



### Are YOU Getting YOUR Share

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

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

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

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

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

### Letters of Interest From Mail and Advocate Readers

#### Longley Iron Pipe Deal

Mr. P. C. O'Driscoll States His Case.

(Editor Mail and Advocate)

My position with regard to the recent purchase of Iron Pipe by the City Commission, my first intimation of the Board's action was given me by a member who said they were looking for prices on a very large quantity of iron piping and on enquiry through Mr. Longley they could save several thousands of dollars to the City by buying in the American market, and furthermore he thought it was my firm Mr. Longley got the prices from, therefore I ought to lose no time in looking up the business. In the course of a few days Mr. Longley submitted a price of \$22.70 per ton and a little later he submitted another price of \$22.20 as freights had advanced.

In the meantime I took up the matter with my principals and wrote the Commissioners that I expected they would give me, the authorized agent, a chance to figure direct. Being a citizen and taxpayer I naturally looked on this as my right, and furthermore the enquiry made by Mr. Longley to my firm showed he went to the best people in the business for prices, as he had the interest of our city at heart, but I think his interest should have terminated there. It should then be left for the Commissioners to take the matter up with me.

At the next meeting of the Board my letter was read and I was asked to quote, which I did and submitted my price of \$22.90 as against Mr. Longley's of \$23.20, but to the surprise of several of the Commissioners Mr. Longley, whether through instinct or not, must have found out something and quoted \$6,000.00 less than your humble servant. I was made aware of this and immediately telegraphed my firm as follows:—"New York competitors quoting \$2.90 cit net less than you, must beat that price to secure business." Not receiving an answer for three days and thinking my firm was too disgusted to enter any further into the business I wired them again as follows:—"St. John's Municipal Board waiting my answer, it is possible for you to meet the quotations supplied them by Mr. Longley of New York, please answer." I received the following on the 25th of March:—"We understand price mentioned your telegram twentieth was made in error and subsequently withdrawn and further that price of \$22.90 is well in line with quotations other makers submitted to Longley if absolutely necessary we might reduce our figure very slightly and if you can secure firm offer from St. John's Municipal Board and will wire us we will immediately wire whether or not we accept."

I was informed by the Committee in charge our prices were still too high, and wired again as follows on the 25th:—"Have interviewed Municipal Board who inform me our prices not as low as other received, am very anxious we should get this business and am prepared to split commission in two halves rather than lose it, do your best, must have an answer by Friday afternoon, they will close Friday night's meeting." I may say here Mr. Editor, I thought half a loaf better than no bread, hence my reason for offering to split my commission. You must remember we all feel the depression in business just now.

On March 24th I received the following telegram:—"Name lowest we can quote on present ocean, freight, hope to secure tomorrow lower freight by guaranteeing return cargo to vessel and trust to make reduction fifty cents net ton, wire if this interesting, and we will telegraph you definitely Saturday morning." It was on Saturday morning I received above and sent a copy to the Chairman, Hon. J. Harris and Mr. C. P. Ayre, the Committee appointed by the board to deal with the business. I got a further message at 2 p.m. the same day as follows:—"We now quote \$22.45 net ton delivered St. John's, trust you can secure order, writing." I at once sent copies of that message to the Committee but to my great surprise at six o'clock I received a note from the Secretary stating the Board had accepted my offer of \$22.50 per net ton on dock, St. John's,

#### A Sealing Story of 1877

(Editor Mail and Advocate)

Dear Sir.—Tom has been tormenting me to write and tell about the seals down here, and I suppose I must do what he wants me or he'll be mad with me 'till next Domesday. An' I'd sooner wear my fingers out writing than let that happen, you know.

There has been quite a lot of old hoods and harps here but the ice was too rough for to go off and look for any young ones, but Tom says he thinks they were out here in the bay. He was out on the ice the other day and had a few shots and sunk one, and came in almost blind in the bargain. So I reckon if all the men that's gone for the ice are like Tom there won't be much doin' with the seals this spring.

Our old friend John Wells is better now and is able to get up to our house to have a chat with me and Tom. Last night he was telling about the time that he was out to the ice with Skipper Jim Scriver in a schooner called the "Busy," and I don't think I could do a better thing than try and write it as Uncle John told it. One thing I am sorry for, he couldn't remember the exact date.

#### Uncle John's Story

On the 5th of March, about the year 1877, we left the Northern harbor of Exploits in a schooner called the "Busy," 47 tons register, owned by Skipper John and his brothers. The 5th of March that year came on Saturday. We left early in the morning and got to Little Bay Islands where we spent Sunday, in company with Esau Blandford and Mersell, both from Herring Neck and, like ourselves, were looking for swyes. On Monday morning the three of us got under way and were down to Cape John by dark that day. At night fall it began to snow pretty thick. Capt. Blandford gave back in Green Bay for the night but Mersell and ourselves went on, and by daylight we were down to the Northern Grey Islands. It was still snowing and by this time blowing a lively old breeze too, so we reefed her down and pointed her nose for White's Arm where we stayed all that day. The next morning it was fine again and as beautiful a morning as ever you have seen, so we were on the move at the first crack o' dawn.

We had a dandy time down the shore all that day and tied her on to the White Island for the night. I may say we got there a little before dark and got a fine shot at some ducks which were fishing on the island. But it got dark before we could pick them all up.

The night was much the same as the day, clear and fine, and about ten o'clock some of our fellows went up on deck and began to holler out about the queer noises they heard, so all hands got up to listen, and then right on the spot there was an argument, some said it was ducks, and some would have it seals. Says I, the only way to know is, for two or three of us to get in the punt and go and see. No sooner said than done. Two or three of us were in a punt in a jiffy, and off to see where the queer noises came from.

We only went about half a mile when we came across an ocean of young harps, so we threw in a punt load—some dead and some alive—and went back to the schooner again, and I tell you, Uncle Tom, there wasn't much sleep that night for anyone. Next morning was Thursday, and Skipper Jim and all hands on the ice by daylight to begin to fill the schooner up. During the day we were joined by more schooners from Twillingate, and Capt. Blandford reached us, too. Well, we worked away in that spot until all hands were loaded to their

for 5000 feet six inch pipe and 2 1/2 tons Pig Lead at 1 1/2 cents per pound, and also regretting it was unable to place the order for the larger quantity of pipe with me. This closes my statement with regard to the manner in which your humble servant has been dealt with in the iron pipe transaction. Now the question arises, did I deserve the minor portion of the order? If so my prices were right and it is for the Committee to explain why I did not receive the whole order.

Thanking you in advance, Mr. Editor for publication. Yours truly, P. C. O'DRISCOLL. St. John's, March 20, 1915. N.B.—I may state the larger order amounted to 21,300 feet, my share amounted to 5,000 feet.

satisfaction. The last day we were at them we put five hundred aboard for nine of us and they all averaged eighty pounds each.

Next day we cleared away and started to run in for the land, with the rest of the fleet, and got home again without any mishap, and was only three weeks from the time we started till we got home again, with almost \$400 of fat a man. Say, Uncle Tom, you can't make a bill like that in the steamers now-a-days, eh? We took out our fat and went out, again for the second trip but didn't do much that time. So that's my story of my first and only spring at the ice and I'm too old to go out to look for one. But, Tom, I'm certain sure if I was young now like I was then I'd have my share of swyes now.

Now Mr. Editor I have tried to write this as much like Uncle John told it as possible.

Before I close I must say that two more of our young men have volunteered for the war. Their names are Paul Lilly and Gerald Freeman. Paul is a Union boy. I don't believe the girls like to see the young men going away like that, but I was only going to write Uncle John's story, so I shall have to close.

From, Aunt Sarah Ann and Uncle Tom, March 27th, 1915.

#### Proud of Coaker and His Work

(Editor Mail and Advocate)

Dear Sir.—Will you allow me space in the "Fisherman's Friend" as we sometimes call the "Advocate" to say a few words of praise for our noble President, Mr. W. F. Coaker. I have been a member of the Fishermen's Protective Union for about four years, and if I had to live a hundred and four more, I would still stand by the Union. I feel that Mr. Coaker is the right man in the right place and that all the fishermen should stand by him in his work. There are some of the Union men who would not sign the Kean petition simply because they feared it would be offending the Bowring firm. Well, I'm glad I don't love the Grabbals as much as that. I'm sorry to say I did not sign that petition, not because I was afraid to displease Messrs. Munn and Bowring, but because I didn't get the chance to do so. We are glad to know that our Island has a man so full of pluck and energy as our President and we feel that he will be successful in his fight to secure freedom and prosperity for the toilers of Newfoundland.

We can see the good Mr. Coaker is doing in the Trading Company, the Sick Fund and the Disaster Fund whereby many a dollar is being saved up for the poor man. Some people have been saying that Captain Kean is a good man, but he is no good to the fisherman. I believe that if he had been as interested in the poor men at the icefields last Spring as he is in the checker-board, he might have saved them.

Yours respectfully, TUF LEATHER. S.E. Arm, New Bay, Mar. 13, 1915.

#### Will Remember Morris's Insult

(Editor Mail and Advocate)

Dear Sir.—So seldom that anything appears from this place that I felt inclined to ask permission for the use of your columns so that I may through your fearless and valuable paper add my humble comments to the Bowring-Kean outrage. Something which will long be remembered in this little settlement as it is not yet quite a twelve month since that terrible sealing disaster in which six of our poor unfortunate toilers were left on the ice to perish by the blunder of Ab. Kean, and yet in spite of all the petitions that were presented to the Kaiser Morris, Jack Munn and Eric Bowring allowed this contemptible thing to command a ship to the ice again, which plainly shows us what respect they have for the relatives of the poor men who perished. This insult by that firm and by bluffer Morris will some day be avenged, and perhaps sooner than expected. By their fruits ye shall know them. Therefore let all our readers bear them in mind once and for always.

FACTS.

### Easter Shoe Sale



THE CHOICEST STYLES IN WOMEN'S SHOES

Special Easter Footwear is now ready.

The season's best models for Men, Women and Children.

High or low cut styles that any man or woman would be proud to wear.

Shoes for men and women that are classy and different. Black or tan leathers.

Not a Shoe in our whole stock is priced too high or beyond reach. Our prices are always pleasing.

Men's Shoes, high or low cut, bright or dull leathers and tans. New high toe or low receding toe. Prices: \$2.40 to \$5.00.

In our Women's Shoes are the new military boots in colored tops, Gun Metal and Patent Leathers. Prices: \$1.50 to \$3.00.

Youths' and Misses' Shoes. Prices: \$1.25 to \$2. Children's and Infants'. Prices: 29c. to \$1.40.

We cordially invite you to come and see.

The White Shoe Store

304 and 306 Water Street. S. B. KESNER, Prop.

### Are You a Subscriber?

Do you wish to keep fully posted on all public questions?

Do you desire to read a paper which is free and independent?

We believe the public of Newfoundland desire and deserve a paper that will give the truth and give it in an interesting manner.

The Mail and Advocate is edited solely in the interests of the fishermen and labourers of Newfoundland. It is not controlled by monied interests, trust or corporations. It is essentially a Peoples Paper.

The Mail and Advocate carries a punch in every issue. It has no axe to grind but yours.

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

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

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

Signature \_\_\_\_\_

Address \_\_\_\_\_

Date \_\_\_\_\_, 1915.

### FOR SALE A Steam Capstan, With Engine Attached.

A very suitable Engine for a Factory where a Winding Drum or Capstan is required. A very compact, space economizing outfit. Useful for a Steamer where a steam winch is not available. This Engine is in first class condition, and will be sold at a bargain, if applied for at once.

Fishermen's Union Trading Company, Limited.

#### DO IT NOW!

Its no use waiting till somebody else gets ahead of you. Now is the time to advertise in The Mail and Advocate.

#### FORGING AHEAD!

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

### 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. Nine-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.

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

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

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

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

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

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

Advertise in The Mail and Advocate

**DUE TODAY**  
**1 Car of**  
**CORN MEAL**  
 and  
**YELLOW CORN**  
 Prices Right  
**J. J. ROSSITER**  
 Real Estate Agent

One Motto: "SUUM CUIQUE"  
  
 (To Every Man His Own.)

**The Mail and Advocate**  
 Issued every day from the office of publication, 187 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.  
 87, JOHN'S, N.F.L.D., MARCH 31, 1915.

**OUR POINT OF VIEW**  
**The Anniversary Of**  
**The Sealing Disaster**

ONE year has passed since the great sealing disasters which claimed 253 of Terra Nova's primest sons. Thousands of eyes in Newfoundland will be dim to-day owing to those disasters.

Many a mother will shed tears as she recalls the bright strong lad that left home last March in the Newfoundland and Southern Cross, never more to return. Many a wife will mourn for him who was to her all that life was worth living for. Many an orphan to-day will wonder why mother's eyes are so dim, and will hear of the story that left them without a father.

Many a father's heart will to-day contain bitter remembrances of what occurred just one year ago off Trinity Bay, and as he lingers to peep over the past he will feel somewhat relieved as in imagination he glances towards Cape John. His thoughts will be that man is no better than he ever was, while God's promise of "I will repay" is as strong and genuine as it ever was.

May the God of Right shower His blessings upon those sad bereaved ones to-day and lighten the crime committed against them by the Government of their Country and the firm of Bowring's in making a hero of the instrument of their sorrow and the cause of all this suffering.

Last night and to-day a storm almost equal to the blizzard of March 31st last is sweeping over the eastern portion of the country and nothing that man could do could recall more vividly that day one year ago, with more severity than to-day's blizzard does.

Out over the ocean our sealers to-day will wonder why this blizzard should be sent to commemorate the same fatal day of last year. Their thoughts will all be turned to the Florizel and the response will be that "God moves in mysterious ways."

Let those who aided and abetted a guilty man to escape man's punishment, learn a lesson from Nature's God, who has cast His lightning over our Country ever since this calamity of man overtook it last March.

The barometer acted exactly as it did last year on this day when it foretold a blizzard. It fell five tenths of an inch from midnight to this morning.

Let us hope that none of our sealing ships will suffer by to-day's blizzard. The men at any distance will not be exposed on the ice for the storm to-day broke at a time when all should be on board of their ships.

One Year has passed—a year that all thinking persons in Newfoundland will remember while we live.

Our sympathy we extend to the bereaved friends of those brave men who laid their lives on March 31st, 1914, on the altar of duty and paid a price—an awful price—in order to safeguard the lives of all sealers, but which would have been in vain had there been

no F.P.U. or Mail and Advocate or Coaker to bring home to the sinners the enormity of the evil. Thousands of men to-day will think the same thoughts of the almost criminal indifference of the Premier and some of his henchmen regarding their action in reference to the manner in which they have coddled and blighted the Country concerning Kean and the slaughter of 78 breadwinners on March 31st and April 1st last.

**Our Timber Areas**

THE HERALD, lest eyeing strongly endorsed the position taken by this paper regarding the recent activity of the timber land grabbers to secure from the people petitions backing up the exportation of pit props and pulp wood.

It is asserted that they stated last summer when the Legislature passed the temporary amendment to Crown Lands Act, permitting the export of pit props during the continuance of the war, that it was the thin edge of the wedge and they would secure one way or another the permanent exportation of pit props and pulp wood and make themselves very rich at the expense of the toilers of this Country whose heritage they are now endeavouring to rob from them by amending the laws in order to permit unlawful holders of our timber wealth to grow rich in a mighty quick time while the future fishermen of the Country would have to give up fishing and emigrate for the want of timber wherewith to provide themselves and schooners to prosecute the fisheries.

These sneaky grabbers who would despoil the Colony of her timber wealth and turn the whole interior into a famishing wilderness in order to grab fortunes at the Country's expense have had their vile plots exposed and the fisherman who signs his name to one of those petitions deserves to be deprived of a country and be held up to the scorn of every lover of Terra Nova.

We understand the Executive Council was divided upon this issue last summer when the matter was pushed before it by some of the Council, whose object, may easily be discerned.

The Premier it is said opposed the proposal but his wishes were overcome by a majority of the Council voting in favor of the proposal.

The timber grabbers thought they had secured a victory, but it will be found that they will receive scant courtesy at the hands of the F.P.U. members when this matter is brought before the Legislature.

The permission to export pit props must be rescinded, and the curse ended. The whole body of fishermen are loud in their condemnation of this curse which the amendment passed last September has brought upon the Country. They will not tolerate its longer continuance.

The timber wealth of the Colony must not be handed over to speculators for their selfish ends. Let the limits revert to the Colony and every one of them who has failed to live up to the requirements of the law forfeit their ill secured and illegally held licenses.

There must be no half measures adopted in this matter. We warn our fishermen friends to consider the timber export petitions sent around by Noseworthy as you would the Black Plague.

They tried to secure the support of this paper and the F.P.U. in their business but failed. They may as well have tried to swallow Signal Hill.

Never will we consent to see the Country's best interests prostituted to the requirements of the clique who for years past have swarmed the Crown Lands Office daily seeking who they may devour and grabbing up every acre of timber areas in the Colony.

We showed where we stood when we brought Donald to his knees over his darling timber area schemes, and as punishment drove him from public life and from office whipped and scourged, and Noseworthy may rest assured that those using him in this business will receive no lighter treatment.

The scribe of the Mail and Advocate heard the "Pit Prop" question which this paper has so ably discussed in its last couple of issues—commented on to-day and those who know claim it is a timely mention. Of course it is, and the land-grabbers have yet to learn that but a preface of the whole history of greed and wrong and general destruction to the interests of our people has been entered upon. It is a big and vital subject and is going to be ably dealt with accordingly.

**BLASPHEMY!**  
**GOD DID IT, SAYS**  
**JUSTICE JOHNSON**  
**CAN GOD BE THE AUTHOR OF EVIL?**

In the report of Judge Johnson of the Commission of Enquiry into the Sealing Disaster of 1914, that loquacious gentleman lays the blame on God. We confess that we had never thought of that before! He says in a truly convincing style, and with superior and final decision in his words: "Having dealt with the heads (a) and (b) supra, (most illuminating!) I may dismiss (c) by saying that the disasters were the Act of God."

That settles it, gentlemen! At last the blame has been laid at somebody's door! The honor of discovering the culprit in the crime of the 1914 seal fishery rests on His Honor Justice Johnson. God did it! Gentlemen, that ends the matter; we cannot arraign God before any earthly bar of justice.

To this great and learned Judge of the Law Courts of Newfoundland we must give credit for the newly discovered doctrine that God is on the side of the merchants, and sealing masters, and in desperate enmity to the fishermen!

This decision of a Mr. Fracing both-ways with regards to God's responsibility in the sealing disaster, would free Captain A. Kean from all blame, which it is quite evident the Commissioner desires, for, about two-thirds of his report to the Governor appears to be devoted, not to an impartial survey of the evidence before him, but to a biased attempt to exonerate Captain Abram Kean from any criminal neglect or responsibility. Any ordinary observant reader of his report will serve through the design without glasses on.

In an enquiry of the nature of the one the Commissioners had to prosecute, only such evidence as bears directly and immediately on the situation at the time of the disaster, can have any value in determining at whose door the neglect, or blame is to be laid, but here a petty-fogging justice of the law courts, who knows no more about the seal fishery than a boy would, comes forward with the astonishing theory that because Captain Abram Kean has been successful at the seal fishery, and a good fellow for twenty-eight years, he could not possibly be to blame in such a disaster! Did angels, or devils ever offer a more biased, or insidious argument in such a case as this?

Commissioner Johnson was not appointed to his position at the enquiry to decide the matter for or against Abram Kean; he was there to try and discover who was to blame from the evidence brought before him by competent witnesses. What in the name of justice, has Captain Kean's twenty-eight successful years at fishery to do with it? Mr. Justice Johnson's opinions about Captain Kean's character, or ability, do not weigh a feather-weight with the judgment of the public.

Is Mr. Justice Johnson above his fellows? Is he great, or learned, or wise, to some extraordinary degree?

His report to the Governor, summed up, attempts to prove (1) that God did it, (2) that Captain A. Kean has been successful at the fishery for twenty-eight years, therefore, he did not do it, (3) that Captain Kean's (to quote) "powers of correct observation at the seal fishery, and his ability to recall, and describe the positions of several moving ships at different times of the day, even where his own vessel was not concerned, are very remarkable."

It is quite evident from the foregoing opinion that Captain Abram Kean had not been drinking, or of such remarkable powers of observation and description would have been impaired!

Justice Johnson says that Captain Kean "is no more to blame than the captain of the Southern Cross." Well, the poor captain of the Southern Cross is in a worse fix than God. God is present to answer for Himself by Judge Johnson.

Did ever any man with pretensions to education and religion display a more ancient fatalism,

or cruel theory of the providences of God than this: "The disasters were the Act of God, and in the circumstances inevitable"? The old time Calvinists who believed that God sent some men to hell, were nowhere, as compared with this miserable effort to shuffle off the responsibility on to the Diety.

The impartial report of the majority of the Commission states that the men from the "Newfoundland" were put off on to the ice with the understanding that they were to go to the "Stephano," and find shelter on her for the night. They reached the "Stephano," and spent twenty minutes on her; then, in spite of the snow that was falling at the time, they were ordered off on the ice again, with instructions from Captain Abram Kean as to where to locate the seals. "In the position of responsibility," says the Commissioner, "in which the captain of the 'Stephano' stood towards those men, he should have obtained, from the Newfoundland's first officer, exact information as to the time taken to travel that distance before presuming to advise. There can be no question that a grave error of judgment was committed by the captain of the Stephano."

Commissioners Sir W. Horwood and Hon. Mr. Justice Emerson base their decision in the matter of the responsibility for the crime, upon the evidence brought before them, including that of Capt. Kean himself. They, too, might have said, "Captain Kean is a jolly good fellow, and therefore could not do it," but they weighed the evidence, and came to a decision diametrically opposite to Justice Johnson's.

Captain Kean did not mean to cause those lives to be lost. But the Commission of Enquiry says he "erred gravely in judgment," in spite of his very remarkable display of observation and discretion before the Hon. Justice Johnson.

Mr. Justice Johnson's report reminds us of childhood's happy days, when the crockery was broken in mother's absence, and the evidence given was to the effect that "Nobody did it," only in this case Justice Johnson's excuse is infinitely more audacious, and blasphemous. God did it.

Can God be the author of evil? Think to what dark lengths this doctrine would drive the widows, and orphans of the men who perished in the wintry blasts that bit and burned them on those storm-swept icefields? If God did it, then away with the christian conception of God! "Like as a father pitieth His children, so God"—No, Sir, you had no son on the icefield that terrible night, or you could not so easily say "God did it." Somebody else did it, not God.—Brutus.

**"The Hr. Grace**  
**Standard" and**  
**Sealing Disaster**

Thinks the Responsibility of each Actor in the Tragedy should be adjudicated upon in the calm atmosphere of a regular court and not be dragged into party politics when the real issue may be lost sight of.

The report of the Minister of Justice on the steps the Crown had decided to take with respect to the Ss. Newfoundland Sealing Disaster, a copy of which was sent to Mr. Coaker, President of the Fishermen's Protective Union, has not been made public, so our remarks can only be of a general character. From what was stated respecting its purport in the Mail and Advocate, we gather that the Crown does not consider there was anything in the conduct of anyone that had a part in the sealing disasters of last Spring that the law could take cognizance of.

We have no intention here of entering into the matter of the soundness of this decision from a legal standpoint, (to which we would not do justice to our subject not to state that it has seemed to us all throughout the best course to pursue in the matter of the responsibility, if any, of parties was to make investigation into the circumstances by an impartial tribunal capable of pronouncing on the blameworthiness or otherwise of the parties concerned, and empowered to pronounce sentence on any persons found responsible. This might either be done by the ordinary mode of procedure or perhaps—because less harsh so to speak in appearance—preferably by somebody similar to the Court of Enquiry that adjudges in the case of ordinary marine disasters. As we all know, they may not all agree as to details, and degree of responsibility, and the best mode of dealing with the matter, there were several parties that did not do all that the public has a right to expect that men in their position as leaders should have done to safeguard the lives under their charge; and inclined to we are to take the most lenient view we can of the responsibility of each and every one of these and to give them credit for no bad intentions.

Does not improve them. Yet this is what is done at present. Such a practice certainly does not "improve" the fish, and the fisherman or dealer who is guilty of them should not be allowed to market his produce.—A.D. in "Conservation."

**LANDING**  
 Ex Schooner "Arthur H. Wright," a cargo of  
**PRIME SCREENED SYDNEY**  
**COAL**  
 Prompt Delivery.  
**Colin Campbell**  
 85 Water Street

tions, we hold that it would have been well were some tribunal in whom the public has full confidence to pronounce on the responsibility of each and every one concerned, and to administer what correction was necessary in each case, even the such were merely a caution.

This with adequate measures to prevent such disasters in future would have done much to satisfy the sense of justice of the people at large, to have prevented the Captain A. Kean's action that has assumed such proportions and appears bound to involve people that should see eye to eye, and to bind some to the real main question at stake—the safeguarding of human life.

We think it is infinitely better for such a matter of the personal responsibility of each one of the actors in the tragedy to be considered and settled in the calm atmosphere of a judicial investigation rather than have it thrown into the seething caldron of partisan contention as is being done, in which the real issue may be lost sight of. We have tried to do our part in pointing out the way to avoid this deplorable situation. But stress no special tribunal has adjudicated on the matter, and the Department of Justice has decided that there is nothing in the way in which the different persons in authority on the occasion of the Ss. Newfoundland disaster discharged their duties that is subject to consideration by the ordinary courts of law, let us leave for the nonce all questions as to the unsatisfiability of this decision, and from careful or reckless bloodiness, and as the buttress to their own sentiments of regard for human life threatened by Lucra, the Fear of man over them, and other motives that assail our weak human nature.

And then, there is the loss of respect by the people for Law in general when it proclaims itself powerless to deal with so vital a thing as the safety of our breadwinners' lives! If the law be so weak, it should be amended or extended, and the sooner the better. The Legislature will meet in a few days; and what better could engage its attention than claim, unbiased, non-partisan, practical consideration of this matter?

feared. The installation of wireless and other mechanical devices will prevent this. We grant that such may reduce the risk; but as everybody knows that such things will not prevent big disasters not to speak of smaller losses in invaluable lives. There is the human element to be taken into account. It must not be left to any man's good nature to look after the safety of those under his charge nor must his lack of judgment or his neglect be complete occupation in the eyes of the law. It is, as everybody knows, not so in the ordinary Commercial Marine nor on land. Why should there be no law for the Seal Fishery? Are not the lives of the sealers as valuable as the lives of the sailors, or the factory, railway or other hands?

**SOME CHALLENGE!**  
**TIME TRIED CAILLE PERFECTION STORM TESTED**



**The Trouble-Proof Engine.**  
**PERFECTION WATERPROOF IGNITION SYSTEM.**  
**No Coils—No Batteries—No Timer**  
 Only One Wire on the Whole System.  
 The only safe equipment for boats that must be used every day.  
 No danger of your engine stopping if caught in a storm.  
 Advantages of Perfection Igniter.  
 No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable.  
 Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.  
**Caille Perfection Motor Company**  
 World's Largest Builders of 2 Cycle Engines

Photograph of Actual Test.  
**F. G. HOUSE & CO., Columbus Building, St. John's.**  
 Sole Agents and Distributors.

## Like Sunday School Teachers Are the Huns and Vandals Beside the Germans

Dr. Charles T. Baylis Tells Story of Belgian  
Atrocities—Awful Scenes of Devastation

**B**RINGING photographs and affidavits by diplomatic representatives and by others to prove his assertion that the treatment of Belgians by the Germans will take place as the most inhuman act in the history of the world, Dr. Charles T. Baylis, of the American Commission for Relief in Belgium, returned from that country yesterday on board the Cunard Line. Dr. Baylis' home is in Brooklyn.

Accompanied by F. H. Gaylor of Virginia, and E. D. Curtis of Cambridge, Mass., American Rhodes scholars at Oxford University, Dr. Baylis made a one thousand mile tour of the stricken country by automobile.

"If the lid is ever lifted and the true stories of the appalling atrocities and outrages are ever told, the Germans will make the Huns and Vandals look like Sunday school teachers," he said. "I have brought with me the most amazing series of affidavits and pictures ever taken and I have seen in Belgium such suffering and woe as is inconceivable.

"For six weeks I went through the country and everywhere I faced such desolation that I was a nervous wreck when I returned to London. The affidavits which I took were all from men of unimpeachable reputations. Diplomats, burgomasters, clergy of every degree, all told me the same stories and backed them up with optical proof.

"I spent a day with Cardinal Mercier of Mechlin, who was surprised by the Germans because of his pastoral letter. With tears streaming down his face he repeated to me experiences through which he had passed. He told me of girls and women he had visited in a clerical capacity and of outrages he had witnessed.

Though the Germans have persecuted him they have not broken his indomitable spirit. He related to me such horrible things that I could easily understand the ineffable woe which is stamped on the faces of the starving, ragged women and children who clamor everywhere for food.

Tells of Ruined Towns.

"I heard the story of the looting and burning of Louvain from Mer de Becher, president of the American College there. With hands tightly gripped together he told me that the

Germans entered Louvain four days before its destruction and that from the moment they entered until they left, after destroying the town to hide evidences of their crime, they committed such outrages that they defied belief.

"I was at Namur, Liege, Dinant, Charleroi, and the other ruined towns. We have heard of them but we have not heard of the hundreds of smaller cities which met a like fate. At Ghent and Namur I heard the far off thunder of guns and saw hordes of Germans. They are madly throwing up enormous breastworks and defences, for they foresee a desperate struggle within a few weeks.

"I saw hundreds of thousands of Lord Kitchener's new army passing through France. Grim, determined young men, in the pink of condition, they swung along toward Belgium. Army officers with whom I talked told me that almost at any moment they expected orders to advance in the most terrible assault of the war. They are confident that when the great advance is under way the Germans will be pushed back forever."

Holland, Dr. Baylis said, is on the verge of war. The country has 450,000 men under arms and they are growing more and more restive. The constant influx of refugees from Belgium and their pitiable condition, he said, were stirring the Dutch people until the government feared they would demand war.

**Was Six Weeks on the German Cruiser Kronprinz—Says the Germans Were Playing a Game of Bluff**

London, March 22.—The Daily Chronicle tells the story of six weeks' adventure as a prisoner of war on board the German commerce raider Kronprinz Wilhelm as related yesterday by a member of the crew, J. H. Allan, of the steamship Potaro, who arrived at Liverpool on the sailing ship Desado.

The Potaro left Liverpool on Christmas Day for Montevideo, and on January 8th the crew sighted a four-funneled cruiser, which they believed to be British. She came up to the ship and fired two shots across her bow, and the ship then discovered it was the Kronprinz. Time was given to them in which to get their effects together and then all of the crew were taken aboard the raider and the Potaro sailed away with a prize crew on board. On January 14th the Nelson liner Highland Brae was similarly treated. The crew and passengers, including a number of women and children and a prize crew were put aboard.

**A Game of Bluff**

Later the same day the three-masted schooner Wilfred M. was held up and the crew were transferred. The Kronprinz rammed her twice, but she was not sunk and the Germans left her with her

will place at the disposal of the American commission. They were smuggled out of Belgium through the aid of certain officials there. Dr. Baylis is anxious to start on a lecture tour for the benefit of the Belgians, to expose, he said, the greatest inhumanity in all the history of the world.

Among the passengers was W. P. McLure, textile manufacturer, with offices at No. 1183 Broadway. He went to Europe six weeks ago on board the Lusitania and obtained orders in France and Britain for a large quantity of uniforms, subject to quick delivery. He said the general impression among army officials was that the war would be ended decisively in favor of the Allies by August.

"There is a vast amount of specialized exports from this country to Europe," he said. "They are mostly war supplies of different kinds. General business, however, is bad."

**PRISONER OF WAR RELATES ADVENTURE**

**Was Six Weeks on the German Cruiser Kronprinz—Says the Germans Were Playing a Game of Bluff**

London, March 22.—The Daily Chronicle tells the story of six weeks' adventure as a prisoner of war on board the German commerce raider Kronprinz Wilhelm as related yesterday by a member of the crew, J. H. Allan, of the steamship Potaro, who arrived at Liverpool on the sailing ship Desado.

The Potaro left Liverpool on Christmas Day for Montevideo, and on January 8th the crew sighted a four-funneled cruiser, which they believed to be British. She came up to the ship and fired two shots across her bow, and the ship then discovered it was the Kronprinz. Time was given to them in which to get their effects together and then all of the crew were taken aboard the raider and the Potaro sailed away with a prize crew on board. On January 14th the Nelson liner Highland Brae was similarly treated. The crew and passengers, including a number of women and children and a prize crew were put aboard.

**PRISONER OF WAR RELATES ADVENTURE**

**Was Six Weeks on the German Cruiser Kronprinz—Says the Germans Were Playing a Game of Bluff**

London, March 22.—The Daily Chronicle tells the story of six weeks' adventure as a prisoner of war on board the German commerce raider Kronprinz Wilhelm as related yesterday by a member of the crew, J. H. Allan, of the steamship Potaro, who arrived at Liverpool on the sailing ship Desado.

The Potaro left Liverpool on Christmas Day for Montevideo, and on January 8th the crew sighted a four-funneled cruiser, which they believed to be British. She came up to the ship and fired two shots across her bow, and the ship then discovered it was the Kronprinz. Time was given to them in which to get their effects together and then all of the crew were taken aboard the raider and the Potaro sailed away with a prize crew on board. On January 14th the Nelson liner Highland Brae was similarly treated. The crew and passengers, including a number of women and children and a prize crew were put aboard.

**PRISONER OF WAR RELATES ADVENTURE**

**Was Six Weeks on the German Cruiser Kronprinz—Says the Germans Were Playing a Game of Bluff**

London, March 22.—The Daily Chronicle tells the story of six weeks' adventure as a prisoner of war on board the German commerce raider Kronprinz Wilhelm as related yesterday by a member of the crew, J. H. Allan, of the steamship Potaro, who arrived at Liverpool on the sailing ship Desado.

The Potaro left Liverpool on Christmas Day for Montevideo, and on January 8th the crew sighted a four-funneled cruiser, which they believed to be British. She came up to the ship and fired two shots across her bow, and the ship then discovered it was the Kronprinz. Time was given to them in which to get their effects together and then all of the crew were taken aboard the raider and the Potaro sailed away with a prize crew on board. On January 14th the Nelson liner Highland Brae was similarly treated. The crew and passengers, including a number of women and children and a prize crew were put aboard.

**A Game of Bluff**

Later the same day the three-masted schooner Wilfred M. was held up and the crew were transferred. The Kronprinz rammed her twice, but she was not sunk and the Germans left her with her

after part still afloat. A few days after this the collier Holgar, of Bremen, came alongside and transferred to the Kronprinz the crew of the Hemisphere, which was attacked on December 28th.

A week later the four-masted Norwegian bark Schmanda, laden with 3,400 tons of wheat from Queenstown transferred and the Kronprinz fired 16 rounds into her wooden hull at a distance of between 200 and 300 yards. Allan said:

"They could not sink the ship by gunfire, and they had in the end to send a number of men on board to scuttle her. My opinion is that the Germans were playing a game of bluff with their guns. They could not sink anything at point-blank range."

After being six weeks on board the Kronprinz, the crew of the Potaro were transferred to the Holgar and taken to Buenos Aires. Altogether, the Kronprinz had on board prisoners from five ships, numbering 222. Allan continued:

**Five Members Executed**

"They gave us good food. The captain seemed to be a considerable man. I know who would have come off best had there been a fight. Whenever a ship came alongside we were sent below. We did not know what was happening nor could we tell what perils we were facing. We might have been suffocated there or blown up while the German crew were being taken prisoners by the English, who would never suppose us to be on this ship.

"There were sentries over us night and day, while the Germans were continually searching our kit for dum-dum bullets.

"Five members of the German crew were executed for disobeying orders, but the most remarkable incident of all was when we were captured and transferred. Among the crew which went to take possession of our ship was a man whose face I remembered well. I had sailed with him under the British flag to all parts of the world, and here he was, after war was declared, sailing under the enemy, taking British steamers prisoners. That, in my opinion, is how the Germans get their information."

Advertising is also very cheap. It carried in the right medium. The Mail and Advocate is the Can't Lose paper now. Must be true. Everybody's talking. It's not the price you pay but the returns you

## Holland Protests Against Blockade

The Hague, March 23.—The Dutch government's protest to England regarding the blockade of Germany was couched in most emphatic language, it was learned here today.

The Netherlands government

stated without qualification that Holland would not agree that her merchantmen should not carry German merchandise. To acquiesce in this demand by the allies would be to cripple seriously Dutch commerce, it was pointed out.

The Dutch government called England's attention to the fact that her attempt to regulate Dutch

commerce with Germany, without being able to interpose an actual blockade, was without precedent.

**LOOK OUT NOW!**

Everybody's doing it now? Doing what? Why, reading The Mail and Advocate of course. It's surely the house paper now! Without doubt the most widely circulated in the country.

# HELP THE POOR!

We hold 100 barrels of good  
**Partridge Berries**  
In air-tight packages, which we will deliver for  
**\$4.00 per barrel**  
We undertake to hand over to the Salvation Army funds for relieving destitution in St. John's half the proceeds of sales.

## The Fishermen's Union Trading Co., Ltd.

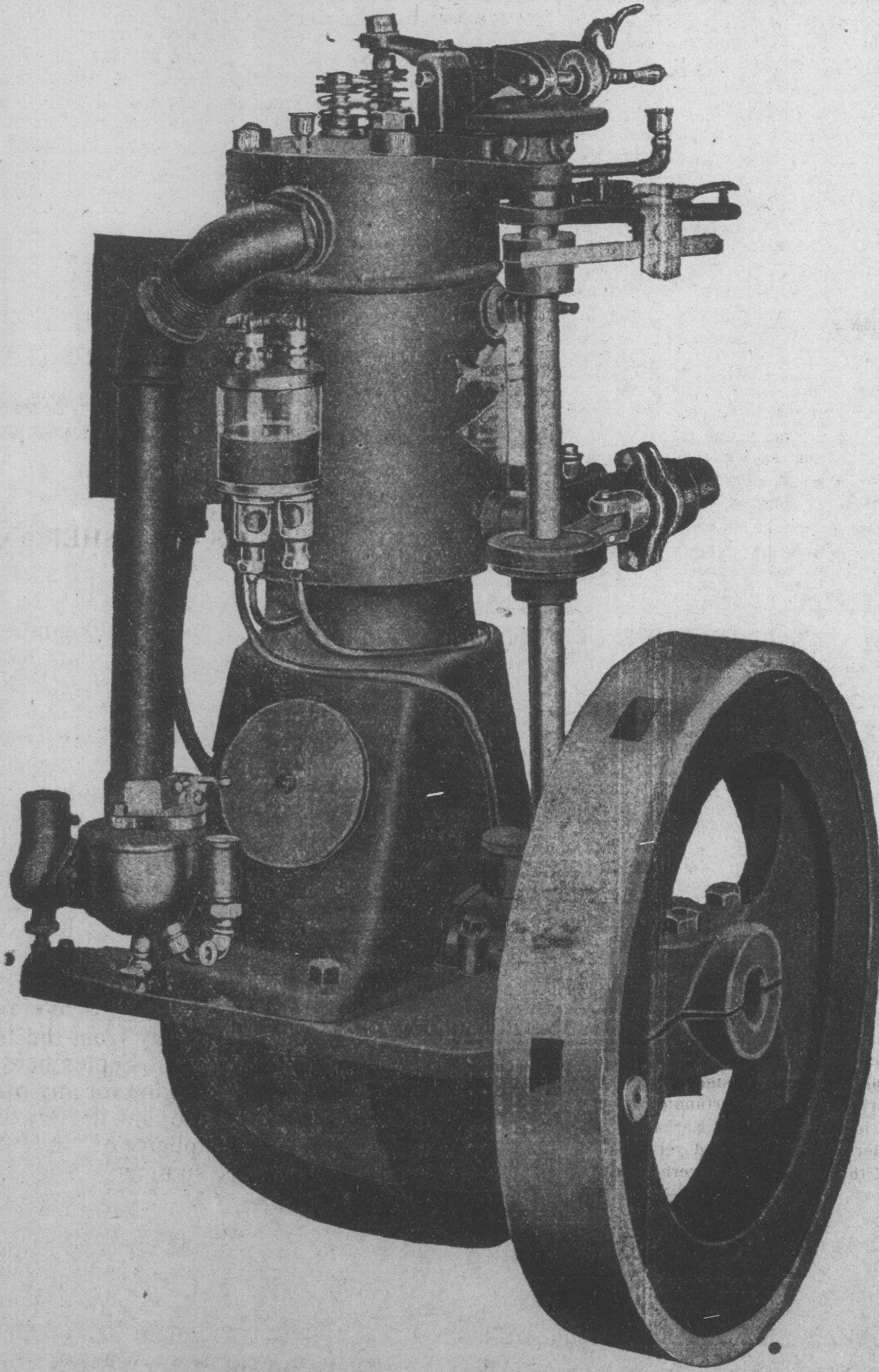
# F. P. U. and U. T. C. Motor Engines For Sale

We have in stock a few  
**F.P.U. (4 h.p.) and U.T.C. (6 h.p.) Motor Engines**

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

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

## The Fishermen's Union Trading Co. Ltd.



THE FAMOUS 6 H.P. COAKER ENGINE.

# READ THIS! To The Fishermen:

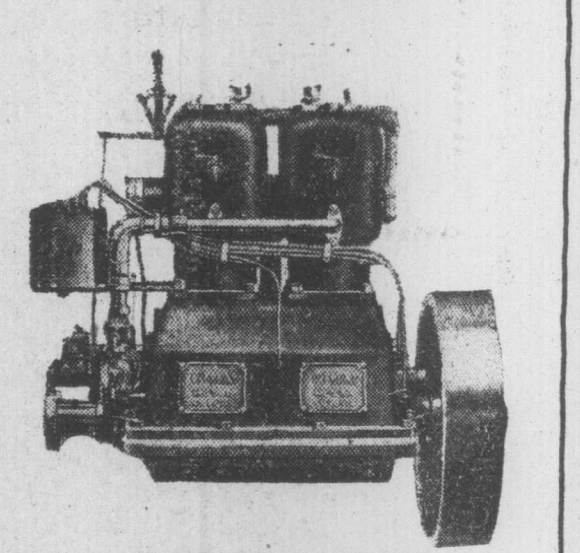
## "THE COAKER" Kerosene Motor Engine Is The Favourite!

A Motor Engine made for The Union Trading Co.  
by the Largest Motor Engine Manufacturers  
in America is now available to the Fishermen.

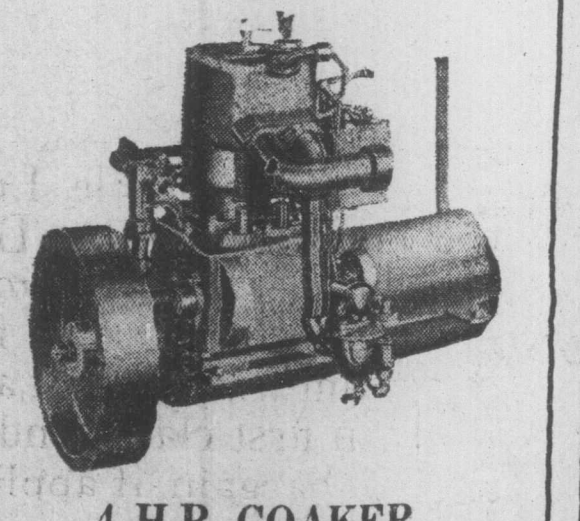
The "Coaker" 4 Cycle Engine can be operated on half the oil consumed by a 2 Cycle Engine. This Engine's power is equal to double the power of some 2 Cycle Engines. It is made for Fishermen's use and expressly for Trap Skiffs and the large size Fishing Bullies. It is sold to Union Members at wholesale 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.

It is above all durable, simple and capable of doing heavy work; it is not a toy engine. The Engine starts on Gasolene, and when started, operates on Kerosene oil. The very latest improvements on Motor Engines will be found on the "Coaker." We have sold 200 of these Engines the past spring and all are giving splendid satisfaction. No other firm can sell you a similar engine. We possess the sole rights to sell this Engine in Newfoundland. The man who buys a "Coaker" Engine from us saves \$50 on a 6 H.P., \$80 on a 8 H.P. and \$40 on a 4 H.P. Engine.

We have the 4, 6, and 8 H.P. Engines on exhibition at our premises. We also sell 12, 16 and 24 H.P. "Coaker" Engines, all 4 Cycle make. We also sell 2 H.P. 2 Cycle Engines for small boats. This 2 H.P. Engine is fitted with a Kerosene adapter. No agents will be employed to sell these Engines. We will do our work through the Councils of the F. P. U. Send along your orders for Spring delivery. For full particulars, prices, etc., apply to



8 H.P. COAKER.



4 H.P. COAKER.

# The Fishermen's Union Trading Company, Ltd.

# New Millinery

OUR SPRING STOCK

## Ladies' Hats

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

### Dress Goods

Of very finest material and choicest patterns to select from.

Our price are right as they were bought before the advance.

## Nicholle, Inkpen & Chafe

Limited.

Agents for Ungars Laundry & Dye Works,

Halifax, N.S.

### THE BEST IS CHEAPER IN THE END



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

## Job's Stores Limited.

DISTRIBUTORS

Those interested in packing lobsters will be pleased to learn there is to be no close season this year, and it is possible the price may advance to \$15.00.

ANCHOR BRAND CANS, which are the best obtainable, will be the same price as last year.

## ROBERT TEMPLETON.

333 Water Street.

### Write For Our Low Prices

- Ham Butt Pork
- Fat Back Pork
- Boneless Beef
- Special Family Beef
- Granulated Sugar
- Raisins & Currants

All Lines of General Provisions.

## HEARN & COMPANY

St. John's, Newfoundland.

Advertise in The Mail and Advocate

## What the British Fleet Has Accomplished

FROM time to time one hears sur-prise expressed that the British Fleet has not accomplished more during the present war, and surprise again expressed that the German Fleet has inflicted so much damage to the British Fleet, and has been so active in demonstrations against the English coast.

The activities of the two fleets may, for convenience, be divided into several classes, and, while it may be difficult to determine to just which class certain of these operations should be assigned, they can in the main be so divided, and thereby it becomes easier to judge of the relative success of the two fleets. We will assume that the operation of the two fleets can be classified under the following headings, which are arranged, not necessarily in order of importance, but in convenient order for discussion:

Protection of Commerce. Attacks upon Commerce. Blockade, both as affecting commerce and as affecting enemy fleet. Exercise of other belligerents rights in regard to neutral shipping. Open engagements with the enemy. Raids and surprises. Submarine and torpedo attack, having necessarily in many cases the nature of surprises.

As to the first four classes affecting commerce, the British record is practically perfect. The fleet has given almost complete protection to British merchant marine, the exceptions being few and far between compared with the volume of her over-seas trade. The German commercial fleet has been driven from the seas, and Great Britain alone is able to exercise those belligerent rights of search of neutral vessels, with seizure of contraband, condemnation, and the belligerent right of preventing neutrals from engaging in proscribed trade. The German fleet on the other hand has been able to accomplish but little in this field. Her successes have only been occasional and have soon been checked.

As to blockade, Britain has enjoyed practically all the advantages of commercial blockade without declaring a blockade, and without being burdened with the exacting obligations of that measure. She has, moreover, effectively held the German fleet within its own harbors, thereby helping to accomplish the results set forth above. The few German commerce destroyers have, with one or two exception, been sunk or driven from the seas. The German merchant fleet which, under other circumstances, might have been fitted out as commerce destroyers, is helplessly interned in German or in neutral ports.

In open engagements the great weight advantage has been with the British Fleet. Of the four main actions that can properly be placed in this class, the British have lost but one, that off Coronel. This was more than offset by the German losses on the Falkland Islands.

The battle cruiser action in the North Sea on January 24, resulting in the loss of the Blucher with over seven hundred men, indicates a victory most gratifying to Britain, but sufficient particulars are not yet at hand to fully determine the true significance of this action.

The balance, in the earliest action having the character of an open engagement, that in the fight off Helgoland, was strongly in favor of the British. In raids and surprises, the Germans have had the advantage, but it is doubtful if the risk run has been justified by the results accomplished. The raid on the east coast towns of England, for instance, presenting several powerful German ships to the possibility of being over-powered by rapid concentration of British ships, accomplished no military results of value. In this one case the Germans were successful in avoiding action, but in what was apparently a second similar attempt, the battle cruiser action of January 24, they lost at least one powerful ship.

In submarine and torpedo attack again, the Germans have had the greater measure of success. This very naturally follows from the fact that the Germans had little or indeed almost nothing to lose, with a chance of inflicting serious damage on British naval or merchant ships. On the other hand, the British are deterred from attempting anything of this sort by the fact that there is practically nothing for them to gain against German commerce, while the chances of success against the German Fleet, withdrawn within the protection of its own forts and fortifications, are practically nil. However, the two heavy ships which the British have lost, the Formidable and Bulwark, the Formidable must be credited to the German submarine. The cause of the loss of the

Bulwark is doubtful and may or may not have had a German origin. The British have some losses from mines, but they have been unimportant. In personnel the total British loss has been very heavy. In fact, their losses in vessels are insignificant in importance compared with the losses of officers and men.

Disregarding the significance of the losses taken separately, the British fleet has, perhaps, suffered more individual casualties than the German fleet. Britain's losses, however, measured by the proportion which they bear to the strength of the whole fleet, are far less than the losses of the German fleet, measured in the same way. But the question will still arise why Britain with her greatly superior fleet should suffer even these losses. The explanation is traceable to the entirely different conditions under which the two fleets are operated, and to a great extent to the different ends to be served by the two fleets. The British fleet is of necessity in a more exposed situation. Its one great function has been accomplished, but it still has to maintain the results of that accomplishment. It has cut-off Germany's over-sea supply, and all lines of her over-sea trade, while keeping these lines open to Britain. One by one it has overtaken and destroyed, or compelled the internment of practically all of the German vessels which at the beginning of the war operated as commerce destroyers. While the main strength of the fleet is kept close to British shores, and close by guards all German exits in the North Sea and on the Atlantic Ocean, the activities of other arms of the fleet are world-wide. Where there has been doubt as to the effective neutrality of any nation, British ships are at hand to prevent any violation or weakening of such neutrality from being a real menace to the nation. The German merchant fleet in New York harbor is as effectively bottled up there by the off-lying British ships as it could be in a British port. Moreover, every day brings fresh evidence of the strength which the British Fleet is lending to British diplomacy in its negotiations with neutral powers.

How great has been the accomplishment of the fleet can best be realized by imagining conditions if the fleet had failed. They would have had not only the Emden and the Karlsruhe but all other swift vessels of the German merchant fleet praying as commerce destroyers on British ships, and cutting off neutral sources of supply; and then, if the failure had gone further and the British main battle fleet suffered reverses, German expeditions against Britain itself would have been speedily undertaken. To protect the British Isles, the units of the fleet must occupy many exposed positions, preventing a broad target, and an extended line in exposed positions, which the Germans can without great difficulty attack by surprise here and there, inflicting minor losses.—The Navy for February.

### GETS SETBACK

Duluth, Minn., March 23.—Plans for the establishment of a colony of Belgian farmers in Northern Minnesota received a setback when officers of the Duluth Commercial Club, which had completed arrangements for the leasing of several hundred thousand acres of farm lands, received a letter from Brand Whitlock, American Minister to Belgium, saying he "feared the plan is not feasible at this time, as the German military authorities positively refuse permission to Belgian subjects to leave the country."

### Some Story This A Halifax Yarn

St. John's, Nfld., March 19.—Nipped in a gale ice floe 25 miles south of here, the Red Cross coastal steamer Portia, carrying mails, passengers and a cargo from western ports, is tonight battling with a gale from the east which threatens to send her crashing on the rocks to destruction. The last word received from the steamer, which came just before darkness, stated that the rocks were only a half mile distant.

The Portia, bound for this port, became nipped in an ice floe near Bull's Island last Monday. Since that time she has been helpless.

The whole of the northern sealing fleet is also reported to be jammed in the vicinity of the Punk Islands, within 40 miles of the seal herd.

ADVERTISE IN THE MAIL AND ADVOCATE

## Recent Zeppelin Raid on Paris a Failure Caused More Curiosity Than Fear

Paris, March 21.—Zeppelin airships raided Paris early this morning and dropped a dozen bombs, but the damage done was unimportant. Seven or eight persons were injured, but only one seriously. Four of the air-craft started for the capital, following the valley of the Oise, but only two reached their goal. Missiles also were dropped at Compiègne, Ribecourt and Dreuilcourt, but without serious result.

Paris remained calm while the aerial invasion was in progress, and residents of the city exhibited more curiosity than fear as to the results. Trumpets gave the signal that all lights must be extinguished as soon as warning was received of the Zeppelins' approach. Searchlights were turned upon the clouds, anti-aircraft guns opened fire, and aeroplanes rose to attack the Germans, but their operations were hampered by a heavy mist.

An official communication regarding the raid declares it served only to show how well the defensive arrangements would work out when put to the test. The statement follows: "Between 1.15 and 3 o'clock this morning four Zeppelins started toward Paris from the direction of Compiègne, following the valley of the Oise. Two were compelled to return before reaching Paris, one at Ecouen (ten miles north of Paris), the other at Nantes (on the Seine, thirty-six miles from Paris)."

"The other two were attacked by aircraft guns, and only passed over districts of the northwestern part of Paris and neighboring suburbs. They withdrew after having dropped a dozen bombs, some of which did not explode. The damage done was unimportant. Seven or eight persons were injured, but only one seriously.

"The different stations for anti-aircraft defence opened fire upon the Zeppelins, which were constantly kept illuminated by searchlights. One appeared to have been hit. The aeroplane squadron took part in the action, but mist hampered pursuit.

"Summing up, the Zeppelin raid on Paris was a complete failure. It only served to demonstrate how well the defensive arrangements work. The population was calm. On their way back the Zeppelins dropped a dozen incendiary or explosive bombs on Compiègne, doing only unimportant damage. Three bombs were dropped on Ribecourt and Dreuilcourt, to the north of Compiègne, without result."

The lights of the city flickered and then disappeared as city firemen blasted through the streets, blowing on trumpets the notes which it had been announced would signal the approach of hostile aircraft.

Buzzing motors of the aeroplane guards, which were the first to be notified, and searchlight flashing from the vicinity of the Eiffel Tower to the heights of Montmartre, caused the keenest interest and excitement among the population of the awakened city, but there was no panic.

Thousands strained their eyes in an effort to catch a glimpse of the invaders, which many claimed to have been moving swiftly in the vicinity of Madeline, or to watch the work of French firemen. Balconies and the roofs of houses in Passy and other quarters were used as vantage points by the curious, while many of the more timid sought refuge in cellars or other places of safety, where they remained until sure all danger was past.

### Died of Measles

The following message has been received by His Excellency the Governor:

(Telegram)  
To Governor, Newfoundland:—  
Regret to report death of 794 Private Joseph Julian Gorman of measles, City Fever Hospital, last night.  
Officer  
Commanding Nfld. Contingent, Castle, Edinburgh.

(Note:—This Volunteer joined from Cape Breton and left on active service by Ss. Dominion on Feb. 24.)

"There is great satisfaction among the numerous employees of the Imperial Tobacco Company in Glasgow, as elsewhere, at the announcement that, in recognition of their continued loyal service, the directors are giving them a bonus of 9 per cent. on salaries and wages, and on account of the increased cost of living, emergency allowances of 1s to 3s weekly to all employees not earning more than £200 per annum."

We clip the foregoing extract from the Glasgow "Weekly Herald," of Feb. 27th and presume that the bonus on salaries and emergency allowances quoted therein are in force by the local branch of the Imperial Tobacco Company in this City.

## Smart Neckwear For Men

ON your way down town drop in and look over our splendid stock of Men's Ties. We have them in the leading shapes, in the newest fabrics and designs.

Before the GREAT FIRE that destroyed MacGregor's Stock, Mr. MacGregor had contracted for goods to be delivered during March and April, and we have purchased from him all his new goods to arrive.

Today we received a shipment of Silk Scarfs, each one stamped

### "Macgregor's, St. John's"

These are certainly distinctive, hand some, refined and entirely correct—the wide-end slip-easy band of a rich quality.

You owe it to yourself to see them and buy a variety. MacGregor's regular 95c Scarf. OUR SALE PRICE 75c EACH.

Come in today and see our general stock of Neckwear, we can surely please you in varieties, styles, qualities and prices!

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

## FOR SALE

- 4 Steam Hoisting Winches.
- 3 Engines with Shafting and Pulleys, 25 and 30 H.P.
- 1 Steam Boiler and Fittings, 14 Feet, 100 Tubes.
- 1 Large Grindstone and sundry Iron Pipes, etc., etc.

All the above in good order. Engines specially suited for Saw Mills. Can be seen at our South-Side premises and will be sold cheap. Apply to

## Job Brothers & Co. Ltd.

mar29.31.ap5.7

### Russians Capture Of Przemysl Splendid Feat Had Inferior Guns to Austrians — Dogged Perseverance Won the Day

London, March 23.—The capture of Przemysl is without doubt one of the most splendid feats of the Russian army which has been accomplished during the present war. Six months is also a comparatively short period for it to have taken place in if one takes into consideration the size and strength of the fortifications. Przemysl lies on the line of the railway and on the River San and is surrounded by nine large forts, ten smaller forts and sixteen fortifications. It was also the centre where were kept all the supplies for the Austro-German armies operating in Galicia.

During the Balkan Wars when Austria seemed likely to be dragged into the war the forts were remodelled and provided with the most modern guns and the most up-to-date munitions of war. Thirteen and-a-half inch guns were mounted in armoured towers operated by electricity and automatically disappearing after the gun discharged its shot. The smaller forts were furnished with motor batteries, armoured machine guns and a great number of quick-firers and were also built of the strongest concrete with special devices to conceal them from the enemy. In addition to the sixteen permanent field fortifications mentioned above, numerous temporary fortifications were added after the war began. These were constructed with trench and wire entanglements and subterranean mines worked from the forts by means of electricity.

Had Inferior Artillery. German engineers who helped in the construction contemptuously said if Russia were to attempt to take the position she would smash her army against the walls in vain.

Against all this Russia had the disadvantage of inferior artillery, the Russian siege guns being of much smaller calibre than those of the fortresses. The Russians did not dream of having the smallest chance of overcoming the armored forts as the

### British Have New Type of Mine Marks New Era in Naval Warfare—Worked From Bottom of the Sea

Edinburgh, March 10.—(Correspondence.)—The British navy has developed a new type of mine, which, according to The Scotsman, marks a new era in this branch of warfare. The German and French floating mines have not presented such a very difficult problem, because it has been comparatively easy to sweep them up, owing to their suspension tackle. The new British mine has no floats and no tackle. It can be ejected from a torpedo tube or inconspicuously thrown overboard. If desired, it can be set to rest on the sea floor until the minute chosen by those placing it when it will come up, not to the surface, but to the proper depth at which to meet the rushing bows of a ship.

As soon as the mine, floating free reaches a certain depth, there is set up a series of movements, which put into operation a tiny propeller and and this promptly kicks the mine up to the proper level and then stops until again called upon. It is not a mine easily caught in sweeping operations, as it progresses under water in a series of slow "leaps," which never reveal it as it cannot leap beyond its fixed limit of buoyancy.

Germans did at Liege. They had to rely upon the dogged perseverance of the troops and their initiative and their officers. What the excellence of their artillery and the undaunted courage of their troops could accomplish was done quickly. After a few weeks of siege the outer forts and their fortifications fell into the hands of the Russians, all the skillfully arranged devices giving away before the undaunted valor and the self-sacrifice of the besiegers. The Russians were able to push forward with their trenches so near as to bring the churches and the roofs of the houses in the main fortress actually into view, but further advance was not practicable.



THE LOSS IS COVERED by Insurance with Percie Johnson means much to the sufferer by fire. To the layman it means the rebuilding of his home. To the business man it means the retention of his credit and ability to resume. LET US COVER YOUR property with a policy which will cost you little, but may be the greatest blessing of your life. PERCIE JOHNSON, Insurance Agent.

J.J. St. John. When Prices are Right stock goes out the door. OUR WAY. We have a large stock of FEEDS purchased when prices were easy. White Cattle Feed, Bran, Yellow Meal, Whole Corn, Mixed Oats, and Calf Meat, in 25lb. Bags, 5c. lb. Boneless Jowls, Pork Lions, Ribbed Pork, New York Beef, Sinclair's Spare Ribs, the best.

J.J. St. John. Duckworth St & LeMarchant Rd.

We Aim To Please. And we hit the mark every time with good work at honest prices. C. M. HALL, Genuine Tailor and Renovator, 248 THEATRE HILL.

IMPERIAL OIL CO. LIMITED. Lubricating Illuminating OILS. Gasolene, &c. Illuminating and Heating Devices of all Kinds. JAMES DUFF, Manager Nfld. Branch, Office: Commercial Chambers, Room 45. -mar12,15

STEBAURMAN'S OINTMENT. To Whom it may Concern: I was troubled very much with "Eczema" and was obliged to discontinue cooking, but after using Stebaurman's Ointment I am able to do my work as well as ever, being cured of this disease. I would strongly advise sufferers by this terrible complaint to give this ointment a trial. Yours faithfully, (Sgd) PATRICK BRENNAN, Waldegrave St., Dec 28th, 1914. Stebaurman's Ointment, 25 cents per box or 6 boxes for \$1.00. Cash must be sent with Order. P.O. Box 851 or 15 Brazil's Square.

LOCAL ITEMS

The express, which is due to arrive sometime this afternoon, has a big English mail on board. The laying of the new water pipes along Moore, James Street and Carter's Hill will give employment for about three weeks. A message from Salmonier states that herring are plentiful there, and adds that vessels seeking bait can be supplied at that place.

All the picture shows in the city are now being re-painted and otherwise brightened up for Easter week opening. Owing to Friday being a holiday, the Municipal Board will hold its weekly meeting in the City Hall tomorrow afternoon.

Mr. Wm. Lash, of the Anglo-American Telegraph Co., who has been laid up for the past three weeks with an attack of pleurisy, has resumed his duties again.

The repetition of F. Cox's lecture on "A Jesuit in the Making" was very largely attended last evening, and a very enjoyable couple of hours were spent by all.

There is evidently a big lot of ice in the Gulf, and the Kyle on her last trip from Louisburg to Port aux Basques reports having passed through a considerable lot of it.

The S.S. Portia brings the good news that the cod-fishery on the Western Banks has up to date been the best for years, and the vessels there have all done exceptionally well.

The examination of those who are going up for non-com. stripes takes place in the Armoury on Monday next. Quite a number of applicants are seeking the honors and a keen competition is promised.

The inquiry re the fire which destroyed Mr. F. O'Leary's residence on York St. is now going on before Judge Knight yesterday several witnesses were examined.

There will be Office of Tenebrae at the R.C. Cathedral to-night, at 7.30, and to-morrow morning Holy Communion will be distributed from 7 to 8. Mass will commence at 8 o'clock, followed by procession of the Blessed Sacrament through the Church.

The St. Bonaventure's "Adelphian," Vol. XII, No. 1 was issued yesterday. The number is a splendid one, nicely printed, well bound, and contains some very good and well-written articles. The half-tone photographs of His Grace, Elect Archbishop Roche, and the late Judge Conroy are particularly well produced and give a value to the excellent number.

At 7 o'clock last evening an alarm of fire was rung in from Springdale St. and on enquiry by the fire companies was found to be at the S.A. School there. Some sort had ignited in the chimney of one of the departments, and was quickly put out, the assistance of the firemen not being required.

The Southside is usually a quiet locality, but a resident there, feeling that times were too monotonous, started in last evening to waken up things a bit and commenced by raising a disturbance in his home. The police, who were summoned, arrested the noisy one at the instance of his wife.

Mr. John R. Nicol will read a paper on Edinburgh and its surroundings to the members of St. Andrew's Club and their friends, in their rooms at the Smallwood Building on Thursday evening, April 1st. Mr. Nicol is a native of Scotland's classic capital and therefore well posted in his subject, which he will illustrate fully with limelight views of "Auld Reekie" and its environments—including its ancient castle—where our boys are now doing garrison duty.

An interesting and instructive hour is sure to be spent by all who attend on Thursday evening. See advt. In speaking to Mr. Jas. P. Howley yesterday—and enquiring after Lieut-Commander Howley who was injured during the sinking of the torpedoed "Irresistible," The Mail and Advocate learned that Mr. Howley's opinion from what he can gather, that his son was badly scalded about the body. Commander Howley was in the engine room of the "Irresistible" when the torpedo did its fatal work, and one of the engineers who was near him suffered such severe burns that he died a short while over. The Montreal Daily Star contains a lengthy article on the occurrence, but the gist of the story is as related here.

Patriotic Association

Sir Wm. H. Horwood presided at last night's general meeting in the Board of Trade Rooms, in the absence of His Excellency the Governor, the following members being present:—Rt. Hon. Sir E. P. Morris, Hons. M. P. Cashin, W. C. Job, J. Harvey, P. T. McGrath, M. G. Winter and J. Harris, Messrs J. A. Cliff, K. C. W. J. Higgins, M.H.A. W. B. Greave, J. Steer, J. W. N. Johnston, J. McKay, W. S. Monroe, T. Gask, C. P. Ayre, R. White, J. Calver, A. McDougall, J. A. McNeilly, W. W. Blackall, J. Bowring, J. H. Monroe, Dr. Fraser, T. J. Edens, J. S. Munn, W. H. Bennis, Dr. Lloyd, W. J. Ellis and Captains E. S. Ayre and H. Outerbridge.

The minutes of the last meeting were read by Dr. Burke, the Secretary, and confirmed, and the chairman announced the news of the safe arrival of the Third Contingent at Liverpool, as received by the Governor. A report by Mr. Cliff showed that good work had been done at Trepassay, Twillingate, Channel, Brigue, Placentia, Stone's Cove, Lamaline, Hr. Bretton, Bonavista, Burgeo, Grand Bank, Botwood, Trinity, St. Mary's, Bay Roberts, Fogo and Greenspond as regards and nominating, and other branches would be heard from later. He presented the report of the Reserve Force Committee, showing that some 14,400 had volunteered to date, and the fifth company was now practically ready to leave for England. Hon. M. P. Cashin read the report of the Finance Committee which will be laid before the Legislature by the Governor as President of the Patriotic Association. The report of the Recruiting Committee was presented by Hon. W. C. Job, and showed there was a slight shortage in the number of Naval Reservists, through the loss in service of some 46 men, though 990 had already gone forward. He stated the committee were willing to resume their efforts towards recruiting, by going to the outposts again, and a motion by Mr. Dougall that special efforts be made in this direction, was carried.

In answer to a question by Mr. Blackall, Rt. Hon. Sir E. P. Morris stated recruiting would be continued for both the naval and land forces. The statement of the Patriotic Fund, or Finance Committee, tabled by Mr. J. S. Munn, created some discussion, and it was decided to publish an extract showing in detail the objects of the fund, and the manner of distributing the balance now on hand, some \$27,000. The objects mentioned are:— 1.—To argument, if possible, the resources of families of reservists where such families are unable to adequately maintain themselves without such amount. 2.—To assist, if possible, men invalided from active service until they can obtain employment, or until the State can make provision for them by pension or otherwise. 3.—To assist, if possible, the widows and others, dependent on those who lose their lives on active service, until they become beneficiaries of legislative enactment. 4.—To afford help, if possible, in such cases as do not come within the scope of legislative enactment, but have a moral claim on the generosity of the public.

The reports were in turn adopted, and the meeting adjourned at 10 o'clock.

Ever since the days of Brett-Harte, who wrote of the Heathen Chinee "as a dark and deep gentleman," the gentle Celestial has been more or less under suspicion. Undesirably so at times, as most of our local Chinese are quiet and inoffensive fellows, and if only left alone would be O.K. The recent case, (and which is likely to be brought into court) when two of our less worthy citizens entered the store of Yee Lee on New Gower Street, and accused the Chinese there of having received a watch, and later sought to propose a row, shows that when trouble of this kind does occur the Chinese people are not to blame. Those who attempt to provoke contention and subsequent trouble with outside peoples should be severely censured, and instead of our local worthies put it—the boot ought to be on the other foot.

The following figures were received yesterday by Deputy Minister of Customs LeMessurier and show a decrease of 8,700,000 in this year's catch March 30th, 1915. Lofoden 11,300,000 All Others 25,100,000 36,400,000 March 30th, 1914. Lofoden 9,600,000 All Others 35,500,000 45,100,000

READ THE MAIL AND ADVOCATE.

SHIPPING

The Durango is set down to leave Liverpool on next Tuesday for St. John's.

The brig. Olanda, with a cargo of molasses for this port, left Barbados on Monday last.

The schr. Lena with a cargo of cod-fish from Baine Johnston & Co. will get away to Barbados in a few days.

The S.S. Coban was scheduled to leave Louisburg last evening with a load of coal for the R.N. Coy.

The S.S. Argyle is now in readiness to take up her regular service on the Placentia Bay route. After the arrival of the Cuban with a cargo of coal, the Argyle will take up her fuel, and leave for Placentia about Saturday next.

The S.S. Morwenna, which has been for the last six weeks on the Cuba-New York route, takes up the Red Cross service in conjunction with the Stephano on April 5th. She is scheduled to leave New York for this port direct on that date.

The local train arrived at 12.30, only one or two passengers coming along by her.

The Kyle's express with passengers and mail (English) is due to arrive at 5 o'clock this afternoon.

The weather along the line of railway today is, wind S. E. strong and snowing. The temperature ranges from 22 to 30 above.

The recent cuts made by the Municipal men in laying the water pipes along James and Moore Streets, have been filled up by the drift of last night.

The little steamer Mary, plying between Portugal Cove and Bell Island, is now frozen up near the Cove. The Euphrates got clear of the jam a day or two ago.

A number of outport men are arriving in town to get their fit out for the season's fishery, and it is expected that the next few weeks will bring a slight stir in local business circles.

Some city folk, and no doubt filled with patriotic interest, ask us to say that several visiting drummers now on the road have an unmistakable German accent, and it would be just as well to look after them.

The Municipal Board are now working night and day in the preparation of the new charter, which is asked to be in readiness by the time the Assembly opens. It can't be done say some. It must be done say others; and so the war progresses.

North Sydney harbor competes with our own coast for ice blockade, and for the last several weeks the whole place has been frozen over. During the winter months horse and sleigh traffic is very much in evidence between North Sydney and Sydney, by the ice, and the drive from the one Sydney to the other is very pleasant, as the scribe well knows.

It is expected that the St. Lawrence will be open to navigation early this season, and experienced navigators forecast that the river will be free of ice from Montreal to the sea by about April 10th. So far the river is open to the sea to a point 16 miles below Three Rivers, and it is expected that the two ice-breakers, Montcalm and Lady Gray will reach Three Rivers next week.

It appears that the Hospital is filled up, and patients coming to town by train and steamer are unable to get admittance into the institution. Would it not be wise for the Health Department to advise intending applicants of this fact, before they reach the city, so that the poor sufferers may be under the necessity of having to pay a bed and board bill while waiting opportunity to enter the Hospital?

"In an' about Auld Reekie"—Illustrated with Limelight views—Mr. John R. Nicol will read a paper on Edinburgh at St. Andrew's Club on Thursday, April 1st, at 8.30 p.m. Admission 10c.—m31,21

WEATHER REPORT. Toronto (noon) N.W. gales, decreasing to-night, local snow flurries, but mostly fair and cold to-day and on Thursday. Roper's (noon) Bar. 28.20; ther. 34.

ENLISTED

Some 175 of the volunteers were given kit yesterday, and measured for boots. During the day the various drills and rifle shooting were gone through, a squad visiting the Southside range. Nine names were added to the roll last evening, bringing the Patriotic count up to the large total of 1477. Those who enlisted last night are— Arthur Sexton, Trinity; Francis Lewis, Colinet, St. Mary's Bay; Robert Morris, Great Jervis; Walter Marshall, Pool's Island, F.B.; Ambrose Poole, St. John's; Jno. Ruby, St. John's; Geo. Hyde, St. John's; Ron. Cummell, St. John's; Solomon Ivany, St. John's.

LOCAL ITEMS

Big shipments of halibut are arriving into the city daily, and the sales of the toothsome fish are rapid.

A contingent of Canadians went over with our third company, to fight for King and Country.

The Kyle's express with passengers and mail (English) is due to arrive at 5 o'clock this afternoon.

The weather along the line of railway today is, wind S. E. strong and snowing. The temperature ranges from 22 to 30 above.

The recent cuts made by the Municipal men in laying the water pipes along James and Moore Streets, have been filled up by the drift of last night.

The little steamer Mary, plying between Portugal Cove and Bell Island, is now frozen up near the Cove. The Euphrates got clear of the jam a day or two ago.

A number of outport men are arriving in town to get their fit out for the season's fishery, and it is expected that the next few weeks will bring a slight stir in local business circles.

Some city folk, and no doubt filled with patriotic interest, ask us to say that several visiting drummers now on the road have an unmistakable German accent, and it would be just as well to look after them.

The Municipal Board are now working night and day in the preparation of the new charter, which is asked to be in readiness by the time the Assembly opens. It can't be done say some. It must be done say others; and so the war progresses.

North Sydney harbor competes with our own coast for ice blockade, and for the last several weeks the whole place has been frozen over. During the winter months horse and sleigh traffic is very much in evidence between North Sydney and Sydney, by the ice, and the drive from the one Sydney to the other is very pleasant, as the scribe well knows.

It is expected that the St. Lawrence will be open to navigation early this season, and experienced navigators forecast that the river will be free of ice from Montreal to the sea by about April 10th. So far the river is open to the sea to a point 16 miles below Three Rivers, and it is expected that the two ice-breakers, Montcalm and Lady Gray will reach Three Rivers next week.

It appears that the Hospital is filled up, and patients coming to town by train and steamer are unable to get admittance into the institution. Would it not be wise for the Health Department to advise intending applicants of this fact, before they reach the city, so that the poor sufferers may be under the necessity of having to pay a bed and board bill while waiting opportunity to enter the Hospital?

"In an' about Auld Reekie"—Illustrated with Limelight views—Mr. John R. Nicol will read a paper on Edinburgh at St. Andrew's Club on Thursday, April 1st, at 8.30 p.m. Admission 10c.—m31,21

WEATHER REPORT. Toronto (noon) N.W. gales, decreasing to-night, local snow flurries, but mostly fair and cold to-day and on Thursday. Roper's (noon) Bar. 28.20; ther. 34.

SEALING NEWS

The following messages were received at Marine and Fisheries today. Bonavista.—Suff wind, S by E; ice off South Shore about 4 miles, and but little ice to be seen in the west part of the Bay.

Seal Cove—Wind N.E.; weather clearing; Bay still jammed with ice; no seals.

Change Islands—Strong E.N.E. winds; heavy snow storm; ice on land.

La Sete—Wind S.W., snowing; ice slack at the Cape; no seals got yesterday or to-day; whelping ice about same position; seals dipping.

Yesterday's messages were meagre and very discouraging and the prospects for even a saving voyage are none too bright. The Northern Ironclads are still jammed, and Capt. Bartlett of the Terra Nova, who had reached the whelping ice in the Gulf, reports chances very poor. The following messages were received yesterday to Bowring Bros.—

From St. Terra Nova (last night)—"In whelping ice; seals dipping; prospects poor; off Cape North; took 900 whitecoats today; Bonaventure here."

From St. Florizel (last night)—"Drifted a little out of the Bay; ice-tight; ship jammed."

From St. Eagle (last night)—"Ice tight; ship jammed; drifted 4 1-2 miles S. E. since yesterday."

Fishery Good

Passengers by the Portia report the Spring fishery on the South West Coast as exceptionally good for the past fortnight. The Bankers all round are doing well. Capt Tom Hollett of Burin and Cluett of Belleoram, hauling for 1200 quintals up to date, and the other Banking schooners hauling for from 800 to 1000 quintals each.

Codfish to the estimate value of \$400,000 has been caught up to date, between Rose Blanche and Channel.

Congratulations

A hand stroke and heartfelt congratulations to Mr. Henry Saunders of the Anglo American Telegraph Co., who was yesterday appointed Superintendent in place of the lamented late Robert C. Smith.

Mr. Saunders the last several years has been first man in the estimation of the Management, and enjoyed all the confidences and trust of the late Superintendent.

25 years ago the new Superintendent entered the employ of the Anglo-American Telegraph Co., and worked step by step up to promotion, winning at last this final goal of success. Tomorrow the new duties of Superintendent will be assumed and the Mail and Advocate wishes Superintendent Saunders every future success.

Whilst doing duty on Water Street this morning Constable Forsey was assaulted and struck to the ground by a snow avalanche, which came off the sliding roof of Kiley's in the West End. Pity that the assailant cannot be arrested.

The Department of the Justice have received a message from the Magistrate at Trepassay saying that Elias Denn was drowned near Powell's Head while shooting. The body had not been found up to the forwarding of the message.

FOR SALE CHEAP During Lent. PICKLED TROUT Barrels 200 lbs. 1/2 Barrels 100 lbs. TINNED SALMON SMITH Co. Ltd.

For Big, Little Offices That Expect to Grow. Pat Globe's Verneke Urifiles To Work in Your Office. PERCIE JOHNSON, Agent.

If your Piano or Organ is worth any it is worth EXPERT TUNING any other kind will ruin it. ALL MY WORK GUARANTEED. W. J. RYALL, 47 King's Road

Buy GOODS Manufactured in NEW-FOUNDLAND & keep the Fathers at work.

The Steel Company of Canada, Ltd., MONTREAL. Manufacturers, at right prices, of Bolts and Nuts, Horse Shoes, Railway Spikes, Bar Iron, Barbed Wire and Staples, Mild Steel, Galva, Telegraph Wire, Galva, Bar Iron, Pig Iron, Lead and Waste Pipe, Iron Pipe, Fence Wire, Tacks of all kinds, Shot and Putty.

Wanted—An Engineer holding a Second's Certificate to take Chief's position on a steamer. Apply by letter with references to A.B.C., this office.—m31

Whaling Plants For Sale. The Double Whaling Plant with all Buildings, Boilers, Machinery, Tools, Utensils and Stocks thereon, situate at Dublin Cove, LeMoine Bay, District Burgeo and LaPoile. This property is freehold and contains about 20 ACRES OF LAND.

ALSO. The Double Whaling Plant consisting of Buildings, Boilers, Machinery, Tools, Utensils, and Stocks thereon, situate at Maggotty Cove, Trinity. The land on which this Plant is built is Leasehold, Renewable for TEN years from February 1916. The situation of this Plant is very suitable for a Fishing Premises. All the above will be sold cheap. For inventory and all particulars, apply to JOB BROTHERS & CO., Ltd. MANAGERS, NEW WHALING COMPANY LIMITED.

Vol. FIRE 2,000 Liverpool Derby and Government organize the pool, and Dock Battalion in khaki be adopted by Labor troops on the caused side. Obstin FRENCH PRISON ON THE GERMAN Mar. 3 Government fighting any appropriate. The of LO French Pass G LARGE FLOATING DICATE DER-WA Paris, indicating may be French of the Minister's Yesterd er sighted on the steamer submarine while at in order to r cruiser per ine at the disappear where the quantities surface. CROW ANO Torped Island Cardiff, Echo decl steamer G been torped She was Atlantic to John, N.B built and Liverpool go steam 4,500 tons been torped man subm COAL GE Newpor Barge loa auxil Friedrich, Hampton, The comm coalin