

A SPLENDID OFFER

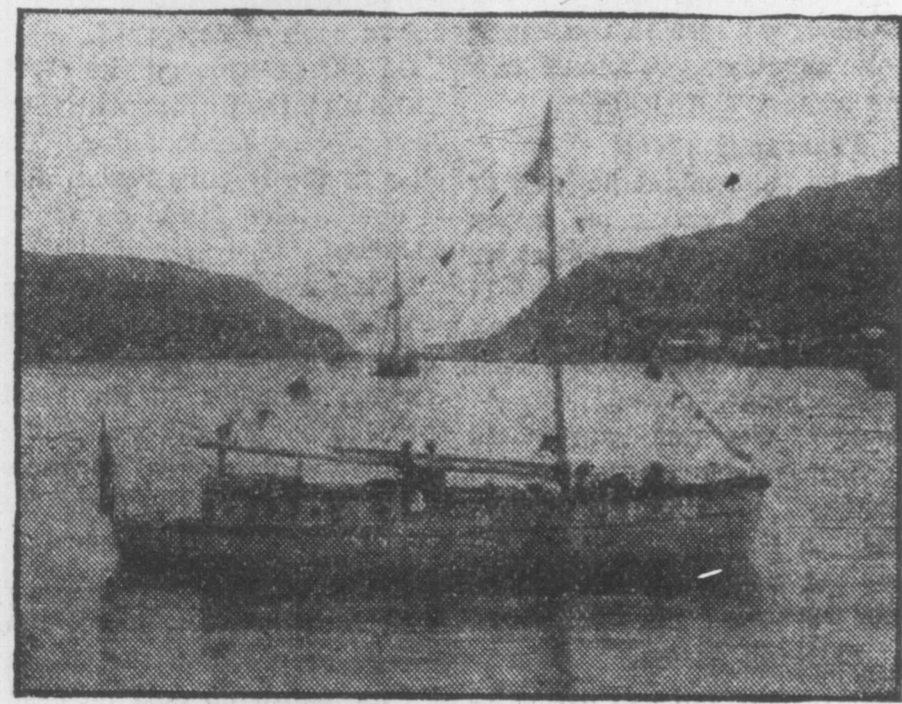
We will mail the daily issue of **The Mail and Advocate** to any address in Newfoundland or Canada from now until the end of 1915 for the sum of \$2.00.

We will mail the weekly issue of **The Mail and Advocate** to any address in Newfoundland or Canada from now until the end of 1915 for the small sum of Fifty Cents.

The weekly issue of **The Mail and Advocate** offers splendid opportunities to business men for advertising their goods as it is read by 50,000 persons every week.

The daily issue of **The Mail and Advocate** has the largest outport circulation by 100 per cent of any daily paper in the Colony. It has only been published nine months, yet its outport subscription list exceeds by 100 per cent the circulation of any other daily paper.

The weekly issue of **The Mail and Advocate** has subscriptions all over the Colony and is the cheapest weekly paper issued in the Colony. We give our advertisers good value for their money. They appreciate this fact and continue their patronage from year to year. Others should note this fact and advertise in the paper that is read by 50,000 persons.



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. Nineteen-tenths of the fuel consumed by the engine is Kero oil.

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

W. F. Coaker.

For Sale!

A 6 h.p. Stationary Engine

Master workman make, suitable for running a Stave Mill or Machine Shop.

Engine is fitted with a Patent Clutch Pulley and regulated with a Governor, and is in first-class condition.

Price \$150.

Apply to

Fishermen's Union Trading Co., Ltd.

SUBMARINES CLAIM MANY VICTIMS IN WAR

Views of Some Prophets Have Been Justified by the Recent Events

ATTACK EXTREMELY DIFFICULT TO REPEL

Range of Newer Vessels Well Over 1,000 Miles—Carry Eight Torpedoes

The prophets who declared before the war that the submarine would carry all before her in the narrow seas have been largely justified by the events of the past six weeks says a correspondent of the London Daily Mail. Up to the beginning of September not a single ship had been sunk by submarines, while five vessels had been sent to the bottom by gunfire. Then there came a complete and startling change. The first vessel ever destroyed by a genuine submarine was the Pathfinder, sunk by the German submarine U-21 on September 5.

Many Victims.

From that fatal date submarine victims have followed in quick succession; the Hela, sunk by our British E-9 on September 13; the terrible sacrifice of the Aboukir, Hogue, and Cressy by the U-9 on September 22; the destruction of the German destroyer S-126 by the British E-9, Oct. 5; the sinking of the Russian cruiser Pallada with all on board by U-26 on October 1, and now the loss of the Hawke.

Thus for the last six weeks the naval war has been a business of submarines. The deadliness of the submarine lies in his invisibility. What Mr. Wells' ghastly conception of "the invisible man" was to ordinary human beings that is she to surface ships. I once asked a commander of a British dreadnought how many submarine attacks he had witnessed. He told me six or seven—it was several years ago—but that only in one attack had he caught a glimpse of the submarine or her periscope. There is nothing to shoot at; nothing visible except perhaps an object like a bottle floating bottom upwards which appears and then almost immediately vanishes.

Germans Have 36.

The German submarine flotilla has been greatly increased in recent years; indeed, for the last six years the enemy has spent upon this underwater craft almost precisely the same amount as we in this country have devoted to submarines. The total strength of German boats now ready for sea is probably about thirty-six. Five or six of these are small craft of little value except for work on the German coast. The boats numbered U-7 to U-16 (U stands for Unterseeboot) displace 300 tons, motor thirteen knots on the surface and nine submerged, are tested up to depths of 150 feet in the water, carry a supply of air sufficient to enable their crews to remain below for twenty-four hours, and have wireless installations. Their crews number twenty-three officers and men each.

Are Larger Boats.

U-17 to U-24 are larger boats.

Good Morning!

We Are Introducing

American Silk

American Cashmere

American Cotton-Lisle

HOSIERY

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

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

OUR SPECIAL OFFER to every one sending us \$1.00 in our currency or postal note, to cover advertising and shipping charges, we will send post-paid, with written guarantee backed by a five million dollar company, either

3 Pairs of our 75c. value American Silk Hosiery

or 4 Pairs of our 50c. value Am. Cashmere Hosiery.

or 4 Pairs of our 60c. value Am. Cotton-Lisle Hosiery

or 6 Pairs Children's Hosiery.

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

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

The INTERNATIONAL HOSIERY CO.

P. O. Box 244.

DAYTON, OHIO, U.S.A.

oct19,12w,d,w

OBITUARY

Mr. John Lidstone.

Mr. John Lidstone, formerly painter and decorator of this city, died at the residence of his daughter, Boston, Mass., last Thursday.

Deceased retired from business about ten years ago and moved to Boston to reside with his daughter.

He was well known to many of our older citizens who will learn of his death with regret.

Mrs. Alexander Rooney, this city, is a daughter, and to her and other relatives we extend sympathy.

Carthaginian Arrives

S.S. Carthaginian arrived Tuesday morning, bringing a small freight and the following intermediate passengers:

F. and Mrs. Snow, J. Snow, Elizabeth Snow, Mrs. A. Whelan, A. Whelan. The Carthaginian sails again today taking in saloon H. T. Jovett, C. McNulty, J. C. Tullo, Miss Walmsley.

about equal to our British D class, and displace 750 tons when submerged. They have a gun armament of one 14-pounder disappearing gun which can come into action within twenty seconds of the boat rising to the surface and one 1-pounder automatic anti-aircraft gun, which remains outside the boat and is exposed to the sea when she dives.

Still newer and yet more powerful are the boats numbered from U-25 upwards, one of which sent the Pallada to the bottom. These have two 14-pounders and two 1-pounder guns apiece, the latter guns for use against aircraft. They displace over 800 tons and a speed of 17 knots is claimed for them on the surface. Under water they are believed to do about 10 knots.

Carry Eight Torpedoes.

All the German submarines are driven by heavy oil engines on the surface, with electric motors for use under water. The electricity is generated by the oil engines when the boats are on the surface and is stored in accumulators. The earlier boats carry two or three torpedo tubes, with a supply of at least six torpedoes. The newer boats have four or five torpedo tubes, and are believed—for all details of these vessels are kept as far possible secret—to carry a supply of eight or more torpedoes.

The range of the newer and larger submarines is certainly over 1,000 miles and may in some cases reach 2,000 miles. The Germans are believed to have boats capable of making the voyage to the Mediterranean, though such an adventure is hardly likely to be essayed.

Attack by Stealth.

The submarine moves more slowly than the surface ship of modern design, and consequently she must attack by stealth. But as warships do not ordinarily cruise at their full speed and take some time to work up to that speed, she has always a chance of effecting her cruel purpose.

Her tactics are to cruise slowly near some point where hostile surface ships are likely to be met with, only her periscope showing, and coming to the surface from time to time to recharge her accumulators and obtain a fresh supply of air. If an enemy is sighted she calculates the rate of progress and course of the ship, and then submerges till her periscope is entirely hidden. If she has made no mistake the torpedo is discharged when the enemy is within easy range.

The risks of submarine work are great in peace but relatively small in war, for the crew are practically secure against gun attack and against the onset of their own kind, the submarine.

STEBAURMAN'S OINTMENT

TO THE PUBLIC.

I want you to know what Mr. Stebaurman's Ointment done for me after sixteen months' suffering with sore nose after three doctors treating me. The last one ordered me to Hospital to have my nose opened, but thanks to this Ointment I got clear of the surgeon's knife. I recommend it for all sores. I cannot praise it enough for what it has done for me.

MRS. JAMES BAILEY.

24 Hutchings St.

Stebaurman's Ointment, 20 cents per box or 6 boxes for \$1.00—oct23,2v

Cash Must be Sent With Order.

P. O. Box 651, or 15 Brazil's Square.

MEN WHO KNOW

Prefer our service of Cleaning, Pressing and Repairing. Bear us in mind for a trial.

C. M. HALL,

Genuine Tailor and Renovator.

243 THEATRE HILL

HOPE FOR PEACE BEFORE EASTER

Germans Now Sing "Glory! Glory! We Are Going Back to Our Own Firesides"

Paris, Nov. 13.—The work of destruction in Arras continues. The cathedral has been badly damaged and many civilians have been killed in their houses.

Two French aviators after an aerial battle brought down two Taubes while their comrades watched, during the recent bombardment. The shells fell at the rate of 82 per minute.

The breaking of the morale of the German troops is evidenced by a new song they now are reported to be singing instead of "Deutschland Ueber Alles." The verses of the new song are to the effect, "Glory, Glory, we are going back home to our own firesides, where there is no more war."

An eminent economist here says it is certain that peace will be signed in Berlin by Easter.

Austria's Commerce Shattered By War

Venice, Nov. 10.—How severely the trade of Austria has been affected by the war is revealed in an official report of the Austrian Ministry of Commerce.

According to this document, Austria's imports in the month of September amounted to 111,000,000 crowns (\$22,200,000), as compared with 260,000,000 crowns (\$52,000,000) in September of 1913.

The decrease of exports was much greater. They amounted in September of this year to only 61,000,000 crowns (\$12,200,000), barely one-quarter of that total reached in September, 1913.

Daring Exploits Of Belgian Soldier

London, Nov. 13.—The Cherbourg correspondent of Reuter's Telegram Company sends the following:

"A Belgian soldier, Emil Sapin, twenty-two years of age, who has arrived here for a few days' rest, is a Chevalier of the Order of Leopold and of the Legion of Honor as a result of his exploits in the past few days.

"Single-handed, Sapin, destroyed a German battery, took a Hussar Regiment flag, killed the German colonel and made forty prisoners."

PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percle Johnson's insurance agency.

ADVERTISE IN THE MAIL AND ADVOCATE

J. J. St. John

Readers of the

Fisherman's Paper!

We have the largest

stock of

FLOUR

in St. John's.

Our prices will surprise

you.

250 Barrels

Pork and Beef,

150 Barrels

Granulated Sugar,

150 Puncheons and Brls.

Best Molasses.

—Also—

A full line of

Teas and all other

Groceries.

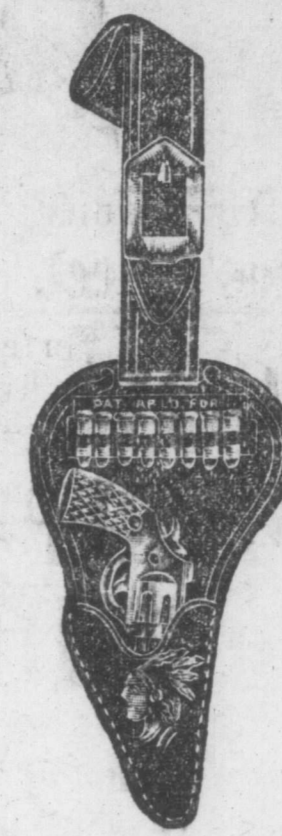
N.B.—Goods sent with

dispatch to any part of

the City or Train.

J. J. St. John

136 & 138 Duckworth St.



Free to Boys

Every Boy should have one, Special Leather Volunteer War Fob, with miniature revolver and cartridges. It's free for selling 50 Xmas Post Cards. Send for some now, we trust you.

OFFER NO. 2

If you do not wish to avail of above offer send us 50 cts. and we will mail Fob prepaid with 20 Xmas Cards FREE. You can sell Cards for 50 cts. and you still have a Free Fob.

To arrive in a few days' Thrilling War Pictures. Now, Boys, send for something at once. Big list of 150 other Prizes mailed with goods.

Shopkeepers

Write for wholesale prices on Cards. Samples 10c.

J. M. Ryan Supply Co'y.

227 Theatre Hill Box 372. St. John's.

ALLIANCE ASSURANCE CO., LTD.

THE RIGHT HON. LORD ROTHCHILD, G.C.V.O. Chairman
ROBERT LEWIS General Manager.

TOTAL ASSETS Exceed \$120,000,000.

Fire Insurance of every description effected.

LEONARD ASH, Carbonear,
Sub-Agent for Carbonear District.

BAINE, JOHNSTON & CO.

Agents for Newfoundland.

"Father Time a Severe But Honest Judge."

For seven years the "FERRO ENGINE" has held the leading place among the Engines used in the Newfoundland Fishery. These "ENGINES" were built to use Gasoline; but we have hundreds of testimonials where Kerosene has been used with equal results.

Other Engines have been introduced and have been claimed by their Manufacturers to be the "ONLY" But Father Time has been their Judge and they fell by the Wayside.

Hundreds of "FERRO ENGINES" have been used in Newfoundland during the last seven years, and many of them without a cent of repairs, and the "FERRO" is acknowledged today as the best two Cycle "ENGINE" on the Market.

"THE NEW FERRO Kerosene Oil Engine."

We have on hand a car-load of the "NEW FERRO KEROSENE OIL ENGINES" which were built expressly for Newfoundland trade, and which have Float Feed, Water Jacketed, Kerosene Carburetors, and all the Gasoline it requires is priming, no extra Tanks being required. These "KEROSENE ENGINES" will be sold at no advance over the price quoted by our Former Agents for the "GASOLINE ENGINES" while we have on hand a Number of the "GASOLINE ENGINES" which we will sell at a great reduction on their first cost to avoid the expense of shipping them back to the Factory.

The number of recommendations below should be satisfactory proof that these "ENGINES" though built for Gasoline will run satisfactorily on Kerosene.

La Scie, October 13th, 1914.

THE L. M. TRASK CO.
Dear Sirs,—I saw by Advocate where you stated you would wish to hear from every user of a "FERRO ENGINE," and receive the number of same, and you would send a Spark Plug of your own make, so I thought I would let you know the number, (The No. is) 3253. It is a 7 H.P., and to just give you the truth about the Engine, it is the best one made. We used it last Summer on a large Motor Boat, a Deck Boat about 7 1/2 ft. wide, and about 3 1/2 ft. deep and towed a trap skiff that would bring about 16 or 17 barrels of round Fish after her, and did good work fast enough, too good for the 7 H.P. Engine, and this year we have the Engine in a new trap skiff about 30 ft. long, 6 ft. 10 in. wide, 33 inches deep, and cares for nothing here, and there are lots of Engines here of different quality.

The 8 H.P. A— Engine is here in a boat about the same size and they cannot do it, and for some, the A— Engine, F— Engine and all its kind, have had plenty of trouble, and we have not had one hour's trouble since we had the "FERRO ENGINE." I say it is the best here.

Wishing you every success, I am yours sincerely,

(SGD.) MOSES BURTON.

Salvage, Bonavista Bay.

L. M. TRASK & CO., St. John's.
Dear Sirs,—We have been using one of your 5 1/2 H.P. Ferro Gasoline Engines for two Summers, and it has given entire satisfaction in every way. It has never given one minutes' delay.

We consider the Engine the best on the Market for fishing purposes, and would recommend it to anyone requiring a good Engine. The number of the Engine is ———— (SGD.) ISAAC SQUIRES.

For Folder, Write to L. M. Trask & Co.

140 Water Street.