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MOTOR BOAT F.P.U.

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. Nineteenths 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.

FERRO Marine Engines and Repair Parts.

Meitz & Weiss Kerosene Engines
Silver Star and Royalite Brand Kerosene

—ALSO—
Gasoline & Lubricating Oil

A. H. MURRAY,
St. John's.

HAS GOOD WORD FOR RUSSIANS

Observers Say They Are Excellent Class of Men of Good Physique and Well Trained

Petrograd, Oct. 24.—It is difficult to summarize the crowded events of the last few days, during which I have travelled about in the rear of the main Russo-German fighting line. The first stage of the gigantic battle that began last week is being fought out in Poland, and the German-Austrian advance has been met by the determined impact of a strong Russian force.

Hopeful Outlook.
All that can be said for the present is that while this is regarded as the most serious moment of the campaign, the general outlook is most hopeful for the Russians. At several important points the Germans have been compelled to retire.

My chief impression formed is that of the extraordinary fine quality of the Russian soldier. During the last few days I have seen thousands of soldiers and spoken to scores of them. I have seen them in various circumstances. I have seen Cossack patrols in warm, hooded overcoats cantering through the forests in the twilight or at early morning; Cossacks in camp, smoking around their bivouac fire, and have come across long military trains at wayside stations, where soldiers stretched their legs after almost interminable journeys and where they bought bread and cigarettes and asked for the latest news of the war.

Splendid Chaps.
One cannot help being struck by their fine physique and hearty, open manner. They are cheerful when marching through the streets of a town, when strolling along in charge of transports and munching turnips within sound of a cannonade, and even cheerful when suffering from wounds. Such magnificent soldiers as those deserve to win.

All is quiet at Warsaw. The Germans who were sixteen versts from Lavelle have been repulsed and driven back forty versts.

Father Benson Dies In London
Was Noted and Popular English Priest of the Church of Rome

London, October 19.—The death was announced to-day of the Very Rev. Monsignor Hugh Benson.

Monsignor Benson—he was better known as Father Hugh Benson—formed one of the famous literary trio, the sons of the Right Rev. Dr. Edward Benson, Archbishop of Canterbury from 1883 to 1896, his brothers being Arthur C. Benson, the essayist, and E. F. Benson, the novelist, who is the author of "Dodo" and other well-known books.

Monsignor Benson was born on November 18, 1871. He was educated at Eton and Trinity College, Cambridge, read for orders in the Church of England, and joined the Roman Catholic Church in 1903. He was ordained in Rome in 1904, and at the time of his death he was a priest in the Roman Catholic archdiocese of Westminster.

He was famous as a pulpit orator and had given courses of Lenten addresses in Rome to cosmopolitan and crowded congregations. In 1911 he was appointed Private Chamberlain to His Holiness the late Pope Pius.

As an author, his works had marked mystical and psychical tendencies. Some of his best known books are: "The Light Invisible," "History of Richard Raynal," "Solitary," "By What Authority," "The Religion of the Plain Man," "The Necromancers," "An Average Man," "Confessions of a Convert," "The King's Achievement," "The Queen's Tragedy," and "None Other Gods."

STEBURMAN'S OINTMENT
17 Brennan St.,
St. John's, July 13, '14.

Dear Sir,—
I was a cripple for 25 years, and had several doctors treating me; also spent some time at the hospital, but all failed to do me any good.

I am glad to say that "Your Ointment," &c., has made a perfect cure of me. Previous to this I was obliged to walk around on crutches. So I advise all sufferers to give my medicines a trial and prove for themselves my statements.

Yours truly,
(Signed) MRS. SHAW.
To MR. L. STEBURMAN,
15 Brazil's Square,
or P. O. Box 661.

Steburman's Ointment, 20 cents per box or 6 boxes for \$1.00—oct23.2w

BATTLING DAY AND NIGHT FROM INVISIBLE TRENCHES

Tens of Thousands of French and German Soldiers Seldom See Each Other in the Fight—Dig Themselves in Like Moles

St. Mihiel, France, via Metz, Berlin, The Hague and London, October 24.—Fighting day and night from deep trenches whose wonderfully effective entanglements of barbed wire, steel sharp-pointed rods and sharp pointed stakes which are almost touching, the thousands of men comprising the German left and the French opposing wing seldom see each other. Probably never before has there been staged a battle so theatrically set as the present. The line of battle runs wavyhanded for miles through dense forests, over and around high hills and across deep valleys traversed with running streams of water.

Contest All Attempts.
The French stubbornly contest every attempt of the Germans to advance. Lines of trenches are extended a foot at a time. The thousands of each side dig themselves in like field moles. They cover every movement. Even the guns are hidden and their location cannot be ascertained by the opposing forces, as their smokeless powder leaves no trace.

In the open country the trenches are so constructed as to be invisible to an aviator unless he flies very low. When he does fly low, he seldom returns to report. But there

are always volunteers on both sides to attempt it. They go out and most of them are killed. A few are captured alive and they are treated with the consideration their daring demands.

The Hidden Cannon.
The hills and valleys constantly reverberate with the booming of the hidden cannon. Many of the shells are wasted because the target is of necessity a guess. Yet many fall true and kill the forces hidden in the wooded country or buried in the trenches.

There is only scattering rifle fire. The troops have no target at which to aim from their trenches, and they leave the fighting to the big guns. It is when attempted sorties and charges are made that the infantry get into action. Most of these assaults are made at night, and it was a result of one of these that the position was taken. Then the Germans advance in close mass formation, firing from their hip and ending their work with desperate bayonet charges, which are usually effective.

Day in Trenches.
I was able to spend an entire day in the German trenches, which have been constructed to prevent the French armies, with headquarters at Toul and Nancy, attempting a flanking attack.

In one of the trenches the soldiers had organized a singing society. The whole scene was wonderfully picturesque. A thick fog hid the French trenches, a hundred yards away. The ghost like figures of the greenish grey clad figures in the trenches were strangely silhouetted in the mist.

Must Come Out And Do Battle Or Be Bottled Up During War

Jap Battleship Hizen Catches the German Warship in Honolulu Harbor and Waits Outside For Her

Honolulu, Oct. 22.—Standing just outside the three mile limit, her searchlights constantly illuminating the entrance to Honolulu harbor, the Japanese battleship Hizen kept patrol last night, while anchored in the roads the German warship Geier awaited the verdict of port officials as to how long she may remain in the harbor for repairs.

While the port officials have been uncommunicative regarding this time allowance, two reports have gained credence. One is that the repairs will be completed within a few days, when she must leave port and face her enemy, lying in wait without, or interne here for the remainder of the war.

The Hizen appeared off the harbor late yesterday, fully coated and provisioned, fourteen days out from Yokosuka, a naval depot near Yokohama. Her commander, Capt. Hatanami, when instructed by Rear Admiral Moore to preserve neutrality, said he would do so, and also declared that he had no intention of entering the harbor.

MYSTERIOUS ACTS MAKE BRITISH SUSPECT PLAN TO DESTROY SUEZ CANAL

And Powers Are Notified Great Britain Will Remove All German and Austrian Ships Taking Refuge There

London, October 26.—The British Foreign Office has sent a Note to all Foreign Powers, formally notifying them of the Government's intention to remove from the Suez Canal have not already been detained on account of hostile acts.

The British Government takes the position that the German and Austrian vessels, which have interned themselves in the Canal, and the waters immediately adjoining are putting the Canal ports to a use that was never contemplated by the Canal Convention.

These vessels all have their crews on board, and it is reported here that a number of accidents have occurred which have led the Government to believe that these alien enemies contemplate an attempt to destroy the Canal.

It has not been decided what will be done with these vessels. They have not previously been interfered with by the Government, because there was no desire to establish a precedent in connection with them. It is believed that all will now be sent to British ports, and their future passed on by the Prize Courts.

The following official statement

has been given out by the Press Bureau:—
"The Egyptian Government is taking steps to remove from the Suez Canal all of the enemy's ships which have been long enough in the Canal ports to show that they have no intention of departing in the ordinary way, and which, apparently, are putting the Canal to a use inconsistent with its objects."

"The British Government denies the conventional reports of free access to the Canal and denies the right these enemy's ships imply, that they can use the Canal for an indefinite time for the purpose of escaping capture."

Wonderful Results From the A. I. C., The World's Cure

The remedy discovered at far Labrador has given relief to many a sufferer; hundreds testifying of this great remedy. Another gives her testimonial from the City.

Couldn't Eat a Half Meal.
St. John's, Oct. 12, 1914.
I have been troubled with indigestion for a number of years, in fact I have been so bad I couldn't eat half a meal of anything.

A friend advised me to try A.I.C. and one half pint bottle cured me. I couldn't believe I could be cured in such a short time and now I can eat anything, and food does not trouble me in the least. I think I am perfectly cured, I haven't felt indigestion this month.

I recommend this medicine to all sufferers from indigestion. You are at liberty to use my name, and anyone not believing this statement can write or consult me personally.

MRS. GEORGE WELLS,
St. John's.
Sold at St. John's by M. J. Malone, M. Kent, Walter Gosse, J. C. Ryan, J. Healey, C. P. Egan, Soper & Moore, Wholesale Agent.
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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 manoeuvring 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

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