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THE MAIL AND ADVOCATE

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ORDER FLEET TO KEEP IN READINESS

Germany's Naval Activity Again Rouses British Anticipations of Sea-fight Very Soon

London, Dec. 5.—It is learned from an authentic source that the British battle fleet off the west coast, has been ordered by wireless to keep in readiness to proceed at once to the North Sea, at full speed.

Allied Ships Ready to Make Heroic Dash

Berlin Reports British and French Assembled Near Some German Port Unnamed.

London, Dec. 7.—The Central News correspondent at Copenhagen says that the following despatch has been received in the Danish capital from Berlin:

Canada's Aliens Must Earn Living Clearing Ground

Interned Subjects of King's Enemies Won't be Allowed to Eat Bread of Idleness.

Ottawa, Dec. 5.—General Sir William Otter, who has charge of interned alien enemies in Canada, has arranged for employment during the winter months for the majority of them in clearing land for agricultural purposes.

German Lines Of Communication Are Jeopardised

London, Dec. 6.—The French have seriously interfered with German communications between Metz and the Woevre region.

Gen. French Gets The Order of Merit

London, Dec. 7.—During his visit to France, King George conferred the Order of Merit on Sir John French.

FIVE WARSHIPS SEEN OFF PERU BOUND TO NORTH

Lima, Peru, Dec. 6.—Five warships passed Malabrigo, bound northward. Their nationality is unknown.

PORT DE GRAVE DISTRICT GIVES BIG PROPORTION AVAILABLE MEN TO FIGHT FOR THE EMPIRE'S CAUSE

One Man Out of Every Twelve Between the Ages of 20 and 35 is a Volunteer.

PRACTICAL INTEREST SHOWN IN THE WAR.

Crowded Halls Greet the Premier and Messrs. Clift and Grimes Throughout the District.

During the past two weeks the various local patriotic committees of Port de Grave District have held a series of meetings addressed by local speakers which with the work of the Women's Committee have aroused considerable interest in the volunteer movement.

At Brigus station they were met by a delegation consisting of Revs. W. H. Maddock and Dr. Murphy, Capt. Wm. Bartlett, Messrs. Thos. Roberts, James Pearce, J. S. A. Hoare, Dr. Gill, Magistrate Thompson and others with the Brigus band. Procession was formed and along the route the band played patriotic airs while volleys of musketry belched forth.

A stop was made at the Court House where the Premier made a short address. Luncheon was then partaken of after which the party drove to Cupids to address a meeting in the Orange Hall. Despite the fact it was in the afternoon and people were busy at work it was laid aside and the seating capacity of the spacious Orange Hall was well filled, many ladies amongst the number.

On the platform with the speakers were the Revs. Dr. Murphy and W. H. Maddock and Mr. A. Smith, while occupying front seats were the officers of the Local F.F.U. Councils, Messrs. Willis LeDrew, Tobias LeDrew, Kelly and Whelan.

Magistrate Thompson presided, calling first on the Premier. Believing his hearers to be fully acquainted with the facts leading up to the war the Premier dwelt in a very eloquent manner on what the British Empire meant to us, the high ideals governing British statesmen in the performance of treaty obligations and how Newfoundland's shores had been guarded against the attacks of enemies for nigh a hundred years and for which we had contributed nothing.

He referred to the glorious unity prevailing among all classes, creeds and races throughout the Empire in sinking their differences, uniting in a common cause and against a common enemy.

Servians Give The Austrians A Big Set Back

Capture Two General Officers, Twenty-four Hundred Men and Large Stock of Supplies.

Nish, via London, Dec. 6.—The Serbian War Office has issued the following official note: "On the whole from the success of the Serbian army is reported.

Everywhere the Austrians have been repulsed. We have captured two General officers, twenty-four hundred men and a large quantity of booty. On one of our fronts we captured four complete batteries."

Another official communication asserted that Belgrade was evacuated voluntarily by Servians, and was not captured by Austrians after battle.

Mr. Clift followed and being an old acquaintance felt at home. In a practical and interesting speech he brought home to his hearers their duties and responsibilities to the Empire in the terrible conflict she finds herself engaged. Narrating what Britain had done for us down to the present war he called upon all to do their part in defense of our Empire.

Mr. Grimes followed and recalled to mind home deeds of our forefathers in their great struggle for liberty which, handed down to us should strenuously preserve and improve by deed as well as by word.

The thanks of the meeting was moved by Rev. Darby, seconded by Mr. R. Smith, after which meeting closed with the National Anthem.

At Clarke's Beach. At eight o'clock the meeting at Clarke's Beach took place being held in the Methodist School Room which was packed to the staidway.

The meeting was presided over by the Rev. Oliver Jackson who introduced the speakers who in order were the Premier, Messrs. Clift and Grimes. Their remarks were much along the lines of the afternoon addresses and were enthusiastically received.

Between the addresses songs were sung by Dr. Procuirer, accompanied by Miss Noseworthy. The Rev. Jackson proved to be the right man in the right place as chairman who adding a spice of humor in his remarks after each address kept the audience in good spirits.

The Rev. Dr. Webster moved the vote of thanks and in a straight-forward the shoulder talk brought home to his hearers their duty as citizens of a great Empire. He took issue with the speakers that the meeting was a true indication of whole hearted interest in the war. He felt that all had not been done that should be done and that annual resolutions of loyalty to be worth anything must be translated into deeds when a crisis arrives.

The Rev. C. Clench seconded the motion and in a thoughtful speech referred to the unpreparedness of the Empire as being largely the cause of the war. Dr. Procuirer supported the motion adding the audience had been well repaid for their presence. Meeting then closed with the National Anthem.

It is evident from the interest shown in the meeting that deep interest is being manifested in the war throughout the district. Those who have gone to the front have mostly attached themselves to the Naval contingent. As far as can be learned the number who have joined either of the forces include Port de Grave 18, Barneed 8, Ship and Blow-Me-Down 6, North River and Clarke's Beach 3, Cupids and Burnt Head 9, Brigus and Georgetown 17, Goulds 2; a total of 60 out of 725 males between the ages of 20 and 35, or 1 in 12 for the District.

If all other optport districts furnish volunteers in the same proportion there should be about 2000 volunteers outside of St. John's District.

LODZ CITY IN THE HANDS OF GERMANS

City is One of the Most Important Manufacturing Centres of Russia.—Has a Population of 150,000.

Berlin, Dec. 6.—It is officially announced here that the Germans occupied Lodz on Sunday.

Lodz a city of some 150,000 population, is the chief manufacturing centre of Russian Poland. It has numerous Textile Mills, the majority of them for the manufacture of cotton goods. In addition it has flour mills, brick yards, machinery plants and breweries.

The population is made up of Poles, Germans and Jews.

Desperate Battle. Around Lodz a desperate battle has raged for days and countless thousands have fallen in desperate hand to hand conflicts and from the shells of hundreds of guns.

It is evident from the occupation of Lodz by the Germans that the heaviest kind of fighting has been going on for, late advices told of a vicious attack on and bombardment of Lodz and of fighting on the outskirts.

The city of Lodz which has long been the objective point of the German army has grown in recent years from an insignificant place to one of the most populous cities in the Russian Empire.

Furious Fighting Rages 'Round Lodz

Petrograd, Dec. 6.—Furious combats continue to rage on the Lodz front, notably in the Lodz region. There is no essential modification on the remainder of the front.

THREATEN MASSACRE OF 'XTIANS

Moslem Priests Exhort the Faithful to Slay all Infidels as Soon as Foreign Warships Appear

Athens, Dec.—The authorities at Beirut, Syria, have organized a warlike mass meeting. Mussulman priests have preached in the mosques to the Faithful, exhorting them to slaughter infidels indiscriminately on the first appearance of hostile fleets.

The Vail of Smyrna has ordered the Greek banks to transfer their cash to the Imperial Ottoman Bank as deposits.

It is reported that Rumania has seized 125 railway trucks containing Turkish war supplies (deletion here by the censor).

Owing to the murder of two Christians at Uledjak the entire population of the village fled, panic-stricken, to Smyrna.

The Turkish authorities at Smyrna have fortified the whole coast from that town to Veria, and have placed guns above the town and suburbs. They have also seized nine locomotives and 300 wagon on the Smyrna-Aiden Railway, and 15,000 sacks of barley belonging to Mr. Whittall, a British subject (deletion here by the censor.)

HOSPITAL SADLY OVERCROWDED

London, Dec. 4.—News reaches here that the American hospital at Munich already has had more than six thousand patients, although it can accommodate no more than fifty. The German wounded surpasses all the estimates yet made.

Aeroplane Bombs Did No Damage

London, Dec. 6.—An Austrian aeroplane dropped bombs on Cetinje. No damage resulted.

IRISHMEN PLAY A BIG PART IN THE PRESENT GREAT WAR

John Redmond, Nationalist Leader, Says at Least 89,000 Are in the Army From Great Britain and Many Thousands More With Overseas Forces.

London, Dec. 6.—Speaking at a great demonstration at Tuam today, John E. Redmond, leader of the Irish National Party, replied to statements that Ireland was not doing her duty in the present crisis.

He quoted official figures, showing that despite the fact that emigration had drawn from Ireland the flower of her population, there were serving with the military forces of the Crown on Nov. 30th 89,000 Irishmen, who had been in army before the war began, or who had joined as reservists or recruits.

If to that we added tens of thousands of Irish recruits who were joining the colors of Britain or were now in the ranks of Canadian, Australian, or New Zealand contingents, he said, it was safe to say that 130,000 to 140,000 Irishmen were with the colors.

Mr. Redmond declares that 52,000 of the 89,000 Irishmen in the Home Army were Roman Catholics. He said that 10,112 Ulster Volunteers had gone to the colors from Belfast while, in the same city, the Nationalist volunteers who represented only a quarter of the population had contributed 3,513 men. This, he believed, was but the beginning of what the Irishmen would do.

Redmond said that the men who opposed the treaty of peace between the Nationalists and the Democracy of England must be divided into Separatists, Socialists or common or garden cranks, but that they were not, and never had been Home Rulers. When the Constitutional movement had been brought to a triumphant end and Ireland had her own Parliament, they would disappear, he declared.

Nfld. Reservists On the "Queen Mary"

It is reported that some of the First Contingent have been drafted into the Coast Guard Service, and that 25 of the Naval Reservists have joined the battle cruiser Queen Mary.

The Queen Mary is one of the new ships, 27,000 tons, steams 28 knots and carries 1000 men.

Sweden Floats \$5,000,000 Loan In The U. S. A.

And the Entire Proceeds are to be Devoted to Purchasing Goods in America.

New York, Dec. 5.—The Government of Sweden, it is learned here, has sold to a syndicate of international bankers \$5,000,000 of two-year-old treasury notes, which will be honored in this country at par at a rate of interest not yet disclosed.

It was understood that the loan was similar to that recently arranged by the French Government with bankers of this country, and that the entire proceeds would be expended for general merchandise and other materials in the country.

Saturday Was Quiet In Belgium

German Field Fort Destroyed by Allies but Most of Northern Front Absolutely Calm.

Paris, Dec. 6.—In Belgium yesterday not far from the Hassur House, the capture of which was reported yesterday, our heavy artillery destroyed a German field fort. The enemy made a vain attempt to recapture Weindredref.

In the Argonne the war of the Sapper was pursued. We continued to

SITUATION ON 2 FRONTS UNMODIFIED

London, Dec. 5.—The French Government reported lively cannonading round Neuport, Ypres on the right bank of the Moselle, Lesmeuil and Dixon. A signal station has been occupied.

The Russian official report for Dec. 2nd says that the German offensive continues to the west of Lodz battlefield. Beyond the Carpathians we captured 1,200 prisoners and six machine guns.

On Dec. 3rd there was obstinate fighting on the front from Glowno to Lowicz, and on the western roads towards Lodz and Plotkow. On the other fronts there are no essential modifications.

Russians Capture A Przemysl Fort

Petrograd, Dec. 7.—The Russians have occupied one of the outer fortifications of Przemysl.

KING RETURNS FROM THE FRONT

London, Dec. 6.—King George returned from France last night.

Unknown Warship Reported Aground Off Ocean City, Md.

Ocean City, Maryland, Dec. 6.—An unknown warship is reported aground one mile off shore, and three miles north of the Beach Life Saving Station, six miles from this city.

N. PACIFIC NOW CLEAR OF GERMANS

No Truth in Presence of Hostile Warships There as Reported by Japanese Liners.

Seattle, Dec. 5.—The North Pacific is entirely safe without a single hostile ship in it, says an official announcement by the Canadian Government. It asserts that the Japanese steamship Tacoma Maru was incorrectly advised when it picked up a warning to the effect that German cruisers were in the North Pacific.

The wireless caught by the Tacoma Maru was sent out by the westbound Chicago Maru, which subsequently reported that she was mistaken. The report said that three German cruisers which had been operating off the coast of South America had changed their base to the Aleutian Islands and were patrolling the trade route between Puget Sound and the Orient.

The German Pacific squadron had not left Chilean waters, according to advices to British Columbia officials.

200 Airships Built in U.S. For Europe

Rumor Says They Are Intended For Use of Great Britain—To be Sent Without Guns.

New Haven, Dec. 5.—The Mayo Radiator Company of New Haven has just finished the construction of the first of 200 aeroplanes which are to be sent abroad for use in the European war, according to a report which has been verified by officials of the company.

No verification could be obtained progress slowly repulsing all the enemy attacks. Slight progress was likewise made in the region south-east of Varennes where the German artillery has been silenced.

On the remainder of the front there is no notable occurrence to report.

ROUMANIA WILL HELP THE ALLIES

Swiss Paper Says That the Roumanian Authorities Have so Decided, But Are Undecided When to Act.

Geneva, Dec. 7.—The Journal de Geneve publishes a despatch from Bucharest which says that Roumania has definitely decided to enter the war on the side of the Allies.

This decision, according to the despatch, is in accordance with the wish of the whole country, including King Ferdinand and all the Roumanian statesmen with the exception of the Minister of Finance.

The question of when Roumania will make her entry into the conflict is still being discussed, however, one side desiring to avoid a winter campaign, but the military authorities express the fear that Serbia may be defeated before the spring.

The attitude of Bulgaria still remains doubtful. Greece, Serbia and Roumania have proffered certain concessions, which, however, Sofia seems not to consider sufficient inducement.

Dutch Refuse Share Good Work With The U.S.A.

Say They Want no Help Looking After the Belgian Homeless—Costing Them \$4,500,000.

The Hague, Dec. 5.—The Dutch government has declined all offers of financial aid for Belgian refugees in Holland, which were recently unofficially offered by an American charity.

While deeply appreciative of the generous proposal, the government says it feels that it would be incompatible with the country's honor to allow another nation or individual association to assist in their mercy work, and that Holland desires to provide for all her neighbors who come to her.

300,000 Penniless. Of the million Belgian refugees who fled into Holland at the beginning of the war, 300,000 penniless ones remain. One-half of these are living in the two southern provinces of Brabant and Zeeland. The remainder are divided among 800 communities.

Winter is approaching, and these refugees are now being gathered together in specially constructed camps situated on the dunes of Heath and at other healthful spots. For this purpose a special budget of about \$1,500,000 has been passed, to cover the expenses until January. After that, a further credit of \$3,000,000 will be given.

Belgian Criminals. The gravest task in store for the authorities is the rounding up and concentrating of former inmates of Belgian prisons, who were liberated wholesale by the Belgian authorities before the arrival of the Germans, and now are considered a public menace.

In addition to the refugees there are 45,000 Belgian soldiers who crossed the border into Holland and were interned. These men also are being supported in special camps.

The expense of their maintenance eventually will be paid by the Belgian government, according to international law.

of the report that the air craft are to be sold through the medium of a third concern to the British Government, but officials of the company pointed out that inasmuch as the airships are not to be equipped with artillery in this country, they could be sold to Britain or any of the warring nations without violating neutrality.

The single air craft now completed has been constructed under the direction of its inventor, Virgilius J. Mayo, head of the company, and G. Oscar Vogt, a Chicago aero engineering expert. The contract calls for the completion of the entire number by spring when the shipment will be made.

The new aeroplanes will be of a heavy type, weighing from 3500 to 4000 pounds, equipped with to motors, two propellers and capable of carrying six passengers at the rate of 120 miles an hour.

HISTORIC NAMES IN THE BRITISH NAVY

By Lieut. G. E. Cronin (U.S.A.)

In the present navy of England are many historical names and a list of the modern battleships of that country varies but slightly from one of a century ago.

The Iron Duke had a namesake that was rammed and sunk by the Vanguard off the Irish coast on September 1, 1873. Her sister ship, the Marlborough, perpetuates the name of the ship that led the line in the battle between the fleets of Rodney and the Comte de Grasse in the West Indies on April 12, 1782, while a later vessel of the same name was commissioned in 1862. This vessel and her sister ship, the Victoria, were the last of the old steam line of battleships of the British navy. The old St. Vincent was a wooden ship of the line and was borne on the naval list until a few years ago.

IN NELSON'S FLEET.

Nelson's fleet had a Colossus and a Neptune. The latter fought valiantly against her French and Spanish namesakes at Trafalgar. The Superb was the flagship of Sir Home Popham off Rochefort in 1815, when Napoleon surrendered. The Collingwood was in the squadron commanded by Sir George Tryon when that officer was lost in the sinking of the Victoria on June 22, 1893.

Vanguard was the name of Nelson's flagship at the Nile and a second vessel of the same name took part in the bombardment of St. Jean d'Arc on November 3, 1840. Another of Nelson's fleet at the Nile was the Orion, commanded by Sir James Saumarez. This ship had also taken part in the battle of Cape St. Vincent on February 14, 1797.

VERY OLD NAME.

A very old name is Centurion, and a vessel bearing this name fought the Spanish Armada. A later Centurion was Lord Anson's flagship in his cruise around the world in the middle of the eighteenth century. Another vessel of this name was the flagship of Admiral Seymour in China during the Boxer Uprising.

Conqueror and Monarch are very old names in the British Navy. It was on board the Monarch that Sir John Byng was shot for his failure to defeat the French off Minorca in 1756. A 64-gun ship named Africa took part in the battle of Trafalgar and later formed one of the squadron that chased the U.S.S. Constitution off the Jersey coast in 1812.

The Dreadnought, which has given her name to the all-big-gun battleships, had a namesake at Trafalgar and also in one of the vessels of Admiral Tryon's squadron in 1893.

THE AGAMEMNON.

The Agamemnon recalls the name of the 64-gun ship which Nelson commanded in the Mediterranean under Admirals Lord Hood and Hotham. The Agamemnon subsequently served under her former captain at Copenhagen and was lost off Buenos Aires in 1807.

A Bellerophon was at the Nile, Copenhagen and Trafalgar. In the last battle she lost her captain, John Cooke. It was on the Bellerophon that Napoleon surrendered to the English in 1815, while a still later ship of the same name was in the attack on Sebastopol in 1854.

The Temeraire, immortalized by Turner's painting, followed the Victory at Trafalgar and well earned her title, "the fighting Temeraire." An armored cruiser bearing the name of Shannon commemorates the crack frigates that fought and captured the U.S.S. Chesapeake off Boston on June 1st, 1813.

AMPHION OF DAYS PAST.

Another frigate that operated on American coast in 1812 was the Southampton, a name borne by one of the present day English cruisers. Another cruiser is the Lowestoft, whose namesake raised the siege of Quebec in 1776. H.M.S. Amphion, the first vessel lost in the present conflict, bore a famous name.

It was the frigate Amphion that led the offshore squadron in the battle of Copenhagen and her captain, Edward Riou, was killed. A later Amphion was blown up with great loss of life about sixty years ago.

The Prince of Wales of Nelson's day was Admiral Sir Robert Calder's flagship in the action off Ferrol in 1805, while the Formidable flew Lord Rodney's flag in the battle with Comte de Grasse.

BORNE BY MANY.

The name London has been borne by vessels of the English navy since the Dutch wars. In the third Anglo-Dutch War of 1673-1674, a London flew the flag of Admiral Sir Richard Sprague, who was killed while shifting his flag from the London to another vessel during an action with the Dutch under De Ruyter. Another

London was Admiral Sir Hyde Parker's flagship at Copenhagen, while the present London was the flagship of King George V., then the Prince of Wales, at the coronation naval review in 1902.

H.M.S. Queen was the first vessel launched during the reign of Queen Victoria and the Venerable served as the flagship of Lord Duncan in the battle of Camperdown October 11th, 1797. She was subsequently foundered with a large part of her crew.

FIRED FIRST SHOTS.

The last shots of the War of 1812 were exchanged in the Indian Ocean in July, 1815, between H.M.S. Cornwallis, flagship of the East Indian Squadron, and the U.S.S. Hornet, Master-Commandant James Biddle. Mistaking the Cornwallis for an admiral, the Hornet got within gun-



shot of the line-of-battle ship and it was only by throwing overboard all her guns and most of her stores that the American vessel escaped from her huge adversary.

H.M.S. Drake, well known in American waters, was the name of the first ship taken by Paul Jones after an engagement off the Irish coast on April 20, 1778. Caesar and Hannibal formed part of Sir James Saumarez's squadron at the battle of Algeiras, July 5, 1801, and the latter vessel was blown up. The present Caesar was the flagship of Lord Charles Bessborough when the British fleet was mobilized in 1904 after the attack on the North Sea trawlers by the Russian fleet. A Britannia flew the flag of Rear Admiral, the Earl of Northesk, at Trafalgar and a later Britannia was the flagship of Sebastopol in 1854. On January 15, 1815, the American frigate President, Captain Stephen Decatur, was captured off New York by a British squadron composed of the Majestic, Endymion, Tenedos, and several others.

INTERESTING VESSEL.

An interesting vessel of the old navy was H.M.S. Canopus. There is strong proof that the original Canopus was the U.S.S. ship-of-the-line America. The America, our first line-of-battle ship, was on her completion presented to the King of France to replace the Magnifique, which had been wrecked off Boston. The America was taken into the French service and renamed Franklin. The Franklin was captured at the Nile and was commissioned in the English service and renamed Canopus.

It was on board the Ocean that Lord Collingwood died in 1809. H.M.S. Donegal was the flagship of Sir Richard Strachan, one of Nelson's squadron commanders, while the Monmouth fought against Suffren in In-

"Canada" Name Of New British Superdreadnought

Churchill Announces Ship Brought From Brazil Will be Monument to Canadian Loyalty.

London, Dec. 3.—The Rt. Hon. Winston Churchill's announcement that one of the fifteen new battleships in 1915 will be named "Canada" is intended in recognition of what Canada is doing to support the Empire.

The fighting strength of this battleship, recently acquired from Chile, and now called the Almirante Latorre, is that of a super-Dreadnought, mounting ten 14-inch guns firing shells at the rate of two per minute. These guns are mounted in five turrets.

The vessel has also sixteen 6-inch and four 3-inch quickfiring, beside a number of smaller guns, also four submerged tubes for torpedoes. She displaces 28,000 tons, and has a speed of twenty-three knots.

This is the fifth ship of the British navy bearing the name "Canada." The first was launched the same year as Nelson's famous "Victory"—1755—in honor of the conquest of Canada. Two frigates were launched simultaneously, being named the "Montreal" and "Quebec."

She was launched in 1781-1782 under Sir Edward Hughes.

An early inflexible took part in the bombardment of Alexandria in 1882, and England's first armored vessel, launched in December, 1860, was named Warrior.

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WILL YOU ANSWER YOUR COUNTRY'S CALL?

At this moment the Empire is engaged in the greatest War in the history of the world.

In this crisis your Country calls on her young men to rally round Her Flag and enlist in the ranks of Her Army.

If every patriotic young man answers Her Call, Great Britain and the Empire will emerge stronger and more united than ever.

Newfoundland has already equipped and sent to the front her First Contingent, 540 strong. But we must not stop at this. Further drafts are urgently needed to reinforce our numbers on the battle line, and must be sent forward at the earliest possible moment.

Suitable Recruits between the ages of 19 and 36 will be accepted and trained in drill and shooting so as to fit them for military service. They will then be formed into regular Companies of the Regiment, and will be given the option of volunteering for service abroad, if required, on the same terms and conditions as the men of the First Contingent. Pay will commence when the men are actually enrolled for service abroad.

Recruiting Offices will be opened in St. John's, and at the offices of the different Magistrates, and at other suitable places in the Colony, (as to Recruiting in case of doubt write to the Recruiting Officer, St. John's). Where not less than fifty men offer for enlistment at any recruiting centre a drill instructor will, if possible, be sent to the District to train them.

Men of The Ancient and Loyal Colony, Show Your Loyalty NOW.

GOD SAVE THE KING.
nov26,14

READ THE MAIL AND ADVOCATE

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.

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.



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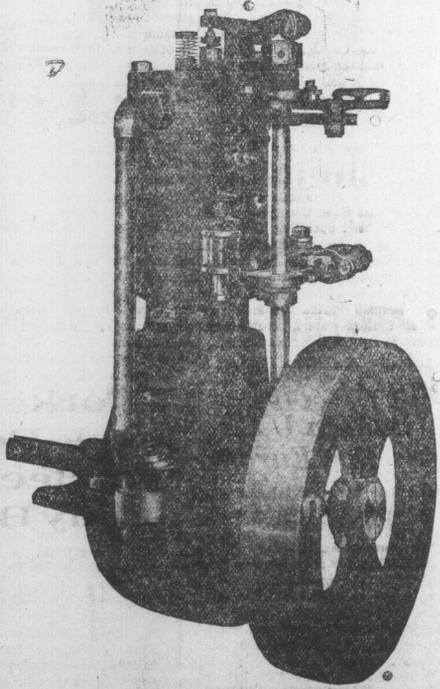
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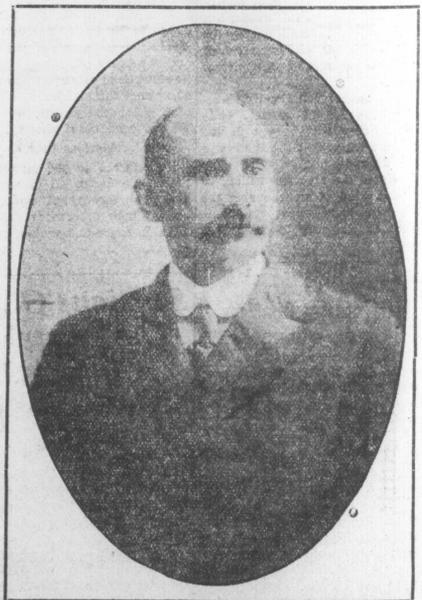


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The "Coaker" 4 Cycle Engine can be operated on half the oil consumed by a 2 Cycle Engine. This Engine's power is equal to double the power of some 2 Cycle Engines. It is made for Fishermen's use and expressly for Trap Skiffs and the large size Fishing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



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SHELL BLEW MAN UP INTO A TREE

And he Was Taken Down Speechless, but Uninjured—Divine Service in a Cave—Scenes of Slaughter

A diary kept by a non-commissioned officer of the 1st Battalion Royal West Kent Regiment, who has just arrived home wounded, throws interesting light on the part taken by that battalion in the Battle of the Aisne. The writer says: "On Saturday, Sept. 12, the battalion formed the advance guard to the brigade, which had orders to cross the River Aisne by way of the bridge at Missy. "The bridge at the north end had been blown up by the retreating Germans, who had left small bodies of troops at the water's edge to prevent the British troops effecting a crossing, whilst they (the Germans) were completing their magnificent entrenched position, which we afterwards learned from peasants around they had been preparing for sixteen days previous to our arrival. "Couldn't Reach River. "The next morning (Sunday, the 13th) saw the battalion still on the south side of the river, it having been found impossible for the Engineers to get close enough to get a raft or bridge of any sort across. "It was on this Sunday afternoon that the West Kents transported was rather unluckily shelled. The transport was resting on the hillside be-

tween the villages of Ciry and Serches, and our artillery was in position behind the crest of the hill, when the Germans, whilst searching for the batteries, dropped a couple of "Dirty Dicks" (alias "Black Marias") in the vicinity of our transport. "The second shot struck the centre of the road between our transport and that of the King's Own Scottish Borderers, and killed five outright and wounded six. The casualties of the King's Own Scottish Borderers were Sergeant-Major McWheenie and a private soldier killed. "A private of the Army Service Corps, who was pushing a cycle up the hill, walked to his death, for the shell burst practically at his feet. The battalion also had nine of its horses killed, the whole of the damage being done by this one shell. "Half an hour after this sad and ghastly affair had happened we had a visit from the Rev. T. Goudge, our regiment's chaplain, from Richmond Barracks, Dublin, who is doing duty with the 5th Division, and he conducted a funeral service over our fallen comrades. "Called to Worship. "Then, turning to the "Tommys" standing around, he said "Seeing that it is Sunday, boys, let us have a few minutes' service with God," and proceeded to a cave on the hill, a few yards from the scene, where he conducted a short service, touching on the incident that had just occurred in his sermon. "This, with the singing of the hymns, "O God, our help in ages past," and "Rock of Ages," touched the heart of every "Tommy" present, who within the last hour had witnessed one of the worst sights of the war.

"It was on this same day that we lost one of our gallant young officers in Captain F. Fisher, who, in attempting to get his company in an advanced position, was picked off by an enemy's sniper, the bullet passing through his head. Captain Fisher was very popular with all ranks, and his last words were, "Good-bye, boys." "The artillery having shelled the woods at the water's edge, our battalion was able to advance, and succeeded in getting two companies across the water by means of a hastily prepared raft during the night of Sept. 13-14. Three men only were able to cross at a time, the raft being very fragile. This took practically the whole night. "Got Safely Across. "The next night saw the other companies safely across. Trenches being dug, the battalion had to remain in these until they were withdrawn sixteen days later to take part in the great left flank movement. "A rather peculiar incident happened to one of the regiment, in the person of Private T. Corps, whilst we were at Missy. A shell burst very close to this man, the concussion of which shot him up into a tree about 50 ft. A sergeant noticing the man up in the tree, asked him—in military language!—what he was doing there, and got quite angry until he had been quietly informed. "When the man was extricated from the branches it was found he was quite unscathed, except for a slight shock, but apparently struck dumb. He remained in the trenches, and three days later was wounded, and returned home to England. "Later news says he is still without speech."

Importance of Rubber In Modern Warfare

WHEN the elusive Emden sent the British steamer Troilus to the bottom of the Arabian Sea the captain of the former made a serious strategic blunder for which the military experts of his own nation can hardly have pardoned him. The loss of 1,300 tons of rubber entailed by the incident caused a temporary shortage in the British market, and incidentally sent up the price, but beyond that it in no wise affected this country. To Germany, however, the cargo would have been of inestimable value, for rubber, like petrol, is going to be one of the deciding factors in this war, outside what might be termed the purely military aspect of it. **FACES RUBBER FAMINE.** Germany is badly in need of rubber, and is now in the first stages of a rubber famine, if we are to believe the news from Berlin that taxi and private motor owners are unable to replace their tyres. This country was not at first alive to the importance of what I might term the rubber weapon. Even as late as the beginning of September large manufacturing firms in Germany tried to secure supplies of crude rubber through Holland, showing that Germany, at any rate, was alive to its importance. Those immediately concerned in the trade in this country, too, realized its value in the campaign, and with a patriotism that deserves every commendation, they placed documentary proofs of the Teutonic schemes before the British Government. **MADE CONTRABAND.** The result was that shipments to the near countries of Europe were immediately stopped, and rubber was, in the first instance, placed on the list of conditional contraband, then later on gazetted definitely as absolute contraband. In spite of the prohibition, one ship left a port on the East Coast with a small shipment for a place in Scandinavia, and but for the action of one of Jellicoe's vigilant watch-dogs in sending it back, it is quite possible that Germany indirectly would have replenished her supplies to some extent. A Dutch vessel was also pulled up in the Mediterranean by a French warship, and although the cargo was the property of an Englishman, it was escorted into Algiers because the port of destination was not an English one. **TOOK ALL AWAY.** Even when Antwerp fell, Germany failed to get any fresh supplies, the port on the Scheldt, next to London, was probably the most important market in Europe for the sale of crude rubber until the war broke out. Before the British and Belgians evacuated it all its stock of rubber, save an insignificant quantity of an inferior quality was removed to London. Layingmen, perhaps, do not realize the extent to which rubber is used in modern warfare. It is really surprising. First of all, in a land campaign, there come the motor transports, without which the armies could not be adequately fed with either food or ammunition. Speed here is everything. The German army, deprived of its rubber, would be reduced to the condition of Pharaoh's army in the Red Sea without its chariot wheels. **IN AEROPLANES.** In aerial transport, too, it is an essential, for it enters largely into the construction of both airships and aeroplanes. Now take the needs of the private soldier. When the bad weather began to fill the British trenches with water, orders were placed by the War Office for rain-proof ground sheets to such an extent that all rubber manufacturers throughout the United Kingdom who could under take a share in a big contract have been kept busy for many weeks. Water-proof capes, cloaks, and saddle covers were also freely ordered. The Army Council have not yet adopted rubber Wellington boots for the soldiers in the trenches, but the Rubber Growers' Association are themselves raising funds to present a large number of them in order to test their value in affording comfort and preserving the health of the soldier. **IN THE HOSPITALS.** Take next the case of the wounded in the hospital. Here, again, rubber comes into use in providing, hot wa-

ter bottles and various kinds of surgical goods that can be packed in less bulk than articles made from any other substance. As regards the men on duty in the North Sea rubber boots and water-proof garments are provided, and hot water bottles in hospital. The most recent application, as many people are already aware, is in the form of a rubber collar, which every man in the Navy will keep on him ready for inflation as an aid to swimming if tragedy should overtake his ship. In ship construction, too, rubber is very extensively used. For instance, for all doors required for watertight compartments, washers, linings, and packings of rubber are absolute necessities. This applies more particularly to submarines, in the building of which special attention must be given to make the raft both water tight and airtight, rubber is the article used to give it that resistance. **USE AT SEA.** Is use at sea, moreover, has by no means reaching its limit. There are even enthusiasts who claim that a six inch sheathing of rubber would make a warship immune from torpedo attack and mine explosion, and enable it to penetrate into any minefield without fear or disaster, but the Admiralty has decided that a state of actual warfare is no time for an experiment. Another development is the manufacture of an aerated or cellular rubber, which has an extreme buoyancy. Its sponsors claim, with what justification remains to be seen, that if the Olympic had between its two skins, a packing of this form of material, it would be too buoyant to sink, and the vessel would have been able to continue its voyage through the mine-field off the north of Ireland without having to put into Lough Swilly. Some people, more generally the unenlightened, think Germany may try to overcome her rubber shortage by setting her chemists to the task of producing synthetic rubber. But rubber growers, if you put the point to them will tell you that "It's a long, long way to Tipperary," and they will proceed to raise a chuckle by informing you that the last attempt to produce synthetic rubber was by making extractions from artichokes grown at Tipperary. **Anyone can repair a roof with Elastic Roofing Cement Paint. It is easy and ready to apply. No heating required. You can do the work yourself with an ordinary whitewash brush. P. H. COWAN, Agent.**

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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, showing the same power and speed as when running perfectly dry, proving beyond any doubt our claim **AN ABSOLUTE WATERPROOF IGNITION SYSTEM.**
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Sweater Coat worth \$6.50. Selling for... **\$4.75**
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(To Every Man His Own.)

The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

ST. JOHN'S, N.F.L.D., DEC. 7, 1914.

OUR POINT OF VIEW

Well Done, Port de Grave

DURING the last few days, the Premier, accompanied by G. F. Grimes, M.H.A. for the district, and J. A. Clift, M.H.A. for Twillingate, have been holding a series of patriotic meetings throughout the District of Port de Grave. These meetings all attracted unusually large audiences, showing that the people of this section of Conception Bay are alive to the grave issues that face us all in the war of the nations.

The district too has contributed a goodly proportion of its young manhood to the cause of the Empire, which is the cause of right, of justice of liberty. One man out of every twelve between the ages of 20 and 35 has volunteered, a splendid showing indeed.

How many of the other electoral districts outside St. John's can beat this? We doubt if there are any, as otherwise the volunteer list would be much larger than it actually is. Well done Port de Grave!

Glorious Part

IRISHMEN are playing glorious part for the Empire in the present war according to statements, doubtless authoritative, made by John Redmond, the Nationalist leader.

On the 30th of November, he says, 89,000 Irishmen of all classes and creeds, were serving with the colors. In view of this grand fact it is almost humorous to consider that before war broke out the Kaiser and his militant allies relied upon a disaffected Ireland becoming actively rebellious when war broke out, and thus keeping Great Britain too busy setting her own house in order to permit of her interfering on the Continent.

Irishmen have played a great and glorious part in all of Britain's modern wars; some of the most outstanding feats of British arms have been accomplished by Sons of Erin, but to-day Ireland is excelling herself in her exhibition of practical loyalty to our common cause, even though the occasion is leading to the sacrifice of many thousands of the primest of her manhood.

Toilers' Champion

SINCE taking up the case of the seal hunters the F.P.U. and its organ *The Mail and Advocate* have been laboring almost incessantly for the betterment of conditions surrounding the lot of the sealers. Through the exertions of Mr. Coaker personally and through the consistent attitude of the fishermen's paper a great deal has been done to make the position of the sealer a better one, both as regards bodily comfort and remuneration. Good wholesome berths and quarters have been obtained, a great improvement has been brought about in the quality of the food supplied and in every way possible the conditions have been improved.

But conditions are not yet perfect, and to attain that desirable end, the F.P.U. is still in the fight. There is to be no let up either till Mr. Coaker is satisfied that everything has been done, that it is possible to do, to make the lot of the sealer somewhat in accordance with humane ideas.

The conditions on board and on the ice must square with the conditions that are supposed to surround civilized human beings and not that of dogs, as has largely been the case to the present day or till Coaker, with his reforms set up upon the stage of public life in the country, and started his fight for better treatment and a more equitable show for the toilers.

The food has been improved but there are yet other improvements to be made.

Mr. Coaker has now in hand a new regulation by which the appointment of Chief Cooks will be in his hands, and to him they will be responsible for the proper performance of their duties. To encourage the cooks to do their best, a bonus is to be paid them at the end of the voyage, if they perform their work in a manner agreeable to all.

The safeguarding of life is an important feature, that is demanding the careful consideration of Mr. Coaker, and the passing into law of certain motions adopted at the great Catalina Convention will be Mr. Coaker's Advocacy when next the House opens.

The ships must be certified by a Board to be seaworthy and able to withstand the ice before being cleared for the seal fishery, and officers of sealing ships must have certificates as to qualification.

In a great measure these proposed laws are experiments in an entirely new field of endeavour, and as experience is gained they may be altered from time to time to suit requirements.

Mr. Coaker recognizes that it is time that something be done to rob the seal fishery of its misery and risk, and to that end his whole aim will be directed.

WORLD'S PRESS ON THE BIG WAR

WHEN PEACE COMES.

British Empire Review:—When the day for peace proposals does come, we may be sure that German arrogance will be conspicuous, and it is equally certain that no agreement will be concluded which does not provide for the guaranteed removal of the menace which has so long troubled Europe and the world.

STRATEGY BROKEN DOWN.

London Times:—German strategy had broken down almost before a shot was fired, because the calculations upon which it was based proved entirely wrong. The issue of the war was decided at the moment it began, and no isolated events can now affect its irresistible conclusion.

DESPOTIC ROMANOFFS.

The Broad Arrow:—The despotism of the Romanoffs, unlike the militarism of the Hohenzollerns, is not inherent in their rule. It was imposed upon them by the circumstances of their country. With, perhaps, one exception they have all tried to give expression to the national ideals which must ultimately give Russia a place amongst the free people of the West. The present war, then, so far from weakening the Russian State to the point of dissolution, has united the whole population, thereby increasing its power enormously.

OBJECT OF ADVANCE ON CALAIS.

London Times: The Germans cannot now hope to beat the Russians. Warsaw and the constant failure of the Austrians have shown us that. Unless something extremely unexpected happens in France, it is not at all likely that they can now reach Paris. Their hopes were based upon swift successes, but they did not obtain them, and they are confronted by enemies who steadily grow stronger. They cannot achieve their original purpose, but they can still strive for a draw, and aim at concluding a perhaps not wholly unprofitable peace. To accomplish that end, it is above all things necessary for them to weaken the moral resolution of Great Britain. This is the true object of their advance towards Calais, a secondary object being to revive the drooping spirits of their own people. They know very well why they want Calais. They hope, in vulgar parlance, to "establish a funk" in this country.

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.

Two Big Two-Part Features, a Vitagraph and a Majestic, at the Nickel.

THE VITAGRAPH PLAYERS IN

"The Crucible of Fate."

Two reels of splendidly made scenes, visualizing a potential plot. The wife's vacillating nature aided by a lack of domestic duties induce her to dabble in amateur dramatics. Forgetting her husband and child in her histrionic ambition, she ruins her own life and that of her husband. An appealing picture, well acted and produced.

THE MAJESTIC PLAYERS IN

"The Stronger Hand."

The story of a fight against a trust—a vividly told and intensely powerful and interesting two-part drama.

"TWIXT LOVE AND FIRE"—A Keystone riot of fun.

"HEARST-SELIG NEWS PICTORIAL"—The world before your eyes.

ARTHUR C. HUSKINS has two dandy numbers.

A—"I Hear a Thrush at Eve," Cadman.

B—(By request) "Silver Threads Among the Gold."

WEDNESDAY—ANOTHER GREAT GAUMONT FEATURE—"THE IMPOSTER."—IN 3 REELS.

YOU SIMPLY CAN'T AFFORD TO MISS THESE SHOWS.

Seafaring Men Still Observe The Courtesies

Lusitania and Vaterland Salute as Big Cunarder Passes Inter-Ed German Ship.

New York, November 28.—Reports that unfriendly signals had been made on outbound British steamers as they passed by the German vessels in Hoboken were set to rest last night with the arrival of the Cunard liner Lusitania in so far as that vessel was concerned.

Captain Daniel Dow said that he would not permit any man on his vessel to make disrespectful signals to any of the German vessels he chanced to pass in this port, and then told how he had saluted the Hamburg American liner Vaterland as he left port on his last trip to Liverpool.

Good Friends Still

Captain Dow said that he and Captain Hans Ruser of the Vaterland have long been good friends, and that the matter of these reported signals had been discussed by the two masters when the Lusitania was last in port.

On the day before his departure, Captain Dow said he had dinner at the Hotel McAlpin with Captain and Mrs. Ruser. As an example to the men they agreed to salute when the Lusitania was last in port.

Dipped the Colors

Captain Ruser brought all his available officers and men aft before the Cunarder moved out into the stream, and as she came abeam they all saw the Cunarder dip her colors. Then Captain Ruser ordered the German colors dipped in reply.

The Lusitania had her four smokestacks painted red with black tops, the Cunard color, after being painted black for the last two months as a disguise on account of the war.

"DEAD MEN" GAVE ENEMY A SCARE

British Ruse Resulted in Annihilation of German Force Attacking Their Trenches.

A remarkable account of the failure of the new German trench mortars, and the disaster in which it involved the enemy at one point, is given in "Le Telegramme," which is quoted by the "Evening News" correspondent. For two days the Germans delivered particularly violent attacks at Armentieres and near Arras. But the shells fired from the trench mortars, instead of decimating our ranks, buried themselves in the deep holes they made as they fell, and merely resulted in our men taking a mud bath, their destructive power being nullified.

Did No Execution.

An officer whose regiment was exposed to the full effects of this mortar fire declares that not one of his men had been placed hors de combat. According to the theories of the German General Staff, three hours' bombardment by these heavy mortars should have pulverized any army.

At one time the enemy, noticing no sign of life, and putting a significant interpretation upon our silence, ordered part of his infantry to seize our trenches, which he presumed to be full of corpses. The attacking columns arrived in close order. Word had been passed round to our men to be on the alert. The Germans had not the remotest suspicion that we had prepared for them a most murderous welcome. Our batteries had kept silent, and had been concealed a little to the rear.

When the signal was given and the enemy was within easy range, the guns roared and their shells burst among the close ranks of the enemy, sowing death far and wide. The onward march of the Germans suddenly ceased, and the survivors began to dig themselves in. Unfortunately for them, however, our infantry unmasked itself, and left them no time to continue their work, many succumbing.

THE SYMBOL.

SYMBOLS have played a large part in the history of the world. Soldiers we bury wrapped in the flags for which they have given their lives.

Women have starved to keep upon their finger a circlet of yellow gold. Under the Crescent Islam swept westward and northward to the Danube. For the Cross death has seemed to many a joyful gift borne earthward upon triumphant wings.

A strip of colored bunting, three pennyweights of glistening metal curves and angles that can be duplicated on the instant by any scratching pen—wherein lies the mystery and power in these things?

The flag, the ring, the crescent, and the cross are the symbols of faith. To question their worth is to question the faith that gave these symbols life beyond the comprehension of any single generation. Symbols are sacred only in so far as they embody a spirit that cannot die.

"Will you go to war just for a scrap of paper?"

What was this scrap of paper? A document to be quibbled over, making the worse appear the better reason, fairgame for phrase-maker and scholastics? Was it a dead rag or a live symbol? How much of its worth depended upon fundamental morality how much upon the dotting of the 's and the crossing of the 't's?

To these questions Germany has given her answer. For since Von Bethmann-Hollweg's first frank confession of sin her scholars and statesmen have labored without rest to taint with legality the evidence of her guilt. To this question England is giving her answer in the sodden trenches at Ypres.—The Outlook.

A SCRAP OF PAPER.

By CIVIS AMERICANUS
Will you go to war just for a scrap of paper?—Question of the German Chancellor to the British Ambassador Aug. 5th, 1914.

A mocking question! Britain's answer came Swift as the light and searching as the flame.

"Yes, for a scrap of paper we will fight Till our last breath, and God defend the right."

A scrap of paper where a name is set Is strong as duty's pledge and honor's debt.

A scrap of paper holds the man and wife The sacrament of love, the bond of life.

A scrap of paper may be Holy Writ With God's eternal word to hallow it.

A scrap of paper binds us both to stand Defenders of a neutral neighbor land.

By God, by faith, by honor, yes! we fight To keep our name upon that paper white!"

Marine Disaster Fund

Already acknowledged .. \$305,719.69
Marconi Wireless Telegraph Company of Canada, Ltd., Montreal, balance of fund subscribed by operating staff, per A. E. Reoch, Sec.-Treas. 10.90

\$305,730.59
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Hon. Treasurer.

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

1st Nfld. Regiment
Applicants for Commissions for Foreign Service in the First Newfoundland Regiment (Reserve Force) will apply by letter to the Honorary Secretary of the Reserve Force Committee on or before the 15th inst. In the application full particulars of age and record of any service in His Majesty's Forces or Brigade should be stated.
V. P. BURKE,
Hon. Secretary,
Reserve Force Com.
dec7,1w

WANTED—One McKay Sewing Machine Operator. Apply N.F.L.D. BOOT & SHOE MANUFACTURING CO. LTD., Job St.—dec4,1f

FOR SALE—One Dwelling House, Store and Work Shop combined. Will sell at a bargain. For further particulars apply to W. J. DOVE, Chance Hr. East.—dec5,1f

MR. M. C. WHITE, Cow Head, has a Barrel of Clothes which came to him from St. John's by mistake. He asks if any one has a barrel of goods that is not theirs that they communicate with him with a view to return of barrels wrongly delivered. There is the name of John Pettie on the barrel held by M. C. White. Please communicate with MR. M. C. WHITE, Cow Head.—dec4,3f

THE KIND YOU WANT
The kind of Blankets that you want, and the kind you should get, is the
Riverside Blankets
Insist on getting the Riverside label on every pair of Blankets you buy.

Just Received
Ex S.S. Morwenna,
500 Sacks Black Oats
Colin Campbell
85 Water Street.

The Elite Tonsorial Parlor,
Prescott Street, near Rawlins' Cross,
F. ROBERTS, Proprietor,
Mr. F. Roberts, of the Elite Tonsorial Parlors, begs to announce to his many patrons, that he has installed the very latest Massage machines for face and hair; also that he will carry full assortment Choice Cigars, Cigarettes and Tobacco.
On and after to-day the Parlors will be open each weekday from 8 a.m. until 11 p.m.

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\$1.00 per Hundred Sent Home.
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60,000 ft. Spruce Lumber
(various sizes), and
900 Wharf Shores.

Naval Reserve Recruits

From October 5, 1914, to December 2, 1914

George A. Strickland, Newman's Cove, B.B.; Sandy Martin, Battery Road, City; Herbert Morgan, Upper Gallies, C.B.; James Egan, Trinity, W.; Edward Smart, Alexander Bay, B.B.; James P. Taylor, Alexander Bay, B.B.; Joseph Stringer, S. W. Arm, Random, Hodges Cove, T.B.; Patrick J. McKay, Holyrood; Thomas Purcell, St. Phillips, C.B.; David Squires, St. Phillips, C.B.; Thomas Hurley, Gander Bay, N.D.B.; Peter Bennett, St. George's; William D. Healey, Holyrood; Walter LeDrew, Change Island, N.D.B.; George W. Normore, Little Bay Island, Green Bay; Llewellyn J. Gardner, British Harbor, T.B.; Anthony Hawco, Chapel Cove, Holyrood; Stephen Decker, Flat Island, B.B.; Frederick Perry, Gooseberry Island, B.B.; Walter G. Critch, Northern Light, T.B.; Albert Young, Twillingate, S.; Harold Young, Twillingate, S.; August Trow, Bay St. George; Wallace Beck, Sound Island, P.B.; Grassia J. Cusick, St. Lawrence, P.B.; George Tobin, St. Lawrence, P.B.; William H. Gardner, British Harbor, T.B.; John E. Coveyduck, Goulds, C.B.; John Whelan, Chapel Cove, C.B.; Garland Steele, Musgrave Harbor, N.D.B.; Robert Bradbury, Bay Roberts, C.B.; William J. Morgan, Seal Cove, C.B.; John T. Morgan, Seal Cove, C.B.; Ronald J. Snow, 3 Stephen St., City; George T. Snow, Bay Roberts; John W. McCormack, Charlottetown, P.E.I.; John O'Brien, 53 Flower Hill, City; Noah Rogers, 33 Scott Street, City; James W. Grey, 7 Dammerill's Lane, City; Edward O'Keefe, 15 Waldegrave St., City; Michael Lacey, 19 Sebastian Street, City;

Thomas J. Truscott, 9 New Gower St., City; James Mansfield, 119 New Gower St., City; Harry Penney, 36 Hutchings Street, City; Alex. McCrae, 63 MacFarlane Street, City; Alfred P. Tuff, 103 Cabot Street, City; Patrick J. Snow, 7 Queen Street, City; Herbert Gulliver, 28 Carter's Hill, City; John P. Collins, 18 Lime Street, City; Joseph F. Butler, 61 Cabot Street, City; Henry A. Gooby, 175 Southside, City; Josiah Chafe, Petty Harbor; Malcolm White, 60 George Street, City; Richard J. Squires, 11 Stephen St., City; James Bewey, Caoot Street, City; Walter Morris, 63 Field Street, City; William B. Cullen, 78 New Gower St., City; William H. Chafe, Goulds, Petty Harbor; Edward Bryan, Broad Cove Road, City; Eugene F. Simmons, Whitbourne; Albert Brinston, 13 Bell Street, City; Stephen Robinson, York Harbor, Bay of I.; Geo. Bonnell, 53 Cook Street, City; Gerald A. Osmond, 121 Duckworth St., City; Andrew E. Northcott, 33 Goodview St., City; James Yetman, 25 East St., City; Richard J. Ryan, Spaniard's Bay; William A. Joy, 198 New Gower St., City; Charles Barnes, Topsail; Timothy F. Coady, 24 York Street, City; Michael Cashin, Highlands, Bay St. George; Edward Stone, Harbor Grace; Joseph Jones, 53 Bethesda St., Almonck, Wales; Thomas Knight, Pleasant Street, City; James J. Murray, Angles Cove, P.B.; John Rodgers, 36 Casey Street, City; William G. Dyer, Logy Bay, City; Thomas J. Kavanagh, Logy Bay, City; William Osborne, Upper Island Cove, C.B.; Patrick J. O'Brien, 208 Water St. W., City; James E. Ellis, 60 Springdale Street, City; Edward J. Woodfine, 39 New Gower Street, City; William J. Kehoe, Riverhead, Harbor Grace; Peter Butler, Water Street, Harbor Grace; Francis Pike, Water Street, Harbor Grace; Michael Melee, Southside, City; Ralph Randall, Port Rexton, T.B.; Edward J. Laurie, Horse Cove, C.B.; Jonas Watkins, Farmer's Arm, Twillingate; William P. Snow, Fogo; William Aylward, Outer Cove, City; Philip J. Wheeler, Torbay; Hanley Crocker, Heart's Delight, T.B.; Peter Hiscock, 39 Water Street, W., City; Archibald Pofford, The Rowewalk, City; Albert Warren, Gooseberry Cove, B.B.; John Tufman, Wabana Mines, Bell Island, C.B.; Elias John Sweetapple, Alexander Bay, B.B.; Maxwell Andrews, Port de Grave, C.B.; Daniel Burge, Bonavista; Charles A. Stanley, Waterford Bridge Road, City; Rowland Heath, Pilley's Island, N.D.B.; Thomas Jackson, Brigus, C.B.; Matthew Haggatt, Pilley's Island, N.D.B.; William King, Brigus, C.B.; Harry Hiscock, Brigus, C.B.; Harold A. Stanley, Kilbride; Alexander Stack, Petty Harbor; William J. Clarke, Delby Cove, T.B.; William Corrigan, Placentia; George Avery, 27 Coronation Street, City; Joseph Anstey, Pilley's Island, N.D.B.; Cornelius Simms, Pilley's Island, N.D.B.; Philemon Hoggett, Leading Tickle, N.D.B.; Eugene M. Burden, Carbonear; Lawrence Ash, Carbonear; William Pilgrim, Carbonear;

John Tizzard, 31 Spencer Street, City; Dennis Tucker, Thorburn Road, Broad Cove, C.B.; John J. Hayes, Brigus; George Mathews, Adeyton, T.B.; James J. Taylor, Cupids, C.B.; Maynard Swindell, 244 Main St., Worcester, Mass., U.S.A.; Joseph T. Campbell, Little Bay Island, N.D.B.; Leo J. Bennett, Southside, City; Harry Knight, Pleasant Street, City; Joseph Linthorn, Brigus; Albert LeDrew, Brigus; Frank Campbell, Ship's Cove, St. George's; Archibald F. Oates, Carbonear; Joseph Power, Carbonear; Thomas Oliver, Job's Cove, C.B.; Robert A. Clarke, Brigus; William Whalen, Brigus; Norman A. Clarke, Brigus; William J. Stanford, North Harbor, P.B.; Milton J. Smith, Marquise, Little P.B.; John Robert Moores, Bay de Verde, C.B.; Albert J. Howell, 60 1/2 Brazil Square, City; Levi Chipman, Spaniard's Bay, C.B.; Arch. Jeans, Upper Island Cove, C.B.; John J. Abbott, Carbonear; Michael Gallon, Sandy Point, St. George's; William M. Edwards, Carbonear; Samuel Fifield, Pilley's Island, N.D.B.; Herbert Harris, Winterbrook, B.B.; Joseph Barrett, Bay Roberts; Joseph Newport, Lewisport; George Coates, Fogo; John J. Walsh, 10 Codner's Lane, City; Frederick S. Rees, Lance Cove, Bell I.; William Forward, Carbonear; John LePointre, St. George's; William Rees, Lance Cove, Bell Isle; Joseph Crane, Tilton, C.B.; George A. Pitts, New Perlican, T.B.; William H. Hefford, New Perlican, T.B.; Joseph Wheeler, Greenspond, B.B.; Herbert G. Gaulton, 14 Plymouth Rd., City; Patrick J. Devine, Cape Broyle; Michael F. Doran, 46 Duckworth St., City; Samuel P. Crocker, Harbor Grace; Robert C. Morris, Harbor Grace; Henry Parmiter, Harbor Grace; Thomas O'Neill, Harbor Grace; Jacob Nicholas, Harbor Grace; James H. Wells, Harbor Grace; Edward Hunt, Harbor Grace; Jas. Northover, New Perlican, T.B.; Albert E. Horton, Kilbride;

William Caldwell, 17 1/2 Duggan St., City; Albert George, Dildo, T.B.; Walter Mortimore, Harbor Grace; Edward C. Keel, Bonavista, B.B.; William Abbott, 15 Holdsworth Street, City; Joseph E. Reid, Heart's Delight, T.B.; Thomas W. White, St. George's; Herbert S. Hillier, Griquet, French Shore; Patrick Power, Brigus; Charles C. Hickman, Fortune Harbor, Fortune Bay; Otto Stanley, Harbor Grace, C.B.; Donald Smith, Bishop's Cove, C.B.; William French, Coley's Point, Bay Roberts, C.B.; George Meaden, Brigus, C.B.; Charles Spracklin, Brigus, C.B.; Sidney H. Reid, Heart's Delight, T.B.; Michael Whalen, 13 Nunnery Hill, City; George W. Hodge, Savage, Straits of B. I.; Richard A. Joy, 198 New Gower St., City; Arthur C. Down, 129 Casey Street, City; Andrew J. McGrath, Patrick's Cove, P.B.; Sylvester Sinnott, 27 Mullock Street, City; Isaac Morgan, Gander Bay, N.D.B.; Lioi B. Oakes, Gander Bay, N.D.B.; Matthew J. Costello, Spaniard's Bay; Stanley Atkins, North River, Clarke's Beach, C.B.; John Higgins, Spaniard's Bay; John Snow, Spaniard's Bay; Walter Gosse, Tilton, C.B.; Allan Scevier, Southside Road, City; Albert O'Brien, Placentia, S.E.; Michael O'Brien, Placentia, S.E.; Rody O'Neill, 44 Penneywell Road, City; Willis Llewellyn Ivany, Burgoyne's Cove, T.B.; Gordon Pearcey, 16 Flower Hill, City; Leo F. Corbett, 99 Bond Street, City; Frederick J. Price, 7 College Square, City; Edwin H. Baggs, Broad Cove, Bay de Verde, C.B.; Frederick W. Crocker, Petty Harbor; Nicholas McGrath, Patrick's Cove, P.B.; Herbert J. Short, Hant's Hr., T.B.; Alonzo Cooper, Clifton, Smith Sound, T.B.; Ariel Green, Hant's Harbor, T.B.; Harold R. Hiscock, Whiteroth, T.B.; Edward Yetman, Harbor Grace, T.B.; Edmund Taylor, Harbor Grace, T.B.;

Thomas Kehoe, River Head, Harbor Grace; Thomas H. Tapper, Hamilton Ave., City; Thomas J. Murray, Safmonier, St. Mary's Bay; Jeremiah Conway, St. Bride's, P.B.; Alexander Conway, St. Bride's, P.B.; Chesley Kearley, Herring Neck, Twillingate; Arthur J. Whealan, 36 George St., City; John Mason, Bonavista, B.B.; John Hussey, Lance Cove, B.I.; Elijah Coombes, Harbor Grace; William Butler, South Side Cupids, C.B.; Stephen Knight, Pleasant Street, City; Henry Harvey, 21 Pleasant Street, City; Harry Newman, 263 Hamilton Ave., City; Richard J. Field, Daley's Lane, City;

John J. Kavanagh, Ferryland, Southern Shore; Ambrose Williams, Ferryland, Southern Shore; Joseph Benson, 53 Cook Street, City; Arthur Squire, Salvage, B.B.; William B. Kerrivan, 236 Hamilton Ave., City; James Keats, Joe Batt's Arm, Fogo; Walter Lundrigan, Upper Island Cove, C.B.; Ted Quigley, 181 Pleasant Street, City; A. MacDERMOTT, Lieut. Commander, H.M.S. "Calypso," 3rd Dec., 1914.

SEE IT RISING!
What? Why! The Mail and Advocate circulation, that's what. Second to none just at present. Bear this fact in mind when advertising!

BOLINDER'S

DIRECT REVERSIBLE CRUDE OIL ENGINES.

First in 1893 -- -- Foremost in 1914

Built in sizes from 5 B.H.P. up to 320 B.H.P.

Nearly 100 vessels fitted with Bolinder's Engines for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellers at low revolutions and consequent efficiency. As an example mention might be made of the "MIRI" (160 B.H.P.) which tows regularly at Sea a 1500 Ton Tank Barge.

The Bolinder will run light indefinitely without any load whatever, and without any recourse to the Blow-lamps.

The Bolinder will run at any load down to a speed which only enables the engine to just turn over, this manouvering is carried out by a special device which entirely does away with the necessity for the Blow-lamps.

Bolinder Engines reverse in under 3 seconds—according to the power of the engine—and what is more reverse without a failure and without a strain on the crankshaft.

Alex. McDOUGALL,
McBride's Cove, St. John's, N.F.
Telegrams: "McDougall, St. John's."
Telephone 180 -- -- P.O. Box 845

Anderson's Great Removal Sale.

SATURDAY, Dec. 5th, 8.30 a.m., our Great Removal Sale Starts. Our lease has expired at Grace Building, and in the near future we will remove to our New Modern Store in the West. Later we hope to tell you all about that Store, but to-day we are concerned in asking you to help remove our surplus stock—we will repay, by giving splendid bargains in dry-goods.

Women's Fashionable Black Coats.

If you require a Black Coat you'll like these, all the Newest Styles, best fabrics, and for cut, fit and finish they are right—going now at Removal Sale Prices.

Here are some values:

- Women's Black Coats. Orig. price \$3.30. Sale price \$2.65.
- Women's Black Coats. Orig. price \$4.00. Sale price \$3.15.
- Women's Black Coats. Orig. price \$4.50. Sale price \$3.65.
- Women's Black Coats. Orig. price \$6.50. Sale price \$4.85.
- Women's Sample Black Coats. Values ten to \$14.00. Sale price \$6.25.

You should see our Women's Black Fur-like Coats. Sale prices \$4.00, \$6.25, \$7.50, \$9.00 and \$10.00 each.

We expect a tremendous rush for our bargain coats, because we believe that owing to mild weather, many a woman has delayed purchasing her winter coat.

We have spent days in marking down prices, and you know, we are renowned for genuine December Bargain Sales.



Women's Stylish Coats

Here are some values in Women's Stylish Winter Coats.

- Women's Tweed Coats. Orig. price \$2.50. Sale price \$1.50.
- Women's Tweed Coats. Orig. price \$3.30. Sale price \$1.95.

Women's colored new fabric Coats, manufacturer's Samples—no two alike, all the leading colors, some with straps, belts, pockets, various styles of trimming—wonderful values, worth from five to six dollars each.

Another lot of manufacturer's Samples—worth from ten to fourteen dollars each. Colors Tan, Saxe, Royal, Reds, Fancy Checks, Helio., and New Season's Shades—this season's leading styles, with belts, straps, pockets, etc.

We have coats to suit every figure, and every purse and many a woman will be glad of this opportunity to get the best at the lowest possible price.

The above noted prices just gives an idea of the genuine reductions.

Come and see these coats to-day.

Women's Electric Seal Coats

\$25 and \$30 for 75 dollar Value.

We have a few left. If you want a fur coat see these splendid bargains, to-day.

Bargains in Women's Costumes.

We have about fifty Women's Black and Navy Costumes that will go at cut prices.

- Women's Costumes. Orig. price \$4.50. Sale price \$3.00.
- Women's Costumes. Orig. price \$6.00. Sale price \$3.60.
- Women's Costumes. Orig. price \$9.00. Sale price \$7.00.

Also a few Maid's Tweed Costumes. Sale price \$4.80.

Warm Winter Caps!

All men appreciate the comfort a warm winter cap.

Our new caps are better and warmer than anyone knew how to make last year and they are also about 20 p.c. cheaper than last year's purchases. We have over 4,000 caps for you to chose from.

You are sure to get just what you want at

Robert Templeton's

Stoves! Stoves!

Tinware! Tinware!

We have received a shipment of

STOVES

"Star Stirling," "Improved Success," "Improved Standard."

We also carry a large stock of

Tin Kettles, Boats Kettles, Measures and Funnels.

Local Councils and Union Stores requiring such goods should order at once.

Fishermen's Union

Trading Co., Limited.

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

PAY OF VOLUNTEERS TO BEGIN AS SOON AS THEY ARE SWORN IN FOR SERVICE AT THE FRONT

Premier Promises to Make the Necessary Arrangements to This End With the Government.

WILL GO INTO TRAINING AT ONCE.

Rate of Pay Will be One Dollar per Day with 50c. Daily Allowance for Board—Field Allowance.

The Reserve Force Committee met at the Board of Trade Rooms Saturday night to receive the report of the delegation appointed to interview the Premier.

Sir Joseph Outerbridge occupied the chair and announced that with Mr. W. J. Higgins he waited on the Premier and expressed the desire of the Committee that the volunteers for the second contingent be placed under pay as soon as they are sworn in for service abroad.

The Premier promised to bring the matter before the Government immediately.

Government Will Help.

As a result a communication was received from the Colonial Secretary in which the Government expressed its willingness to meet the wishes of the Committee.

The original plan of drilling three nights per week will be abandoned and the men will now go into continuous training as in the case of the First Contingent.

It was decided that the pay be \$1 per day and an allowance of 50c. per day towards board. In addition to this, the rank and file will receive a field allowance of 10c. per day as soon as they are billeted in the barracks.

Will Apply to All.

The allowance for board will apply to all volunteers, and is based upon the cost of maintenance of the men while in camp at Pleasantville. At this season it is impossible to have arrangements as before in this respect, and, accordingly, the men will make their own plans as regards boarding. Those from the city will remain at their homes, and those from the outposts may choose their own lodgings.

It was also decided to have the men completely equipped as to uniforms underclothing and boots, and the Finance Committee will be asked to approve of this decision.

Instructions to Outposts.

Instructions will be sent by the Recruiting Officer to the Magistrates and others interested in the outposts, advising them of the new arrangements.

As a number of clerks in different business establishments of the city have volunteered, it was decided that in their case, those who are accepted will not go into training until after the Christmas trade, as it is felt any other course would cause considerable inconvenience to employers and business generally. Their places will be kept in the Contingent, and they will go under pay as soon as the time is opportune.

Those from the city who are in a position to do so, and volunteers from the outposts, will commence training immediately after they pass the necessary medical examinations and are sworn in.

Will Get Instructions.

Arrangements will be made for the employment of instructors to keep up the continual and other training.

The Musketry Committee reported good progress being made in the work of erecting the shelters at the points on the Southside Rifle Range, and these will be ready when required. A special effort will be made to obtain recruits from the outposts, and to this end a number of business men will cooperate, with those already arranged to visit the different centres outside the city.

Notice will be issued providing that applicants for officers' commissions shall send their claims immediately to the Committee.

It was also decided that so far as possible only unmarried men will be accepted for the Contingent and the outpost magistrates will be so instructed.

Laundry Van Caught Fire

Blaze Started from a Lantern—Large Quantity of Goods Destroyed.

The Globe Steam Laundry's van caught fire on Mullock St. at 7.30 Saturday evening, by the upsetting of a lantern.

A large quantity of shirts, collars and other articles were destroyed. The van was almost full of clothing at the time and but for Messrs. T. Dowden and T. Murphy who assisted the driver in removing the clothing and extinguishing the blaze the damage would have been greater.

Admiralty Stops Fishing Operations In Firth of Forth

London, Dec. 7.—Orders issued by the Admiralty yesterday that the whole fishing fleet in the Firth of Forth, Scotland, cease operations have been received with consternation by thousands of fishermen who ace ruin.

The population also is excited as he people believe the prices of fish will advance beyond the reach of people whose principal food is fish.

The Firth of Forth will probably be closed to fishing until the end of the war.

Capt. Von Mueller On Way to England

London, Dec. 7.—Captain Von Mueller of the German cruiser Emden is being sent to England, where he will be confined as a prisoner of war.

TWO SWEDISH SHIPS ARE SUNK

London, Dec. 7.—A despatch from Stockholm says the Swedish steamers Luna and Everilda struck mines off the Finnish coast. Both sank.

REPORT SAYS OSTEND IS AFIRE

London, Dec. 7.—A despatch from Dunkirk says "Ostend is reported to be on fire. It is believed the conflagration was caused either by British bombardment or by German incendiaries."

SERVIANS PUSH AUSTRIANS BACK

Paris, Dec. 7.—A despatch from Nish reports that the Servians since December have resumed a vigorous offensive.

Servian troops on Friday, the despatch says, pursued the enemy's right wing as far as the Kolubara River and it was there that the Austrians abandoned four of their batteries.

"Crucible of Fate" At Nickel Theatre

Two two part films will be given at the Nickel Theatre, this evening.

"One is "The Crucible of Fate" by the Vitagraph artists, and the other "The Stronger Hand" by the Majestic players.

Both are high class dramas staged by the best actors of America. "The Keystone Co. will give a comic "Twist Love and Fire," and there will also be a full reel of the Hearst-Selig News Pictorial.

Mr. Arthur C. Huskins will sing two songs, viz: "I Hear a Thrush at Eve" and "Silver Threads Among the Gold," which is by request.

Wednesday there will be a big three reel film by the Gaumont Co, entitled, "The Imposter."



SONS OF ENGLAND

The Regular Meeting of Lodge Dudley, No. 227, will be held in the Victoria Hall on to-morrow (TUESDAY) evening at 8 p.m.

Special business: Election of Officers for ensuing year at 9 p.m.

By order of the W.P., CHAS. W. UDLE, Secretary.

Naval Reserve Recruits Have Church Parade

Attend Divine Service Sunday at C of E. and R. C. Cathedrals and Gower St. Meth. Church.

The Naval Reservists of H. M. S. Calypso held a church parade yesterday morning, the C. of E. and R. C. attending the respective Cathedrals and the Methodists at Gower Street. Lt.-Commander McDermott was in charge while Gunner Freeman and Rev. H. Uphill, chaplain were also present.

At the C. of E. Cathedral Revs. Can on White and Bolt, Revs. Uphill and Brinton, the latter preaching.

Hearty Service.

At Gower Street the service was hearty and inspiring. Special music was rendered by the choir and the sermon was in keeping with the service.

At the R. C. Cathedral High Mass was sung by Rev. Fr. Conway, assisted by Revs. Sheehan and Greene, as deacon and sub-deacon respectively.

A large congregation being present including the contingent in charge of Lt.-Commander McDermott, the Naval Reservists occupied pews near the Sanctuary rails.

Processional.

The celebration being concluded a procession of the Blessed Sacrament took place in which the Priests, Altar Boys and officers of the Holy Name Society took part.

The Rev. Mons. Roche bore the Blessed Sacrament under a canopy which was borne by our officers of the Holy Name.

The High Altar was beautifully decorated with choice flowers and lights of various colors where the Sacrifice is now exposed and will be for forty hours previous to the Feast of the Immaculate Conception, Tuesday, the 8th inst.

To Government House.

After church ranks were reformed, and headed by the C.L.B. Band, the Reservists marched to Government House and were addressed by His Excellency the Governor, who was delighted with them.

Thousands of citizens lined the streets to watch the sailors' march by. The young sailors looked smart and were very favorably commented on.

Seven members of the C.L.B. Band who paraded yesterday have enlisted with the 2nd Contingent and these, together with those already gone with the First Contingent will reduce the band to six or eight members. There is no doubt that the C.L.B. is doing its share in the call to the colors.

OBITUARY

William J. McKay

The death of Mr. W. J. McKay which occurred at his residence Water St. yesterday afternoon came as a great surprise to friends.

He had been ailing for a couple of years and ever since his condition has been serious but as late as Thursday last he was out and was then feeling better than usual.

At 9 a.m. yesterday he was taken dangerously ill and was shortly after death came, due to hemorrhage of the brain.

Mr. McKay was a well known citizen of St. John's. In his younger days he was a prominent athlete, being a great cricketer and for many years a familiar figure in our regattas. He had many friends who will be sorry to hear of his death.

He leaves a widow, one son, Charles, two daughters, Misses Jean and Nellie and three brothers to whom we extend our sympathy.

Miss Lillian Hackett.

Miss Lillian Hackett died Saturday afternoon at the residence of her uncle, Mr. W. Rowsell, Hayward Avenue.

Deceased suffered from consumption for several months.

She was well and favorably known and her early demise will be mourned by a large circle of friends.

Miss Hackett was only 18 years of age.

The funeral takes place to-morrow afternoon at 2.30.

Crosbies

S.S. Sagona, Capt. Kennedy, arrived from Sydney yesterday afternoon with a cargo of coal for the Nft. Produce Co.

The Fogota, which arrived yesterday brought the following passengers:—Messrs. Scammell, Connolly, Hoddinot, G. Hayse, L. Noel, J. Avery, Const. Forsey, Rev. H. T. Martin; Mesdames N. H. Gosse, Adj. Sainsbury, S.A.; Misses J. Noel, Cuff, and 22 steerage.

Schr. Hamlet has sailed from Hr. Berton for Figuerra with 2250 q's fish.

T. A. SOCIETY ELECT OFFICERS

W. J. Griffin, Pres. of Juvenile Branch.—Adult Members Nominate Their Candidates.

The T. A. Society held a special meeting yesterday afternoon for the purpose of nominating candidates for office for the ensuing year, with the following result:—

President—Mr. W. J. Griffin. Vice-Pres.—Mr. L. J. Griffin. 1st Asst. V.P.—Lieut. M. Frank Summers, 1st Nfd. Regiment. 2nd Asst. V.P.—Mr. J. Murphy. 1st Treasurer—Mr. M. J. Summers. 2nd Treasurer—Mr. P. J. Hanley. Secretary—Mr. Geo. J. Coughlan. Cashier—Mr. Thos. J. Redmond. Fin. Secy.—Mr. W. D. Quinn. Grand Marshal—Mr. N. J. Murphy.

Declined Nomination.

Mr. R. J. Power the retiring 1st Asst. V.P., declined nomination, his successor being Lieut. M. Frank Summers, of the 1st Nfd. Regiment.

The following were nominated the Managing Committee of the Society's Club:—G. J. Coughlan, Thomas J. Redmond, J. Murphy, P. Hanley, T. J. Ryan, J. Corcoran, W. D. Quinn, Francis J. Woods.

A vote of thanks was passed the election clerk, Mr. M. P. Hynes, after which President Griffin tendered the Society's thanks to Mr. J. J. Spratt for special services.

Visited Juveniles.

The meeting then adjourned, and the officers paid their annual visit to the Juvenile Branch, which was then in session. President Griffin spoke encouragingly to the boys and urged them to even greater efforts in the cause of total abstinence.

Mr. Griffin offered a prize to the lad bringing in the greatest number of candidates during the coming year, and also announced that prizes had been promised by Messrs. R. J. Power and W. O'Brien. He also informed the Juveniles that the Adults had a Christmas tree in store for them, for which arrangements were being made.

Election of Officers.

The election of officers followed, with this result:— President—W. J. Griffin. Vice-Pres.—Wm. A. Power. 1st Asst. V.P.—W. J. Wallace. 2nd Asst. V.P.—Charles Stafford. 1st Treas.—Jas. G. Daley. 2nd Treas.—Thos. Daboney. Secretary—John J. Hickey.

Destroyed Ypres Out of Mere Spite

London, Dec. 7.—The official "eye-witness with the British army," at headquarters on the continent in a narrative dated December 2nd says that the destruction of Ypres by the Germans suggests that it was "really the outcome of disappointment and exasperation at its resistance and at the failure of the much advertised plans for its capture."

"FOG FREE ZONE" SPRANG A LEAK

Schr. Fog Free Zone arrived Saturday morning from Green Bay leaking. She has a cargo of 1700 qts. fish.

When off Catalina she sprang a leak and the pumps were operated.

Capt. Hamilton decided to come to St. John's.

She is now at Crosbie's wharf discharging.

The pumps are kept going, and after she lands her cargo she will go on dock.

A printer, who had been acting strangely of late, was to the Asylum, Saturday.

(Under the Distinguished Patronage of His Excellency the Governor.)

Third Grand Concert, THE INSTITUTE SERIES

In Aid of THE PATRIOTIC FUND At the Grenfell Hall On WEDNESDAY, Dec. 7th

Under the Management of Mr. H. Gordon Christian, L.R.A.M., &c.

The following ladies and gentlemen will take part:—Misses Anderson, Job, Straug (2), Johnson, Colton, Mesdames Ayre and Chaynor, and Messrs. McCarthy, Courtenay, Ruggles and O'Neil.

Doors open at half-past 7 o'clock. Concert at 8.30. Admission, 30 cents. Reserved Seats, 50 cents. Tickets to be had at the Atlantic Book Store and Institute.

ALEX. A. PARSONS, Secy. Lit. Com.

dec4,5,7,31



Christmas Cards and Calendars

"To the Soldier and Sailor Boys of Newfoundland"

Glad to fight for Britain's honor, Boldly have they taken stand For the cause of RIGHT and FREEDOM, For the cause of Motherland: Proud to greet you! God defend you! Loyal sons of Newfoundland."

That is one of the Seasonable Greetings on our Local Views and Artistic Post Cards, and we have others of like character. Better get a few in time for the next home mail.

3c. and 4c. each.

Calendars for 1915

The Calendars for the coming year are exceedingly artistic and attractive. Many very original designs.

Something New!

We show a charming lot of

Combination Handkerchief and Glove Sachets. Combination Xmas Cards and Sachets.

These unique goods are put up by the Zenobia people, and are scented with their exquisite perfumes.

Our Toy Dept., Second Floor IS NOW IN FULL SWING.

Be Sure to Visit Our Book Department



CARDIGAN JACKET FUND.

Miss Sterling	\$4.00
New Bay	4.00
Battle Hr.	5.00
Mrs. R. Duff, Carboncar	2.00
Mrs. Goodison	2.00
Cartwright, W.P.A.	11.52
Mr. A. Briffet, Alexander Bay	1.00
Mrs. L. Briffett	1.00
Mrs. Susan Briffett	1.00
Miss Hilda Briffett	1.00
Reconcrete, P.A.	5.55
Western Bay	4.21
Wesleyville	50.00
Dr. Macpherson	30.00
Mrs. Gillard	10.00
Imperial Tobacco Factory	50.00
Carlring	50.00
Mrs. J. R. Bennett, Bridge	40.00
Drive	2.00
Mrs. W. H. Goodland	2.00
Mrs. D. Frazer, Bell Isle	2.00
Mrs. J. B. Martin	2.00
Placentia, W.P.A.	30.00
Mrs. James Parker	4.00
Mrs. Collins	2.00
Name Not Given	2.00
Mrs. Hammond	4.00
Mrs. J. A. Robinson	4.00
Mr. Harold Macpherson	50.00
3 Park Row	2.00
Mr. J. A. Havermale	10.00
Mr. T. V. Hartnett	5.00
Mr. A. H. Rice	5.00
A Friend	2.00
Mrs. J. A. CHIT	5.00
Miss Reid	100.00
J. Tilley	2.00
Hon. R. Watson	2.00
J. B. Anon	50.00
Lady Morris	2.00
Mrs. H. E. Knight	2.00
J. H.	2.00
Mrs. C. P. Ayre	2.00
Miss Browing	5.00
Mrs. Ricketts	2.00
Mrs. Crosbie	2.00
Mrs. Bradley	2.00
A Friend	5.00
Mrs. Paver	4.00
Mrs. Purcell	.50
Mrs. Hussey	2.00
Mrs. Shortall	2.00
Mrs. L. Chaplain	2.00
Mrs. Edgar	2.00

Servian Arrested

A 34-year-old fireman named Ben Bil of Servia arrested for safe keeping was discharged.

Ben was a fireman on the Sbnad but as his hands were sore he decided to go as sailor.

He came ashore Saturday for medical treatment and on going back to the pier found that his ship had sailed.

Dutch Ship Here

The Dutch steamer Waal, Captain Schmit, 22 days from Grimsby bound to Portland, Maine, arrived this morning or repairs to her main steam pipe.

The accident happened nine days ago during a heavy sea.

Messrs. Bowring Bros. are agents, and the R. N. Co. will make repairs. The Waal is 1261 tons gross, 765 net, 235 feet long, 35 wide and 15 deep.

SHIPPING

Portia left Burin at 10.5 a.m.

Prospero left Change Islands at 4.10 p.m. yesterday.

The S.S. Stephano is signalled as we go to press; she is due at 3 p.m.

There is no word of the Tabasco now due from Liverpool.

S.S. Mongolian leaves Philadelphia to-morrow for this port.

DEATHS

HACKETT.—On Saturday at 5 p.m., after a lingering illness Lillian Hackett, daughter of the late George and Ada Hackett, aged 18 years. Funeral on Tuesday at 2.30 p.m. from her late residence, 49 Hayward Avenue. Friends will please accept this the only intimation.

Mrs. F. Martin 1.00
Odd Amounts 6.15
Total \$603.73



1st Newfoundland Regiment.

RESERVE FORCE

Men will be enlisted for active service under the following conditions:—

1. After they have passed the medical examination and been finally accepted by the Recruiting Officer at St. John's they will be sworn in and undergo training until such time as it is decided to send the contingent abroad.

2. Pay will be at the rate of one dollar per day and ten cents per day field allowance and will begin as soon as the men are sworn in. While in St. John's the men will find board and lodging for themselves and an allowance of fifty cents per day will be made to them on this account in addition to the pay as above.

3. Free transportation will be provided from all outposts to St. John's from an order from the Magistrates to recruits who have passed local medical examination.

Where recruits are rejected at St. John's transportation will be provided to enable them to return to their homes.

4. At the present time single men only are required between the age of nineteen and thirty-six, not less than five feet three inches height; chest average 34 inches, weight 120 lbs.

For further information apply to the nearest magistrate or to the Recruiting Officer, St. John's.

S.S. Morvenna, Capt. Holmes, arrived at 10 p.m., Saturday, from Charlottetown, via Sydney.

S.S. Adventure arrived from Sydney, Saturday afternoon with a cargo of coal.

WEATHER REPORT

Toronto (noon)—Moderate N.E. winds; fine and cold. Tuesday N.E. winds gradually increasing to gales; snow by night, turning locally to rain.

dec7,21