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("To Every Man His Own.")

**The Mail and Advocate**

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**The Reichstag Session**

THE session of the German Reichstag which opened last week will, in a political sense, be the most important and interesting of any since the war began. Germany is already in the shadow of the great coming defeat. The dismissal of von Falkenhayn and the elevation of Hindenburg are symptomatic. The German people are, as German writers are allowed to say, "weary and waiting at the gate" for peace. Dr. Karl Liebknecht has been silenced by imprisonment. Count Reventlow, the junker critic, has been muzzled for the remainder of the war. Prince Hohenlohe publishes an article declaring that neither set of belligents can decisively defeat the other, and that "fantastic hopes of conquest" might as well be abandoned. Dr. Naumann, the author, writes in almost a despairing tone about Roumania's entry into the war and the Allies' ever-increasing energy. Everywhere in Germany there is practical recognition of what the military events since June portend. All that the Germans now hope for is peace on the basis of the status quo ante.

The pan-German element still continues to discuss annexation plans, but Prince Hohenlohe lays bare the futility of such discussions when the basis for them is being lost. The von Tirpitz crowd is in deadly controversy with the Chancellor over the submarine issue. The Chancellor favors a moderate policy of using submarines, fearing war with the United States. The Chauvinist pan-Germans yowl fiercely for indiscriminate torpedoing of vessels to and from Britain, as the only method of getting at their arch-enemy. The Chancellor is forced to publish losses to quell the agitation. In the Reichstag he will have to face hot attacks from the Prussian Junkers, from the National Liberals, and from the Socialist majority—each on entirely different ground. Yet the parties are so violently opposed to each other that, among their differences, the Chancellor is likely to get support from the more moderate elements, and will thereby weather the storm. It will be an angry, morose, dispirited Reichstag, worried and anxious over the outlook. Criticisms and recriminations, unless silenced by martial control, will be rife. Indeed, von Bethmann-Hollweg may have to carry in his pocket, as did Count Tisza, the Hungarian Premier, an order for the adjournment of the House in case the session becomes too stormy. The political reactions from the debates will be highly important.

The word "automobile" will soon be an obsolete term, according to the prediction of automobile concerns. Americans are used to adopting the shortest words for expressing their ideas and they find the terms "machine," "motor," "car" and even "boat" more convenient. National publications are dropping its use in their advertisements and garage owners nearly all say "car."

**All Sole and Upper Leather Requisitioned**

LONDON, Sept. 30.—The Government, according to the Shoe and Leather Journal, has requisitioned all British sole and upper leather for military purposes. A five per cent. increase, it is stated, will be allowed on the purchase prices of the leather requisitioned.

**Venezelos Proud of French Successes**

PARIS, Oct. 1.—M. Venezelos, ex-Premier of Greece, and Vice-Admiral Coudouriotis have telegraphed Premier Briand congratulating him on the recent French successes. The Premier expressed thanks to the Greek leaders through the French Consul at Canea, Crete.

**Canadians Praised**

MONTREAL, Sept. 30.—A Canadian Associated Press cable from London to day quoted David Lloyd George as saying that the Canadians were in advance of the band at Courcellette. "Thank God," he said, "we have more of them coming."

**British Losses For September**

LONDON, Sept. 30.—British losses in September were at the rate of more than 3,800 a day. Casualties on all fronts reported in this month were: officers, 5,438; men, 114,110.

**Schooner Sunk**

LONDON, Oct. 1.—The British schooner William George, of Truro, 144 tons, and the Norwegian schooner Manuel, have been sunk.

**Abyssinian King Deposed**

LONDON, Sept. 30.—Emperor Lidj Jeassu of Abyssinia, has been deposed at Addisrakaba.

**TRAIN REPORT.**

Saturday's No. 1. Arrived Port aux Basques 3.55 a.m.  
Yesterday's No. 1. Left Norris Arm 8.35 a.m.  
Yesterday's No. 2 left Port Blandford 8.45 a.m.

**POLICE COURT NEWS.**

Mr. F. J. Morris, K.C. presided today and fined 2 drunks \$1 or 5 days each. A drunk and disorderly was fined \$4 or 14 days and two seamen who deserted the Mackay Bennet were put on board ship.

Cairo, via London, Sept. 23.—The waters of the Nile have reached a very high level, necessitating the enforcement of the decree of 1887, which empowers the government to call on any able-bodied man to assist in work for the protection of threatened regions under penalty of imprisonment or fine.

Tommy—"Shut up, Ah! Can't yer see the blighter don't understand English? Aand it's a blakin' shame to waste all that good bad language on 'im."

**REVEILLE BY CALCAR**

TO-DAY we propose to say a few words respecting the Agricultural Commissioners who seem to have taken a rather erroneous view of the responsibilities of a "Commission." The view which those gentlemen took of the matter seems to have been that "Commission" means a sort of putting in the line of certain perquisites, that is, in colloquial language, "rake-off."

The Agricultural Commissioners, it must not be supposed for a moment acted in any way contrary to their understanding with the Government, and Morris and his Cabinet are responsible to the people for the doings of Messrs. Downey and Devereaux.

It was found necessary to reward them for faithful services to the party, and this was the best way of doing it. The appointment as Agricultural Commissioners gave them a nice easy job with a nice easy salary and offered a nice easy way to them of augmenting the regular stipend. Every man in the party, every mother's son of them got in some way or other his bit of graft.

Now the primal idea of a "Commission" is that of a number of men selected to enquire into some matter on which it is desired to have special and expert knowledge before attempting further action in respect to it.

The "Commissioners" are usually appointed to act in consort in virtue of certain outstanding capability or some special quality which marks them as the most fitting for the work in hand. Whether the Messrs. Downey and Devereaux possess these qualifications or not it is not our purpose to discuss, but we go so far as to say that nothing so far done by them in their capacity as Commissioners warrants the belief that they possess even the commonest knowledge of the farm and its problems.

Why they should have forgotten their Commissionship and made themselves at once dictators to the farmers, and not made themselves students of the agricultural situation is a puzzle to all who have given the matter any thought. Two men utterly ignorant of farming problems such as confront this country are hoisted into office and straightway begin, not an intelligent enquiry but a foolish acting on their own unformed and stupid initiative. Is it any wonder then that chaos was let loose and complete failure attends the unintelligent but costly effort, as is well attested on the authority of their own report, i.e., the Report of the Agricultural Board, 1915.

Those "reports" are wonderful things, "fearfully and wonderfully made." Even a cursory analysis reveals this fact. The question arises to one's mind as to whether these abortive things are ever intended to run the gauntlet of serious questioning or whether they are put together to beguile a tedious official hour and incidentally beguile also such of the public

who may happen to get one into their possession. Certainly they are never supposed to be taken seriously. If the Government really intends those reports to have the gravity which all such papers uttered by a Government are supposed to have, they have little respect for the understanding of their audiences. If they are not seriously intended then the Government has much to do to explain away the intended hoax. Surely it is bad enough to play fast and loose with the people's money and to play ducks and drakes with a public office without adding to the injury a heap of insult. There is nobody with any degree of intelligence and spirit who can read through the Report of the Agricultural Board without feeling a rising of the gorge, but we will come to this by-and-by, just now we want to say a few more words about those Commissioners.

By way of preliminary let us say that if those men had acted as a Commission and not as self-appointed councillors to the whole agricultural population much good might have been done and a whole lot of time and money saved. We say "might have" because we are not quite sure that the "Commissioners" possessed the necessary ability for the work. Seven years they have been in office and to-day our knowledge of agricultural conditions is as fragmentary as ever it was. Not one stone on which an agricultural edifice might be raised has yet been laid despite the expenditure of half a million dollars.

What fatuity is it that set those "Commissioners" off on their ill advised course? No answer comes to this question but the opinion is well entertained that the imbecility, the general weakness of the Morris policy find their expression here as they do in every other phase of that Government's irrational activity. Where all is incoherent there is no use to look for solidity. This "agricultural policy" is but one of the many limbs on the tree of folly so assiduously cultivated by the Morris Government.

A "Commission's" work is to study, to find out, to gather data, and weighing this information well to lay their plans so based and their recommendations before the "House" for the deliberation of the people's representatives. It is not for them to take upon themselves the duty of teachers general to the farmers. Such in fact is just what the Messrs. Downey and Devereaux did, nay, more, they appointed themselves arbiters of the farmers' destiny in a way. They without the least knowledge of the farmers requirements gave out seeds, rams, bulls, etc., ninety-nine per cent. of which

**GLEANINGS OF GONE BY DAYS**

OCTOBER 2

FIRST railway opened in United States, 1833.

General illuminations in St. John's in honor of fall of Bebastopol, 1855.

Bishop McDonald preached his first sermon in this country (at Harbo Grace), 1881.

Rev. A. C. F. Wood, inducted Rector of St. Thomas's Church, 1881.

Steamer Portia sailed for Halifax and New York with 190 passengers, 1897.

New British Hall opened, 1894. Robert Carter appointed Shipping Master, 1888.

Steamer Prodano ashore in St. Mary's Bay, 1899.

is absolute waste if not directly harmful, as in the case of the sheep.

Ever so many tailors have gone into the Army. They are said to be awfully good at cutting out the Hun and taking measures to shorten his . . . career.

A part of the government's Alaskan railroad is now being operated. Recently a trainload of coal was sent over it from the coal fields in Matanuska to the harbor at Anchorage. In speaking of the event Secretary of the Interior Lane said: "The opening of these fields means cheaper fuel and it is confidently predicted that it will be followed by an industrial and mining expansion."

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**Men's Red and White Patent Pressure Process Rubber Boots,**  
These are famed the country over and are made from the finest Gum, specially constructed by skilled workmen.  
Our Price for all Red is \$4.50; for all White \$5.20.

**Men's Black Pure Gum Rubber Boots,**  
White Sole, Reinforced, Red Foxing, Felt Lined. We recommend it as the Best Fishing Boot made. There is none better.  
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People who have bought this Boot tell us that they get from Twelve to Eighteen months wear out of them.

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