

IN STOCK:
Carbonvoid
the great saver
on Gasoline.

J. J. Rossiter

Our Motto: "Suam Quique."



(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 Company Limited, Proprietors.
Editor and Business Manager: JOHN J. ST. JOHN.

ST. JOHN'S, N.F.L.D., OCT. 11th., 1916.

The Closing of the Port

THE Government has notified the public that after to-morrow at sunset the harbour will be closed against shipping leaving or entering port during the hours of darkness. The lighthouses around the coast will extinguish lights. Schooners crews from the North will take notice that they cannot enter St. John's after dark and will have to lay too outside until daylight.

The Government is entirely responsible for those orders, which they consider are a protection against submarine raids. The people must submit as gracefully as possible to such rules, and in the future decide whether they were wise or unwise. That such a course is necessary we unhesitatingly deny, and we protest against the enforcement of such conditions at the present time, as we consider the chances of German submarines appearing off St. John's are very slim.

However, the duty of the public is to submit to the Government's orders and do so with as much contentment as is possible under the circumstances.

The "Fiona"

THE Revenue Cruiser Fiona is again tied up in port. This time she is needing a new keel which is being imported from abroad and will arrive here—when it comes.

During her recent visit to Green Bay with Governor Davidson, we hear, that owing to His Excellency's desire to see the beauties of the coast the steamer was kept too near the land with the result that the keel was badly damaged from contact with the rocks.

This Colony has been held white by the "Fiona." Since the Morris Government have controlled the Government the ship has had "an annual overhauling."

If the Colony now had what this Cruiser cost the past ten or twelve years we could build a "Queen Elizabeth" and have something to protect us to-day. But in this respect it is a happy thing for some people that we have no such ships, for if we had, the "Patriotic" members of the Morris Executive would get probably little in the shape of rake offs for providing Patrol vessels and the hiring of whalers for patrol work. The whole public service has become demoralized. Morris has allowed the Treasury to become a "jack pot" for political boodlers and get-rich-quickers and as a result the people are to-day suffering from lack of coastal service.

What we ask has the "Fogota" or "Petrel" accomplished on behalf of the Colony since they were converted into armoured cruisers? Have they accomplished one single act to justify the purpose for which they were taken off their regular service and made into gold mines for their owners?

Last winter we published a statement showing what this patrol work on the Labrador coast the Colony and we suppose this year

they will cost more "on account of the war."

The repairs to the "Fiona" now will cost a few more thousands, but what does this matter, for, to quote the man from Cape Broyle: "Tis only a flea bite"; but we can assure Morris and his boodling following that the "illiterate and cullage" are feeling the effects of those "flea bites" and are longing for the hour when they can dump the whole clique into political oblivion.

"Amply Protected"

At the meeting of the Patriotic Association last evening the Governor reviewed the submarine menace and assured the meeting that we are "amply protected."

We are glad to hear it. We have no doubt but that those "assembled within those walls" were well protected, but we ask what protection is made for the people of this country, especially the fishermen who have to brave both wind and sea in the fall of the year coming to St. John's?

Are the labouring people of this city "amply protected" from the sharks who on the least little profit put up the price of food stuffs? We had an example last spring of how our "people are amply protected" when the coal barons—rushed to their rescue—and sold coals they had in stock for months prior to December 31st, 1915, at an increase of \$2.80 per ton.

The Government sat idle and did nothing until Mr. Coaker threatened to call a public meeting of the citizens of St. John's to deal with the matter. They then got busy and "clapped the grips" on the coal barons who were compelled to hand over their stocks to the Government which was sold to the people at \$8.00 instead of \$10.80, the price demanded by the sellers of the black diamonds.

"Amply protected." Yes, protected with a vengeance.

Too long have our people been led to believe all is well and the quicker they disabuse their minds of this false impression the better it will be for all concerned.

We have no desire to pose as an alarmist, but we believe in telling the people the truth.

The forbidding of headlights on motor cars will not "amply protect" us from future dangers and bear in mind that all the dangers will not be from outside sources. There are dangers from within that will require sharp watching as the days go by and those dangers will not be the result of enemy subjects but the work of our so called patriotic philanthropists.

People would do well to watch matters here closely and not rely on the smooth words of those who will use present opportunities to enrich themselves at the expense of a now almost impoverished country.

GLEANINGS OF GONE BY DAYS

OCTOBER 12

Old Michaelmas Day.
Order of the Bath instituted, 1399.
Brigantine Amazon, bound from Labrador, lost at Cape Freels; crew and passengers saved, all but four children, who died from exposure, 1866.
Benevolent Irish Society banqueting Bishop Power in Orphan Asylum after his arrival, 1870.
Irish delegates, Rev. Father Clancy and Jas. D. Ryan, arrived from Ireland, 1896.
Rev. T. W. Temple married, 1881.
Archbishop Benson, of Canterbury, died, 1896.
Marmaduke G. Winter married Miss Lilly, 1883.
Turkey evacuates Crete, 1898.
German Emperor and Empress left for a visit to Holy Lands, 1898.
Terrible gale on Labrador; 89 fishing vessels lost, and seventy people drowned, 1885.
Edward M. Jackman's letter on Railway Deal, 1898.
Boer-British War begins, 1899.

THE KYLE'S PASSENGERS

The Kyle arrived at Port aux Basques at 8 a.m. to-day, bringing J. McLeod, E. Smith, J. C. Pratt, F. H. Hue, Miss W. J. Holt, J. H. Shannon, W. W. Cotton, Miss M. J. Allan, C. D. Cook, Mrs. J. Fortier, Miss W. Stimmis, Jas. M. Mitchell, Miss S. Cantwell, Mrs. L. Cantwell, Alex. McDonald, J. and Mrs. Berge, R. B. Jarvis, J. Bourdeaux, J. Doyle, E. Doyle, A. S. and Mrs. Larkin, Miss Hunter, Miss F. Wilcox, P. H. and Mrs. Knowling, M. B. McDonald.

ADVERTISE IN THE MAIL AND ADVOCATE

REVEILLE
BY CALCAR

THAT the amount of oats and other grains raised is not proportionate to the acreage sown we have already stated and even the self-blinded gentlemen who are responsible for the Agricultural Policy of the present Government may not deny this. Not alone is the amount raised per acre or per amount of seed put in the ground disproportionate to the effort the resulting crop is even pathetically small.

If our farmer friends kept accounts like other business people most of them would find that the raising of oats under present methods of cultivation is far from being profitable.

It is provoking to say that we cannot turn to any report on the matter when we would review the agricultural situation, for nothing worthy of the name has ever been put out of hand by the present Government. This is all the more remarkable and the more provoking when we remember that the Morris Party prided themselves particularly on their agricultural endeavours. Nothing that we can say more certainly condemns the so-called agricultural policy of the region where moulder all stupid and misdirected efforts than a careful survey of this so-called report of the Agricultural Board for 1915.

As we cannot call upon this report (?) where cunning and assinine stupidity are so wonderfully, for any figures worth quoting to show how miserably small is the production of oats and other grains we must supply a few examples from our own personal observation. The threshing season is now well on, and friends who have had their oats threshed have kindly supplied us with figures besides what we have ourselves collected. One or two examples will do and they may be accepted by our readers as representative of the whole.

The yield as shown by the result of the threshing from farm to farm is surprisingly uniform. When you get this uniformity over a whole district with very little variation it is apt to be accepted by the farmers of that locality as the standard, and any isolated case where a greater yield is recorded is either looked upon as a misrepresentation; a drawing of the long bow, or else as the result of some singularly favourable set of circumstances.

That a yield of oats any greater than what they have always been accustomed to, can regularly be maintained is not creditably accepted by most farmers in this country. It is or seems to be an idea with the farmers that the climate is at fault or else the soil is not capable of producing anything better.

Here is an example of a yield. A farmer sows about two acres to oats putting in something like three barrels or twelve bushels which is not of course very heavy seeding. Maybe there were not two acres, however, the thing is nearly twelve bushels of oats were put in and from this were obtained thirty-three bushels or just about two and three quarter bushels for the one sown.

What it cost the farmer to raise these oats let those acquainted with farming operations figure out for themselves, and then add two dollars for the threshing and supplement this again by adding the value of three days, which according to the co-operative system under which the threshing is done is the time it actually cost this man.

Here now is where the interest of the Government in the farmers' welfare might centre itself. What is the cause or what are the causes, for they are complex, for this small return for so much expenditure in money, time and effort?

We can cite another instance, a little better than this where a man sowed eight barrels and obtained by threshing thirty-three barrels. These of course are even smaller than the average which runs about eight to one. Even this higher measure of return is not half a yield viewed in the light of what may be obtained by better methods and better seed.

A study of conditions would reveal the fact that from twenty-five to fifty per cent. of the oats actually formed on the head goes out with the chaff, being too light, too little developed to fall with the well developed ones. This is not an exaggeration, but is actual fact. It may not apply, and likely does not apply all over the country where oats are raised, but it does apply to certain large agri-

Celebrates 76th Birthday

His Lordship Bishop Jones celebrates to-day the 76th anniversary of his birth. Bishop Jones though he has passed the allotted span is still enjoying the best health and possesses an energy and alertness that many young men might envy. His Lordship who has done a great work in the upbuilding of the Anglican communion in this country has the sympathy and affection of his own people and the respect and esteem of the people of all other denominations. We sincerely wish him many more happy returns of the day.

MR. DWYER DANGEROUSLY ILL

We regret to hear to-day of the very serious illness of Mr. John Dwyer the well-known and popular M.H.A. for St. John's East. Mr. Dwyer has been ailing for some time past and for the last 24 hours, we hear, has been unconscious. His friends are very anxious as to the outcome of his illness.

Cannot Be Rebuilt Now.

The plan of operations by which the Kaiser's legions are to be driven back to the Rhine, worked out in many councils here and in London, is developing accurately and speedily. The hardest work is done, Paris believes. The Prussians have been piled from positions they and much of the world regarded as impregnable.

No such positions can be constructed again under the pressure that is being put on them by the armies of Gen. Haig, and Gen. Foch. Dislodged, they are fighting a losing fight in shelters hastily constructed, thinly

Huns Will Not Again Devaste Little Belgium

It is no wonder Paris is certain the hardest task is over. The war in the West for the first time since mid-September, 1914, is approaching the stage where tactical man will meet tactical man, where the weight of the struggle will measure man for man and where manoeuvre of the armed mass, which is preponderately in favour of the French and the British, will decide the issue.

This is the point toward which the Allied high command has been working. Numbers are overwhelmingly on the side of the Entente. Heretofore the Prussian staff has balanced this great superiority of rifles and artillery by the intricate, powerful system of field works they were able to interpose on their front.

Must Now Rely on Tactics

With the system near the point of disintegration on the most vital section of their line they will be compelled to rely for their defence on the tactical skill of their commanders and the doubtful ability of their rank and file to stand up under heavy odds.

With the development of the Allied strategy on the western front it becomes more and more evident that the crucial struggle between the Somme-Oise-Aisne line and the Prussian frontier will come largely on the soil of the little Duchy of Luxembourg.

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Way of Retreat Barred

The second was the valley of the Meuse and the railway from Namur of Mezieres.

The third was the Sambre Valley, and the fourth the great international high way which leads from Brussels to Paris.

The natural lines of retreat from French soil would follow these lines of advance. The Anglo-French command, in their comprehensive plans, which are not confined to a battle in a campaign, but are great enough to scope to carry to the day of the general armistice do not intend that these avenues of retreat shall be open when the Prussians' dash to the frontier begins.

The Vital Point.

A beautiful young lady interviewed a fortune teller on the usual subjects. "Lady," said the clairvoyant, "You will visit foreign lands and the courts of Kings and Queens. You will conquer all rivals and marry the man of your choice. He will be tall and dark and aristocratic-looking."

"And young?" interrupted the lady. "Yes, and very rich."

The beautiful lady grasped the fortune teller's hands and pressed them hard.

"Thank you," she said. "Now tell me one thing more. How shall I get rid of my present husband?"

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Foreign and Local Mails for Despatch by Cross Country Express

UNTIL further notice mails for the above will be closed at the General Post Office on Monday's, Wednesday's, Thursday's and Saturday's at 11 a.m. and at 9.30 p.m. on Saturday nights for despatch by Sunday's express.

The late letter fee will be effective for letters after the above hours for despatch by that day's train and after 9.30 p.m. Saturday's and up to 11 a.m. Sunday's.

If late fee is not paid letters will be held for next day's despatch of mail.

GEO. W. LEMESSURIER, Acting Postmaster General, General Post Office, October 10th, 1916.

Reid-Newfoundland Co.
LABRADOR SERVICE.
S.S. NEPTUNE
Will sail from Dry Dock, St. John's, at 4.00 p.m. FRIDAY, October 13th, for the usual Labrador ports of call.
Freight received up to 6.00 p.m. THURSDAY.
Reid-Newfoundland Co.

KNOWLING'S PRICE LIST OF FOOTWEAR
Is well worth your careful perusal as every LINE is a saving to your Income.

Men's Boot Department.

MEN'S OIL GRAINED FULL BELLOWS TONGUE BOOTS, leather lined, sewn, good broad heels, 6 inches high—\$3.70.

MEN'S WATERPROOF GRAIN ARMY BOOTS, broad military heels, reinforced soles, 6 inches high—\$4.30. Same kind only Goodyear Welted, the next best in Handsewn Work, only \$4.75.

MEN'S OIL and WATERPROOFED GRAIN-LEATHER 10 INCH BOOTS, as cut; a good Winter Boot—\$5.00 and \$5.40.

MEN'S RED 13 INCH GRAIN, full Bellows tongue, 2 soles to heel; a good Hunting Boot—\$6.20.

BOYS' 10 INCH WATERPROOF GRAIN BOOTS; sizes 1 to 5—\$3.90.

BOYS' 13 INCH RED WATERPROOF BOOTS full Bellows tongue, two sole to heel—\$4.50.

BOYS' OIL GRAIN BOOTS, pegged; size 9 start, \$1.90, up 5c. a size.

BOYS' SPLIT LEATHER BOOTS, pegged; size 9 start, \$1.60, up 5c. a size.

Women's Boot Department.

WOMEN'S PEGGED BOOTS—\$1.40, \$1.90, \$2.00, \$2.30 and \$2.40.

WOMEN'S KID BOOTS, Sewn—\$2.10, \$2.20, \$2.40, \$2.60, \$2.80 to \$4.50.

WOMEN'S BOX CALF BOOTS—\$2.50, \$2.60, \$2.80 to \$4.50.

WOMEN'S BUTTONED BOOTS—\$2.25, \$2.40, \$2.60, \$2.80, \$3.00, \$3.20 to \$4.50.

WOMEN'S CLOTH LEGGINGS—75c., \$1.00, \$1.50, \$1.60.

WOMEN'S LONG BLACK JERSEY LEGGINGS—\$1.00 & \$1.25.

GIRLS' JERSEY LEGGINGS, to fit from 3 to 15 years—85c. and 90c.

GIRLS' 6 INCH HIGH BOX CALF BALS.; size 6 start, \$2.00, up 10c. a size.

GIRLS' 6 INCH HIGH TAN CALF BALS.; size 6 start, \$2.10, up 10c. a size.

GIRLS' OIL GRAINED PEGGED BOOTS; size 6 start, \$1.35, up 5c. a size.

GIRLS' PEBBLED BOOTS, Sewn; size 6 start, \$1.55, up 5c. a size.

GEORGE KNOWLING.