

SPECIAL OFFER!

One Week Sale

OF

LADIES BLOUSES,
55cts.

LADIES TWEED SKIRTS

\$2.00, \$2.50, \$3.00, \$4.00,
Worth from \$3.00 to \$5.00.

Nicholle, Inkpen & Chafe
Limited.

315 -- WATER STREET -- 315
Agents for Ungars Laundry & Dye Works,

**BRITAIN'S GIGANTIC
ARMADA PATIENTLY
AWAITING THE FOE**

3000 Ships Ever in Readiness For Action With the Foe

AN IMPRESSIVE SPECTACLE

Whatever Chance of Success the Germans Had Was at Outset of War

Mr. Frederick Palmer, the well-known authority, who is the accredited representative of the American Press on the Western front thus describes a visit he has just made to the British Grand Fleet:—
During the past week I have visited the British Grand Fleet and an important naval base, where I saw dry docks capable of docking the largest Dreadnoughts which had been built since the war began.
I was also shown maps marking points where German submarines had been sighted and the results of the attacks on them classified as follows:—
"Captured; Supposed sunk; Sunk."
When bubbles are observed rising for a long time from the same spot in smooth water it is taken for granted that the career of a submarine is ended.
When the question was asked officers, "How did you get them?" they answered, "Sometimes by ramming, sometimes by gun-fire, sometimes by explosives, and in many other ways that we do not tell."
Officers and men on the battleships and armed cruisers are envious of those engaged in submarine hunts, which are regarded as great sport.
In all, Britain has 2,300 trawlers, mine-sweepers, and other auxiliaries outside of the regular service on duty on the blockade from the British Channel to Iceland, and keeping the North Sea clear.
Strength of Fleet.
Regarding the strength of the British Fleet, it is not enough to say it is formidable. Its position is impregnable, and the number and power of its units invincible. Admiral Jellicoe has under his orders as a fleet in being not less than 3,000 ships of all kinds—Dreadnoughts, cruisers and torpedo boats, destroyers, submarines and auxiliaries. The number includes at least 300 warships. This tremendous fleet has always got steam up, and is always ready. Its activity is perpetual, and its immobility as efficient as its movements.
We were permitted to see the gigantic effort the British Navy is attempting to enlarge its Fourth Arsenal and make it the first in the world. Dry docks, immense basins, workshops for arming and repairing ships have risen up like magic in the Forth. Admiral Lowry, who controls the works, showed us round this gigantic base, whereon 6,000 men have been constantly working on forty locomotives, run incessantly on narrow-gauge railroads. Four thousand tons of mud are daily flying from the bed of the valleys. Here, too, impregnable in their shelter, are 100 big warships and other auxiliaries.
The Queen Elizabeth Back.
As the destroyer which carried the guests, after a cruise at sea, following the coast turned its head toward land, into the harbour where the Grand Fleet is anchored, we saw a target being towed in the customary manner for firing practice by some cruisers.
"We keep at it all the time," the officer with me explained. The cruisers' practice finished, they took their places in fleet formation.
Among the immense field of grey shapes at anchor, in precise order, which as one drew nearer, became fine after a line of Dreadnoughts painted a colour which melts into the sea, even the Queen Elizabeth, back from the Dardanelles, looked small for her tonnage and gun-power, unless compared with the inflexible, the flagship of the Falkland Islands squadron which had just come from "sweeping" the North Sea, as scouting is called.
Sir John Jellicoe, Commander-in-Chief, at fifty-seven, is senior of all. He is rarely without the telescope under his arm, his officers say, when he is on deck, and nothing which the officer on watch sees but he sees also. He escorted his guests through the flagship, showing his men at drill, and particularly called attention to a special machine for giving gun-layers practice in firing where the results of each shot are displayed.
Stepping into a small room, where telegraph keys clicked and compact wireless apparatus was hidden behind armour, we saw one focus of communication which brings Sir John Jellicoe word of any submarine sighted or of any movement in all

the seas around the British Isles, and carries the Commander-in-Chief's orders far and near.
Officers whom I met spoke in the same strain about the situation.
If the German Fleet ever had any chance of success it was at the outset of the war.
With every passing month the British Fleet had grown stronger and better organized to meet any emergency.
Destroyer's Work.
The only colour visible in that vast array of fighting ships stretching into the misty horizon or standing out against the green background of the harbour was the blue uniforms of the crews, and occasional signal flags fluttering from the masts. White we were on board Sir John Jellicoe's flagship a message was brought to the commander-in-chief, who called his flag secretary and spoke a few words to him, after which we learned that the whole fleet was ordered to proceed to sea.
Later, on board a destroyer, at the entrance to the harbour, the guests watched the unprecedented procession of naval power make its exit, led by the graceful light cruisers and the flotilla of destroyers.
"Are not German submarines waiting outside?" we asked.
"No doubt; two or three are always there," an officer replied. "But the destroyers know how to keep them off."
Blithely cutting the choppy waves and with broad, foaming wakes, the destroyers, attendant satellites of the great fighting ships, ran in and out among them by virtue of superior speed, as confident in their evolutions as the hovering guns on their wings. Indeed, wherever we had been on our trip we had seen the destroyers always on the move, flitting, blinking its signals to flotilla.
An Impressive Spectacle.
The commander of the destroyer on board which we were looked at his watch, and said it was time to go, as he must, at a given moment, take his appointed place in the fleet. At thirty knots an hour he cut smartly across the bows of a battleship to take the guests to the landing place.
Our last glimpse as we rounded the headland was of that seemingly endless column of ships which stood between German ambition and the seas of all the world, still not free of the harbour, on its way to its unknown errand in the North Sea. Impatience became feeble at the thought of the actuality of that Armageddon should the German Fleet ever give battle. In all the many pictures of war and preparedness for war one had ever witnessed this was the most pregnant in its suggestion of irresistible and concentrated power and the most impressive as a spectacle.

Condemnations of Count Zeppelin comes very appropriately from Marconi. The first invented a new way to destroy life and the second a way to save it.—Montreal Mail.

Steel Makers Now Expect a Long War

Preparations Are Been Made to Supply Allies With Ammunition For at Least Another Year

Pittsburgh, Oct. 5.—The production of pig iron is the greatest in the history of the country.
The output at the present is somewhat over 2,700,000 tons a month. As a result of this, tremendous output ore shipments from the upper lake docks will be carried on late as the season will permit. It is doubtful if enough ore can be brought down by boats to tide the Winter, and the railroads will be freely used from Minnesota and Wisconsin as a result.
Steelmakers are trying to figure out just what the requirements for 1916 will be. That the European war will continue another year seems assured. That this country will be called on to supply Great Britain and her allies with the major portion of their ammunition is also an accepted fact. It is believed here that the French will attempt to blast their way to the German frontier in the next six months that an enormous quantity of metal will be used in the operation.
Should the Balkan nations enter the conflict a greater demand will be made upon this country. It seems as if everything will be subordinated in the metal-working industry to the manufacture of projectiles and arms. Exports have not reached their maximum, nor will they for several months. That they will increase as the war progresses seems assured. The steel mills are said to be treating domestic consumers rather shabbily in the matter of deliveries so as to increase deliveries for export. This is largely because of the profit in the making of munitions and the quicker payment of bills.
As the war progresses larger projectiles are being used. This is eating into our tonnage at an incalculable rate. The French government is seeking to place large orders for bullets and bombs, which are to be wrought into shape in their own mills. Russian requirements are also increasing. Italian steel makers are buying scrap ends and large quantities of scrap, which are being re-worked and remelted in their own steel plants. Considerable tonnage is being taken by British steelmakers, but not in as large quantities as are the other nations.

Year War's Cost To the Canadians \$150,000,000
Interest Charges, if War Continues—May Reach \$20,000,000 Annually

Ottawa, Oct. 2.—The war is costing Canada about \$150,000,000 a year. Apart from the borrowings in New York, which were intended mainly for public work and domestic uses, the money is being obtained in Great Britain and paid for at the rate of four and one-half per cent.
Calculating on the basis of a three-year conflict, the Dominion's outlay in that period will reach the aggregate of more than \$400,000,000.
The interest charges in war borrowings will be about \$20,000,000 a year, or treble the amount which now has to be provided annually.
In addition, pensions to disabled and other soldiers, now figured at \$10,000,000 a year, may, if the war continues, be increased very materially.
With revenue conditions as they now obtain in Canada, continued borrowings would seem a certain necessity. The increases which were made last year in the tariff schedules and which were designed to meet war time conditions have, in a measure, accomplished their progress.
The revenues now are equaling those of the antebellum months of last year, but they are not providing a surplus. How to meet the financial situation, therefore, presents somewhat of a problem, but one which, it is believed, will be solved without great difficulty. That any further additions may be made to the scale of customs duties admits of much doubt.

The petition of the six economic associations, regarded as the most powerful of their kind in Germany, demanded:
"The annexation of Belgium in all but name. The annexation of the French coast as far as the Somme as a strategic necessity; the annexation of the Briey ore region and the coal regions of the departments Du Nord and Pas de Calais; the annexation of Western slope of Vosges for strategic reasons; the annexation of Russian territory adjoining East Prussia, for military reasons."

HAVING enjoyed the confidence of our outport customers for many years, we beg to remind them that we are "doing business as usual" at the old stand. Remember Maunder's clothes stand for durability and style combined with good fit.



John Maunder
Tailor and Clothier
281 & 283 Duckworth Street



To intending purchasers in the City and Outports we have on hand a full line of all

NEW GOODS
direct from the Factories and selling at our usual **Low Prices.**
Hand and Foot Sewing Machines, Bedsteads, Spring and Flock Mattresses, Washing Machines, Wringers, Table Cutlery, Brooms, Stoves, Scrub and Shoe Brushes, Paints and Oils, Varnishes and Brushes, Builders' Supplies, Locks, Hinges, Felt, Nails, Glass, Tools of all descriptions, Axes, Enamelware, Oval and Round Boilers, Kettles, Chimneys, Lamps, Lanterns, Powder and Shot, Guns and Rifles, etc.
Call or write for prices. Inspection solicited. Outport orders given our best and prompt attention.

MARTIN HARDWARE CO., LTD.
WHOLESALE AND RETAIL.

HALLEY & CO.
Wholesale Dry Goods and Commission Merchants, 196-108 New Gower St.

We are well known to the trade, and we make it a point to give SATISFACTION in our dealings with them. We only ask for a chance to quote prices, and are therefore sure of your order in almost every case. We are SPECIALISTS in DRY GOODS, having TWENTY-FIVE YEARS' EXPERIENCE in the business. All we ask is to 'phone or write us for quotations before placing your orders. By so doing, our benefits will be mutual.

HALLEY & CO.

ADVERTISE IN THE MAIL AND ADVOCATE

Write For Our Low Prices

Ham Butt Pork
Fat Back Pork
Boneless Beef
Special Family Beef
Granulated Sugar
Raisins & Currants
All Lines of General Provisions.

HEARN & COMPANY
St. John's, Newfoundland.

TEMPLETON'S

—for—
HERRING NETS and GILL NETS
ROBERT TEMPLETON'S
333 Water Street.

THE BEST IS CHEAPER IN THE END



Order a Case To-day
"EVERY DAY" BRAND
EVAPORATED MILK
Job's Stores Limited.
DISTRIBUTORS