the poor man, like a hot potato, under the guise of economy.

Their love for the working man is as the poet writes:

"If there be a God, the rich man says,

"It matters very little,

So long as me and mine

Are not in want of victual."

Those who dwell in marble halls and who dress in fine linen, and fare sumptuously every day, are not the men who are the most likely to be of use to the poor man, men who never leave Water Street till they go home to their plush covered chairs; men who wouldn't recognize a working man, no more than they would a fool, only when they need his assistance to attain their ends; men who would not contribute a Scotch hawbee (a ha' penny) to the betterment of the city, though they were glad to run to hear from the porridge pot when they hadn't a cent to bless themselves, are those the men from whom the poor can expect sincerity and kindness of heart.

JAMES MURPHY,
Feb. 9, 1915.

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THE FISHERMEN'S UNION EXPORT COMPANY, LIMITED

A Memorandum of Association.

- The Name of the Company is "THE UNION EXPORT COMPANY, LIMITED."
- The registered office of the Company will be situate in St. John's, Newfoundland.
- The objects for which the Company is established are:—
 - To carry on the business of catching, buying, exporting and dealing generally in fish, fish products and shell fish.
 - To carry on the seal fishery, to buy seals and seal products, and to manufacture and export the same.
 - To carry on the whale fishery, to buy products of the said fishery, and to manufacture and export such products.
 - To purchase, charter, hire, build and otherwise acquire steam and sailing ships or vessels, with all equipment and furniture, and to employ the same in the catching of fish, seals, whales, and in the transportation thereof between such ports in any part of the world as may seem convenient, or to otherwise employ such ships or vessels as may seem convenient.
 - To construct or cause to be constructed, or to acquire by purchase or otherwise, dry docks and marine slips for the use of steam and sailing vessels.
 - To manufacture, buy, sell and deal in fish casks, staves and heads, and cooperate material generally, and for this purpose to construct, buy and sell woodlands, mills, storehouses and raw material.
 - To erect and build freezing-houses, sheds and other buildings, and to construct or fit railway cars and steamers necessary or expedient for the purpose of dealing in fresh fish or fish bait.
 - To purchase, keep, or sell fur-bearing animals, and to purchase sell and manufacture furs or fur goods.
 - To carry on any other business which may seem to the Company capable of being conveniently carried on in connection with the above, or calculated directly or indirectly to enhance the value of or render profitable any of the Company's property or rights.
 - To acquire and undertake the whole or any part of the business, property, and liabilities of any person or company carrying on any business which this Company is authorised to carry on, or possessed of property suitable for the purposes of this Company.
 - To apply for, purchase, or otherwise acquire any patents, brevets d'invention, licences, concessions, and the like, conferring any exclusive or non-exclusive or limited right to use, or any secret or other information as to any invention, which may seem capable of being used for any of the purposes of the Company, or the acquisition of which may seem calculated directly or indirectly to benefit this Company, and to use, exercise, develop, or grant licences in respect of, or otherwise turn to account the property, rights or information as acquired.
 - To enter into any arrangement for sharing profits, union of interests, co-operation, joint adventure, reciprocal concession, or otherwise, with any person or company carrying on or engaged in, or about to carry on or engage in, any business or transaction which this Company is authorised to carry on or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this Company. And to take or otherwise acquire shares and securities of any such company, and to sell, hold, re-issue, with or without guarantee, or otherwise deal with the same.
 - To take, or otherwise acquire, and hold shares in any other company having objects altogether or in part similar to those of this Company, or carrying on any business capable of being conducted so as directly or indirectly to benefit this Company.
 - To enter into any arrangement with any authorities, municipal, local, or otherwise, that may seem conducive to the Company's objects, or any of them, and to obtain from any such authority, any rights, privileges and concessions which the Company may think it desirable to obtain, and to carry out, exercise, and comply with any such arrangements, rights, privileges and concessions.
 - To establish and support or aid in the establishment and support of associations, institutions, funds, trusts, and conveniences calculated to benefit employees or ex-employees of the Company or the dependents or connections of such persons, and to grant pensions and allowances, and to make payments towards insurance, and to subscribe or guarantee money for charitable or benevolent objects, or for any exhibition, or for any public, general, or useful object.
 - To promote any company or companies for the purpose of acquiring all or any of the property and liabilities of this Company, or for any other purpose which may seem directly or indirectly calculated to benefit this Company.
 - Generally to purchase, take on lease or in exchange, hire, or otherwise

- wise acquire, any real and personal property, and any rights or privileges which the Company may think necessary or convenient for the purposes of its business.
- To construct, maintain, and alter any buildings or works, necessary or convenient for the purposes of the Company.
 - To construct, improve, maintain, work, manage, carry out, or control any roads, ways, tramways, railways, branches or sidings, bridges, reservoirs, watercourses, wharves, manufactories, warehouses, electric works, shops, stores, and other works and conveniences which may seem calculated directly or indirectly to advance the Company's interests, and to contribute to, subsidise, or otherwise assist or take part in the construction, improvement, maintenance, working, management, carrying out, or control thereof.
 - To invest and deal with the moneys of the Company not immediately required upon such securities and in such manner as may from time to time be determined.
 - To lend money to such persons and on such terms as may seem expedient, and in particular to customers and others having dealings with the Company, and to guarantee the performance of contracts by any such persons.
 - To borrow or raise or secure the payment of money in such other manner as the Company shall think fit, and in particular by the issue of debentures, or debenture stock, perpetual or otherwise, charged upon all or any of the Company's property including its uncalled capital, and to redeem or pay off any such securities.
 - To remunerate any person or company for services rendered, or to be rendered, in placing or assisting to place or guaranteeing the placing of any of the shares in the Company's capital, or any debentures or other securities of the Company, or in or about the formation or promotion of the Company or the conduct of its business.
 - To draw, make, accept, indorse, discount, execute, and issue promissory notes, bills of exchange, bills of lading, warrants, debentures, and other negotiable or transferable instruments.
 - To sell or dispose of the undertaking of the Company or any part thereof for such consideration as the Company think fit, and in particular for shares, debentures, or securities of any other Company having objects altogether or in part similar to those of this Company.
 - To adopt such means of making known the products of the Company as may seem expedient, and in particular by advertising in the press, by circulars, by purchase and exhibition of works of art or interest, by publication of books and periodicals, and by granting prizes, rewards, and donations.
 - To obtain any provisional order or Act of Parliament for enabling the Company to carry any of its objects into effect, or for effecting any modification of the Company's constitution, or for any other purpose which may seem expedient, and to oppose any proceedings or applications which may seem calculated, directly or indirectly, to prejudice the Company's interests.
 - To sell, improve, manage, develop, exchange, lease, mortgage, dispose of, turn to account, or otherwise deal with, all or any part of the property and rights of the Company.
 - To do all or any of the above things as principals, agents, contractors, trustees, or otherwise, and by or through trustees, agents, or otherwise, and either alone or in conjunction with others.
 - To do all such other things as are incidental or conducive to the attainment of the above objects.
 - And it is hereby declared that the word "Company" in this clause shall be deemed to include any partnership or other body of persons, whether incorporated or not incorporated.
4. The liability of the members is limited.
5. The Capital of the Company is to be One Million Dollars (\$1,000,000), divided into:
- Seventeen thousand five hundred (17,500) first preference shares of twenty dollars (\$20.00) each.
 - Fifteen hundred (1,500) second preference shares of one hundred dollars (\$100.00) each.
 - Five thousand (5,000) ordinary shares of Fifty dollars (\$50.00) each.
 - Twenty-five thousand (25,000) ordinary shares of Ten dollars (\$10.00) each.
- The first preference shares shall confer a right to a fixed cumulative preferential dividend at the rate of ten per centum per annum, and they shall rank both as regards dividends and capital in priority to all other shares.
- The second preference shares shall confer a right to a fixed cumulative dividend of seven per centum per annum, in preference to ordinary shares, and they shall rank both as regards dividends and capital after the first preference share, but in priority to all ordinary shares.

TO THE EDITOR

Where's That Enquiry?

(Editor Mail and Advocate)

Dear Sir,—A few weeks ago the Northern coastal steamer Prospero commanded by Capt. Abraham Kean was seriously damaged by coming in contact with the rocks at Horse Island on the return of the steamer to St. John's. She immediately went on dry dock and an examination of her hull revealed the startling fact that some 20 plates had to be removed.

Now we ask, why has there been no enquiry into this matter? Must the travelling public be exposed to such occasions without protection?

Kean is fast making history for him self in marine matters but it seems

that such matters are not seriously taken by the authorities.

An enquiry into this Prospero business must be held. The enquiry into this Prospero business must be held. The Country demands it. What would happen?

The Government have whitewashed as far as they could Kean in connection with the sailing disaster last spring. Are they now going to apply the brush for a second coat? Does Morris and his incompetent executive think the public of Newfoundland will stand for such treatment?

They had better beware. The indignation against the Government and their actions is very strong throughout the Colony to-day and it would not take much just now to inflame an outraged populace.

Again we demand an immediate enquiry into the stranding of the Prospero. The Prospero is a public coastal steamer and her owners are being

subsidized by the Colony and as such the people's demand for an enquiry must be granted.

The day for ignoring public opinion on such matters as this is past. People who formerly took no interest in public affairs are now alive to all that is going on, and the general expression of opinion is that an enquiry should be held into the stranding of the Prospero in the interests of the travelling public. Had there been any sea running there might have been a very serious affair for the Colony.

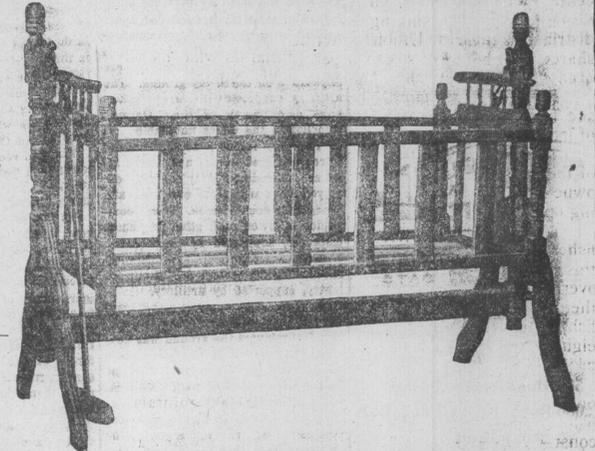
The public want this enquiry. Its finding should have been published by now. Get busy Mr. Bennett and set the machinery going for this enquiry, for if you do not, you will find out that defying public opinion is a dangerous game.

A NORTHERN TRAVELLER.

ADVERTISE IN THE
MAIL AND ADVOCATE

TO THE FRONT AGAIN WITH SOMETHING NEW

War or no war, swing the child. This cradle don't rock, it swings—by foot power. So Mothers please come in and see them work.



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George & Waldegrave Streets.

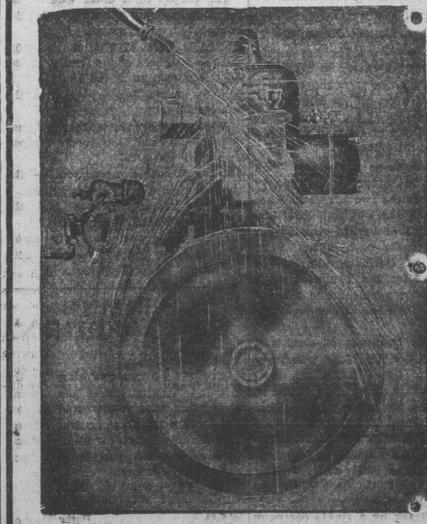
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For Sale a few barrels of good
Partridge Berries
In air tight packages. Sent home for
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The Trouble-Proof Engine.
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No Coils—No Batteries—No Timer

Only One Wire on the Whole System.

The only safe equipment for boats that must be used every day.

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No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable.

Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

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World's Largest Builders of 2 Cycle Engines

Photograph of Actual Test.

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Childs' Plain Sweaters (Buttoned on Shoulder) in Green, Blue, Red; from
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Men's, Women's and Misses' Sweaters in all shades, qualities and prices. This lot is Manufacturers' Samples, selling cheap.

Army Mufflers
Secure one of these for your young man in the Army and Navy. Price
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Grey Yarn for Socks.
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Mr. F. Roberts, of the Elite Tonsorial Parlors, begs to announce to his many patrons, that he has installed the very latest Massage machines for face and hair; also that he will carry full assortment Choice Cigars, Cigarettes and Tobacco.

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

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They have stood the test. Give real foot comfort. No seams to rip. Never become loose or baggy. The shape is knit in—not pressed in.

GUARANTEED for fineness, style superiority of material and workmanship. Absolutely stainless. Will wear 6 months without holes, or new ones free.

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- 3 Pairs of our 75c. value American Silk Hosiery
- or 4 Pairs of our 50c. value Am. Cashmere Hosiery.
- or 4 Pairs of our 50c. value Am. Cotton-Lisle Hosiery.
- or 6 Pairs Children's Hosiery.

Give the color, size, and whether Ladies' or Men's hosiery is desired.

DON'T DELAY—Offer expires when a dealer in your locality is selected.

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- 500 Bundles No. 1 Hay.
 - 2000 Bush. Heavy Black Oats
 - 5000 Sacks Bran.
 - 300 Sacks Whole Corn.
 - 100 Sacks Crushed Corn.
 - 50 Bags Oil Meal Feed.
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 - 200 Sacks Yellow Meal.
 - 300 Sacks White Hominy Feed.
 - 50 Sacks Molassine.
- Also Feed for Poultry, etc
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When you require any of the following, call on us.

- 250 Bags Whole Corn
- 150 Bags Bran
- 200 Bags Hominy Feed
- 175 Bags Yellow Meal
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- FIVE ROSES
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ALLIES EMPLOYED BUCKLERS IN WARRING AGAINST ENEMY ON THE BELGIAN SAND DUNES

An Ancient Contrivance Figures Prominently in the Fighting on the Coast of Belgium

BIRTHDAY PRESENT KAISER DIDN'T GET

How Gallant French Detachment Defended a Hill Top Until the Last Man Was Slain

Paris, Feb. 8.—An official eye-witness statement has been issued by the French war office, covering a period of the campaign in France from January 16 to January 26. It says: "Our advance has been slight but regular. Under cover of night, troops, protected by portable bucklers, slip along the dunes and roads, rapidly improvising new defences with sacks, baskets and cases filled with earth, for deep trenches are impossible on the sandy ground. The artillery supporting these operations have made many of the German trenches in the dunes untenable. "The only infantry action around Ypres occurred at dawn January 25, when a German infantry company deployed 150 yards from our lines and charged at double quick. Three companies followed each other at short distances, supported by an entire brigade. This attack was instantly checked by the violent fire of our infantry, supported by artillery. "The officer commanding the leading company was the first to fall, and in a few minutes the ground was covered with more than 300 German dead, while many became entangled in the barbed wire and were made prisoners. Some of them, notwithstanding painful injuries from the barbed wire, tore themselves out of the tangle. The prisoners said that the attack was also supported by other forces, which were dispersed by our artillery fire.

Violent Attacks Repulsed. "British infantry and French artillery repulsed a violent attack at La Bassee. Hundreds of dead still lie on the field. The attack was renewed and again repulsed, the German losses being at least two battalions, 2,000 men.

"From La Bassee to Arras, there have been continuous artillery engagements, the most violent at Blangy, which was followed by an infantry charge in force. The entire shock was received by three companies, which held their ground in spite of a formidable cannonading by 3-inch, 4-inch, 6-inch and 8-inch guns, bombs and grenades. It became necessary to abandon the burning houses at La Forderie, which were destroyed by grenades. Part of our force succeeded in retreating; the others were killed or wounded, and fell into the enemies hands.

"Three companies from the second line of defence delivered several counter attacks with fire and bayonet until the lost ground was regained.

"The action was particularly violent at La Boisselle, being nearly continuous from January 16 to 26. A prisoner, taken January 8, said that Emperor William had ordered the occupation of this place in honor of the anniversary of the founding of the empire, and promised 700 marks to whoever brought back a French machine gun. No French machine gun was captured, but nine successive attacks were repulsed.

Germans Exploit Melanite. "The explosion of a depot of melanite demolished the enemy to capture a small section of the trenches, but they were driven out, all an hour later, and the cemetery of La Boisselle was found to be full of German dead, including several officers.

"Around Soissons the enemy had gained no advantage since January 14. At Paisey the two adversaries are within twenty yards of each other and the same line of barbed wire serves as a defence for each side. Four companies of Germans attacked at this point after the explosion of a mine, but were repulsed and a counter attack drove the enemy from the trenches.

"They left hundreds of dead and many wounded. Our loss was forty killed.

"There was a three days battle at Berry-au-Bac, beginning with a demoralized trench and permitted a successful attack by the infantry. The enemy installed himself in our advanced trenches and resisted our counter attack on January 21. The other trench was held until the 23rd, when an attack by a single company of French infantry succeeded. The enemy left twenty prisoners in our hands, but immediately engaged in an artillery action lasting four hours.

This was followed by a counter attack by the German infantry, which was repulsed with heavy loss.

In the Region of Perthes. "In the region of Perthes the Germans tried desperately to reconquer the positions they had previously lost. We maintained our positions and made further gains.

"The Germans gained about one hundred yards of our advanced trenches, but we gained more than that.

"In Le Pretrie wood, north-west of Pont-a-Mousson, we have gained important successes, in spite of the fact that part of the ground has since been lost. The entire forest two months ago was in the hands of the Germans. Foot by foot, we have conquered nearly the whole of it. The fighting in this region has been particularly severe. In one instance, on January 17, we captured several of the enemy's works in a counter attack. An entire company was taken, including several officers. On the 18th we gained 500 yards of the enemy's trenches, while on the 18th we made an advance of 100 yards beyond those trenches. We picked up dead and wounded in sufficient numbers to indicate that the enemy's losses in these engagements were more than a battalion.

"Since the 19th the Germans have continually attacked this point desperately, but have regained only a third of the ground lost.

"In the Vosges, Harnes and Wellerkopf was held by two sections in the beginning—a section numbers 60 men). Later these were reinforced by three companies. Here our chausseurs made a heroic stand, but this force was obliged to succor a small guard at the summit, which was furiously attacked by important forces of the enemy. In the heavy snowstorm and fog, and unable to see more than ten yards ahead of them, this small detachment, knowing that the guard had only 300 cartridges, set out on January 9, over a rocky declivity which was obstructed by thickets, to save their comrades.

Ice Impedes Advance. "Two companies tried to reach the enemy's left two others marched towards the right, but the Germans were strongly organized, and the advance was slow. The men, slipped on the ice, and falling back on accessory defences, fought all day. From the summit, the guard heard the firing, and in the evening their trumpets sounded a salute. Our men continued to gain ground on the 21st, up the slope, but slowly. The chausseurs still held out. Assault after assault was delivered. Two officers fell at the head of their men, but in spite of the ice and barbed wire, the force advanced.

"At nightfall nothing more was heard from the summit, and the handful of valiant defenders succumbed before help arrived. The relieving party now command the summit of the heights, preventing any offensive movement by the enemy."

TRAGIC ENDING TO COLLIER'S WAKE

Watchers Slept and House Caught Fire—Corpse Was Cremated

The house of a man named Murphy at Collier's, C.B., was destroyed by fire a few nights ago. The corpse of a child was in the house at the time and as it could not be removed was cremated. Candles were burning in the room and the members of the family having fallen asleep, one of the candles in a thought burned low and ignited the bed clothing. When the parents woke the house was in flames and they barely escaped with their lives. A crowd soon congregated but the fire had gained such headway that it could not be extinguished and the corpse could not be removed. The dwelling was completely demolished and the charred remains were later found under the debris.

STEBAURMAN'S OINTMENT

Mr. L. Stebaurman.
Dear Sir,—I was suffering for the past eight months with a sore leg and during that time was treated by several doctors, but all to no avail. I was recommended to you for treatment and after using your remedies, I was made a perfect cure.

Yours truly,
R. WEIR,
Pelly Harbor.

Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00—oct23,2w
Cash Must Be Sent With Order.
P.O. Box 651, or 15 Brazil's Square.

Libel Suit Case Has Been Set Back To Await Witness

This case which was set to be heard to-day before the Supreme Court and a Special Jury, came up, and was adjourned, owing to the absence of operator Berkeley of the Florizel.

It was stated in Court that he was not now on the Florizel. He is said to have been transferred to another ship while the Florizel was in England recently. He is now on a ship en route to South America. The Jury was dismissed and the case will come up again in the near future.

VICTORY Flour, Fresh and Sweet while the loaf lasts,—feb12

Repeated Concert For the City Poor

The Grand Dramatic Entertainment, consisting of the comedies "Between the soup and the savoury," by Mesdames H. Outerbridge, Colwell and Chater, and "French Before Breakfast" by Mrs. H. Outerbridge, Mrs. Chater Miss Emily Mare, Miss Jean Emerson, Messrs. W. W. Blackall, Basil Jackson and Chas. Hutton, was repeated at the Casino Theatre last evening in aid of the poor of the city. There was a large attendance and the entertainment was successful in every particular. The acting was even better than on the previous evening and that is saying something. Each artist did exceptionally well and was enthusiastically applauded. The work of the orchestra was also very favorably spoken of, each number being heartily enjoyed.

VICTORY Flour, Fresh and Sweet while the loaf lasts,—feb12

EXAMINED PRISONERS

The preliminary hearing into the charge of larceny against a young lady lately employed at H. Blair's was commenced at Judge Knight's office this morning. Recess was taken at 1 p.m. and the hearing will be resumed this afternoon.

The first girl arrested from S. E. Garland's was also removed from the Penitentiary to the Lock-up this morning, and the preliminary examination of the charge against her will likely take place this afternoon.

VICTORY Flour, Fresh and Sweet while the loaf lasts,—feb12

'Fogota' Returns

The Crosbie coaster Fogota, Captain Dalton, return last night, having been able to get north of Westleyville. She was icebound at Bay deVerde for nearly a week on her way north. It is not yet known if she will make another trip north.

Stephano to Sail

The s.s. Stephano sails at 11 a.m. tomorrow taking the following passengers: A. Jones, W. W. Watson, Mrs. Brown, Miss L. Holden and five steerage.

Portia Sails

The Bowring Coaster Portia sailed West at noon taking the following passengers: H. Dillon, Miss Tibbo, W. Lake, A. W. Lake, G. Vallis, Capt. Vigas, Mr. Ridges, J. Forbes and ten steerage.

VICTORY Flour, Fresh and Sweet while the loaf lasts,—feb12

SUPREME COURT

Present: Mr. Justice Johnson. Abram Kean vs. W. P. Coaker and the Union Publishing Company. Limited. This is an action for \$10,000 for damages for libel. W. J. Higgins for plaintiff, Morine, K.C. and Kent, K.C., for defendants. Morine, K.C., moves for adjournment on account of the absence of principal witness and reads his own affidavit in support of same. Higgins for plaintiff, consent to a short adjournment. The Special Jury summoned for the case are discharged and the case adjourned sine die. The Court adjourned till to-morrow at 11 a.m.

Demand VICTORY Flour, the sooner the better,—feb12

Stole Rabbits

A city laborer, while under the influence of liquor stole a pair of rabbits from an uptown grocer yesterday and was arrested. He was before Judge Knight this morning and was fined \$5 or fourteen days for being drunk. Sentence was suspended for the stealing of the rabbits.

C.L.B. NON COMS' ANNUAL MEETING

And Wind Up Business Proceedings with a Supper and Impromptu Concert

The non coms. mess of the C.L.B. held its annual meeting last night. There were many vacant chairs owing to the fact that the majority of the non coms. have volunteered for active service.

The reports of the secretary and treasurer were presented and reported the mess to be in a strong financial condition. The election of officers resulted as follows:—

Chairman—Col. Sergt. F. G. Reid. Vice-Chairman—Sgt. Instr. F. Miles. Secretary—Corporal W. R. Motty. Treasurer—Corporal C. B. Stevenson.

Committee—Corps. Jerrett, Miller, Chafe, Goudie; Sergt. Crane, Bandmaster Cake.

Sick Investigating Committee—Corps. Edgecombe, Motty, Vavasour, Lance Corp. Ellis, Sergt. Jerrett.

An impromptu supper followed when the following programme was gone through:—"The King"—Prop. the Chairman. "The Officers"—Prop. Staff-Sergt. Cake.

"The Companies, Band and Old Comrades"—Prop. Staff-Sergt. Reeves; Resp. A Co's, Sergt-Instr. Miles; C Co's, Sergt. Jerrett; F Co's, Col-Sergt. Reid; Band, H. G. Martin; Old Comrades, B. Hussey.

"Absent Members"—Prop. Qr-Master Sergt. Williams. "The Ladies"—Prop. Corp. Motty; Resp. Qr-Master Sergt. Williams. "The Chairman"—Prop. Staff-Sergt. Reeves; Resp. the Chairman. "God Save the King."

Songs were given by Non-Coms. E. Ellis, Miller, LeMessurier, Motty, A. Edwards, Crane, Barnes, and a reading by Corporal R. Chafe. A cable of the result of the meeting was forwarded the C.L.B. Non Coms. and Warrant Officers at Fort George.

If you want to free your roof absolutely from leaks and repair bills, then use Elastic Cement Paint. P. H. COWAN, Agent.

EDWARD YOUNG OF THE RESERVE CROSSES THE BAR

Edward Young, a fine young naval reservist, died at the General Hospital at 4 a.m. from meningitis. Deceased, who was only 27 years old, entered the Hospital on Wednesday.

He was a resident of Bonne Bay, and was well liked by all who knew him. Rev. H. Uphill, of St. Mary's tended him during his last moments. He will be buried from the hospital at 2 p.m. to-morrow, with naval honors. Mr. A. Carnell is the undertaker.

The barqt. E. S. Hoeken, Capt. Martin, passed Cape Race this morning, 30 days from Pernambuco.

SA-TO Mint Juleps. Smokers and Public Speakers find them invaluable. On sale everywhere. Soldiers endorse them as more beneficial than chewing gum. They keep the mouth moist and sweet.

ARMY ORDERS

The London Gazette, of date Tuesday, January 26th, contains the following War Office announcement: With reference to Army Order No. 35 of January, 1915, Officers of Overseas Contingents are granted temporary commissions in the Army, with effect from date of embarkation from their respective countries, or subsequent appointment, and take rank with Officers of the Regular Army from such date.

The Viking is now at Bowrings northern premises fitting out for the fishery. She has been fitted with wireless.

There is now only one case of diphtheria at Petty Hr. the others having fully recovered.

The weekly meeting of the Civic Commissioners takes place this evening.

The local train arrived at 12.30.

The Glencoe left Grand Bank at 7.15 a.m. yesterday for Western ports.

The Ethel left Burin at 2.30 p.m. yesterday, going west.

The Melgale and Home are still detained in port on account of ice.

REPORTER WANTED

—Wanted, at once, a Newspaper Reporter. Apply to Mail and Advocate.

Handsome White Swiss Embroideries

Removal Sale Prices.

THIS is a golden opportunity for you to make a selection of high-grade, white, Swiss and French Embroidery and Insertions at low prices.

Here you can select a piece suitable for any purpose, in the best the world can produce, and you'll find no trouble to match the various designs in the different widths.

Some of the richest patterns you've ever seen are amongst this excellent lot of thirty thousand yards of New Goods—they are the best we have ever shown the public and you owe it to yourself to see them before buying elsewhere.

THESE EMBROIDERIES are worked with extra fine, mercerized thread, on fabrics such as Lawn, Cambric, and Long Cloth, etc.; in pleasing, floral and geometrical designs, in the raised style—no ruff edges—similar to hand-work; in half, one, two, three, four, five, six, seven, eight, twelve, fifteen, twenty-four, twenty-seven, forty-two and fifty-four inches wide.

Just imagine, a Dress Robe made of our 54-inch wide Embroidery—nothing could be more charming.

Then think of your children—how clean and fresh they look when dressed in dainty white Embroidery frocks—so easy to make and so easily laundered. Come in and make your selection to-day.

Prices are extremely low for such splendid qualities.

Remember, the REMOVAL SALE PRICES continue on all our Dress Fabrics, Blouses, and all other goods that we had advertised recently.

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

RED CROSS LINE.

INTENDED SAILINGS.

From New York: STEPHANO, Feb. 3rd. From St. John's: STEPHANO, Feb. 10th. Passenger Tickets issued to New York, Halifax and Boston.

FARES INCLUDING MEALS & BERTH ON RED CROSS STEAMERS:

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

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

HARVEY & COMPANY, Ltd.
Agents Red Cross Line.

For Sale! Motor Boat F.P.U.

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

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

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

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

W. F. Coaker.

Advertise in The Mail and Advocate