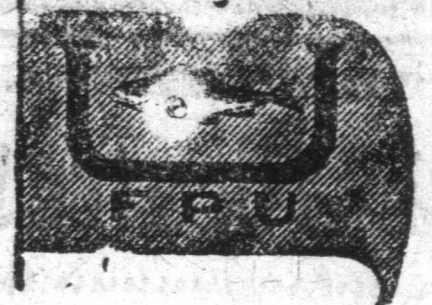


—JUST IN—

**No. 1 King
APPLES
Florida Sweet
ORANGES
J. J. ROSSITER.**

Our Motto: "Suum Cuique."



(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., NOV. 21st., 1916

Freight Congestion

THE public cannot understand why the Reid Nfld. Co. have not been turning out rolling stock for the railroad. Since August 1914 the work of car construction has been abandoned and trained men turned out of employment and a few that remained kept on at three-quarter time. Why this was done in the face of freight congestion at Sydney and Port aux Basques would puzzle a very wise man. To-day the Company cannot handle one-third of the traffic offering at Sydney. The yards at Sydney are filled to their fullest capacity with freight awaiting shipment to Port aux Basques. It is evident that a large quantity of this freight will have to lay over until spring unless the Company bring it here direct. The Port aux Basques facilities are not equal to handling one-third of the freight offering. At Port aux Basques the sheds, wharf and yard up to the round house are blocked with freight awaiting rolling stock to move it to its destination. The Gulf steamers repeatedly arrive at Port aux Basques with cargoes and do not take off a hatch. They return to Sydney with mails and passengers taking back the freight loaded at Sydney a few days previously. When is this sort of business going to end? The Company's obligations compel them to handle all freight offering. They must under their contract find rolling stock sufficient to meet the trade requirements. For four years there has been congestion at Sydney and Port aux Basques, and freight that should have arrived here in November reached here the following April and May.

This is a matter in which the Government should have taken back the freight landed at the duty of the Government to demand that the Company meet its obligations under the contract and provide rolling stock to meet the demands of freight offering at Sydney for Newfoundland. The Government should have seen that there was rolling stock on the line and facilities at Port aux Basques to meet the requirements of traffic offering at Sydney. They have done absolutely nothing and for four years the public have been deprived of freight facilities that the Company was bound to provide. The Colony will have to file claims for heavy damages against the Company in respect to this shortage in rolling stock and congestion of traffic. It is useless for the Company to argue that conditions were abnormal. They should have realized that the opening of the war was their opportunity to develop traffic. They should have realized what was about to happen at Sydney and prepared as sane business men for the growing traffic. They instead, dismissed their trained car builders and stopped building engines and hung up the wheels of progress and kept a few men at work on three-quarter time. Now they complain after three seasons of war conditions of losing money in

operation and add as much as 200 per cent. on rates under the pretext of making two ends meet. They operate not more than one freight train daily across the country where they should be operating four. Hence freight necessary for the country's trade from day to day is held up for months for want of rolling stock and facilities for handling freight at Sydney and Port aux Basques.

The Colony has endured this process of trade strangulation at the Company's hands for four years with silent contempt. The Government knowing all the facts have absolutely been too cowardly and tame to protest and the Company has been allowed to treat their public obligations under the contract with contempt and the Colony's trade has suffered to the value of at least \$3,000,000 thereby. This freight was accepted by the Canadian railway, believing that the R. N. Co. would make some effort to handle it. Owners of the goods have been waiting for two months for most of it. Yet in summer weather only one-third of the traffic can be handled while God only knows when the balance will reach the owners. What in Heaven's name is the Government for? What has it done since 1913 but place taxes on taxes and squander them upon the hoodlums in the party. Not one action of benefit to the people have been attempted by the Government since the war came. They have not moved a finger to protect the People's interests in the latest grab on freights. The people have been outraged by those rates and have protested to the Government and Members of the Party, but without effect. One of the Government's strongest supporters on the West Coast recently wired the Premier:

To Sir E. P. Morris,
Prime Minister,
St. John's.

"Had four puncheons of molasses from St. John's. Reids demanded six dollars freight instead of two as formerly. Are you going to allow Reid to rob the public in this manner? I am sure you can prevent this outrage. Please look after the interests of the public, not the capitalists."

To which there was no reply. The Premier dare not answer such an appeal from one of the strongest Morris men on the West Coast. Another message was sent from the West Coast to Hon. M. P. Gibbs which read thus:

"Reids demand for freight now at the rate of 7c. gallon for molasses; all other freight accordingly. Are you going to sit on the Executive and allow yourself and fellow countrymen to be robbed in this manner?"

To which the sender received no reply. There are more than Mr. Gibbs concerned. What about Messrs. Piccott, Young, Parsons, Goodison, Woodford, Kennedy, Devereaux, Walsh, LeFevre, Cashin and Moore? Will those gentlemen representing districts that have been outraged, sit silent and dumb and support a Government that dare not protest against such a public outrage? How can they continue to support a Government that dared not move a finger to protect the public interests? How can they support a Government that for three years has looked on and beheld under its very nose freight congestion that has damaged the trade of the Colony to the value of \$3,000,000 at least, and allow it to pass with impunity, without protest, without making any attempt to ensure compliance with contract obligations? Verily the Morris Government must be bidding for a fall, for surely no men who regard the interests of their constituencies and country before private interests can longer tolerate a continuance of those outrages upon the people and Colony.

Fish and Brewis

A COMMITTEE is working to collect \$2500 to pay the cost of a Xmas present to our soldier lads at the front of 100 qts. of fish and a quantity of hard bread to enable the boys to enjoy once more a meal or two of good old Newfoundland fish and brewis. Fish and brewis is a Newfoundland dish and is a general favorite with all foreigners who have been fortunate enough to taste it. For hundreds of years the fishermen of Newfoundland have partaken of this meal on Sunday mornings. Go where you will in Newfoundland one will be sure to find fish and brewis placed before one on Sunday mornings. Our boys at the front have written home expressing their longing for this national meal. Friends are therefore endeavouring to supply the needful and the first supply will go forward by first steamer and it is hoped will reach France by Christ-

**REVEILLE
BY CALCAR**

THE following, taken from The Trade Review of Saturday, Nov. 18th, is a good thing, too rich and rare a joke to suffer the obscurity which its appearance in The Trade Review is calculated to consign.

Reid-Newfoundland Company's Freight Rates.

"There is a good deal of criticism in reference to the new schedule of freight rates made by the Reid-Newfoundland Co. Most people believe that it is a raising of the rates all round. This is not so.—It is simply a readjustment of the schedule based on the principle of mileage, the same as in use on the Canadian and United States railways. To many local points the rate has been lowered and the business people are well pleased with a change from a system which they always regarded as an anomaly. The man whose goods is now carried over the least mileage pays the least freight and vice versa.

"The levelling up that brought this about should necessarily effect the people living at a long distance, but, even now it does not do so to the extent of the R. N. Co.'s contract. As a matter of fact, the Company has been favoring the public in the transportation of goods all these years, and now when their cost of coal and wages, etc., is gone up twenty-five p.c., it is only natural to expect that the R. N. Co. should readjust their tariff to meet the additional expenses. Every transportation company in the world has done so, and it is unreasonable to expect that the local railway company should go on doing business at a loss. Our own opinion is, after seeing the contract tariff and new schedule, that it should be wise to 'leave well enough alone.'

Or is it a joke or was the man drunk when he wrote it. Although we are but too painfully aware, that never an attempted outrage but found its defenders, never a tyrant but had his tools to fawn and cringe and extol his virtues. If it were not for this shameful fact it would be impossible for the tyrant to have his way. It would be impossible for corruption and oppression to exercise themselves upon a people if there were not curs to lick the feet of the tyrant or fawn upon him for his favors. No man can to-day usurp authority or oppress a people unless he first bind to his cause those despicable things to be found in almost every quarter who have no higher ideals than those which prompt them to consider only their own selfish desires.

Men who are willing to tramp upon with hob-nailed boots every generous impulse or noble sentiment are all too common. And this, as we have said makes tyrants possible. They are all of the one breed, the tyrant and the tool, differing only in the amount of power they possess to make their cruel and selfish wills effective.

We are loathe to place in this hateful category the gentleman who edits The Trade Review and is willing to believe that whimsical and ironical humor alone, is the motive of this play of words. If the first premise of The Trade Review be accepted as true, that there has been no raising of rates but rather a readjustment of rates according to mileage, there remains a very awkward position to be cleaned up, and we should be exceedingly obliged to The Trade Review for an elucidation.

If it is as stated that the new schedule is but a readjustment of the rates it does not detract in any way from the justness of the criticism that has been levelled at the Reid Newfoundland Company for it is quite plain that

mas. The idea of the Committee is to make the gift a national one and it is hoped that the public generally will respond to the appeal and as many as possible be included in the list of subscribers. If this endeavour turns out satisfactory it is possible further supplies will be sent from time to time while the war continues. Canada is supplying a million pounds of fish weekly for Canadian troops which article of diet is generally appreciated by the soldiers. It is therefore desirable that Newfoundland should not be behind in supplying our boys at least with fish and bread to provide an occasional meal of brewis. About \$1000 of the \$2500 has been subscribed to date. Those willing to aid should do so at once and remit to Mr. C. P. Ayre, Treasurer of the Fund.

when rates are too high between certain points it is no vindication of those rates to make them proportionately high to all other points.

If it is unfair to charge eighty cents on a parcel to Deer Lake from St. John's, does it make matters any better to raise the rate on a similar package from North Sydney to Little River from twenty-five cents to ninety-six cents. This has been done. People on the West Coast who formerly paid twenty-five cents for a barrel of flour from North Sydney have for months past been paying ninety-six cents a barrel. At this rate we dread to figure out what it would cost to send a barrel of flour from St. John's to Little River, if the mileage explanation of The Trade Review is considered.

Again how can any story however plausible in respect to 'levelling up' as The Trade Review states is the aim of the new tariff justify a charge which makes the rate on a puncheon of molasses from here to Little River mount up to seven cents a gallon. Can any 'levelling up' justify this? The datum line is clearly too high. If this is the mileage to Little River, it is equally as high a rate per mile to a lesser distance. If seven cents a gallon to Little River is unjust the scale which makes it so applies to all intermediate stations, therefore the rate to all other stations is too high.

Six cents a gallon on molasses is too high also, and The Mail and Advocate in a leader a few days ago quoted this rate to points in Bonavista Bay.

As to the favors which the public have been receiving from the Reids, we fail to see them. The Reids are not running that railroad for the especial benefit of the people. Nobody wants the Reid Nfld. Co. to do business at a loss, but on the other hand people do not want to shoulder all the burden either.

It is not a justification to say that the Reids are not demanding all they might under their contract. As for this the people have not demanded all they might under the terms of the same contract, and any apologists for the Reids had better keep this in sight, and be a bit more circumspect in their language. The advice to 'leave well enough alone' is untimely and an unwarranted insult and an attempt at intimidation.

If there are curs and sneaks in this country who fear the Reids the people have no dread of them. The people seek no patronage crumbs from anyone. And it is time that the Reids be told once for all that the people yet aspire to run this country their own way and not at the dictation of the Reids or their apologists.

Outport Opinion

(Bay Robert's 'Guardian')

Strong protests are being uttered by one newspaper in St. John's—The Mail and Advocate—against excessive charges on foodstuffs and the increase in freight rates to the outports by the Reid Newfoundland Co. But as far as we know the protests have been unheeded.

The government has been asked to interest themselves in the matter. The people are also urged to take action. What will be the result? We do know that some thing very desperate has got to happen before the people are moved to action. This may be, to a large extent, because the people consider they have elected representatives who should be looking after their interests. But they find that these same representatives are usually very little concerned about them. How can they be concerned when they are out of touch with the people's interests?

The matter of looking after the interests of the public should not be left entirely to the press. The representatives of the people should be the first to take action and see that the interests of their constituents are safeguarded.

For this purpose were they elected? To this end did they obtain a majority vote of the electorate? Not merely to assist in making laws for the general well-being of the commonwealth were they selected, but to be interested and active in seeing that justice is done to those whom they are especially elected to see to.

A great war is raging. Our Empire is engaged in the vast struggle. Newfoundlanders are doing their bit. We do not expect to escape a certain amount of suffering and inconvenience. But we do expect that those in power will see to it that in every possible way that suffering and inconvenience will be reduced to a minimum, and that no undue advantage of the public will be taken by any single individual.

The outport people are expecting their representatives in the govern-

**GLEANINGS OF
GONE BY DAYS**

NOVEMBER 21

Big fire in St. John's; 260 houses burnt, 1817.

Harbor Grace Standard first issued, 1859.

First outport packet mail service started in the steamer Victoria, 1860.

Five schooner s belonging to Bonavista lost along the coast, 1880.

Thomas J. Murphy and Frank J. Morris admitted to Bar, 1887.

John W. Smith, first manager Union Bank, died, 1896.

Labrador shermen paid off today, made from \$240 to \$412 a man, the highest known, 1876.

Rev. William Pilor received degree of D.D., 1891.

Torchlight procession in honor of arrival of Sir Wm. Whiteaway and Hon. A. Harvey, French Shore delegates, 1890.

Meeting in Court House this day to start Empire Fund for relief of widows and orphans of British soldiers killed in Boer War, 1899.

ment to do their duty without fear or favor. Will they be disappointed? Time will tell.

The Ethlie on her last trip North met with some ice in the harbours in the Straits. It was not heavy and she made all ports of call.

F. P. U. NOTICE.

Owing to the Prospero being sent by Bowrings to Sydney for coal, the F.P.U. Convention at Catalina will open December 4th, instead of November 27th. All Councils will please act accordingly.

By order of the President,

W. W. HALFYARD,

Secretary.

St. John's, Nov. 17, 1916.

Advertise in The Mail and Advocate

Reid-Newfoundland Co.

SOUTH COAST SERVICE.

S. S. GLENCOE

will sail from Placentia on Wednesday, Nov. 22nd, after arrival of the morning's train from St. John's, for ports of call between Placentia and Port-aux-Basques.

Reid-Newfoundland Co.

LADIES' COATS

For FALL and WINTER

Now showing at

BLAIR'S.

Our Values are absolutely the best obtainable.

This year's style in Coats is distinctive. The Coat with the Flare (or Wide) Skirt is the Fashion. Coats this year are either without belts or come with a belt effect. This is quite different from last season's Military Coat which had a belt all round and was much tighter in the Skirt. Despite increasing cost of Coats, through rising prices of materials, and the Fashions demanding more cloth in each, we are able to offer you the newest goods at the lowest prices. This we are enabled to do by our early contracts and consequent good buying as also by the moderate margin of profit we put on these goods which has built us up such a successful coat business, as it is well known our values are the best procurable. Our Prices for the Newest Styles (we don't talk old styles) or jobs are:—

\$4.90, \$5.90, \$6.90, \$7.90 and upwards.

We are also opening a Full Selection of

Misses', Children's and Infants' Coats,

which you can depend on will be the best values obtainable.

N.B.—Customers by mail for Ladies' or Misses' Coat, please specify height, bust measurement, and length of sleeve from under arm, and enclose extra money for postage.

HENRY BLAIR.