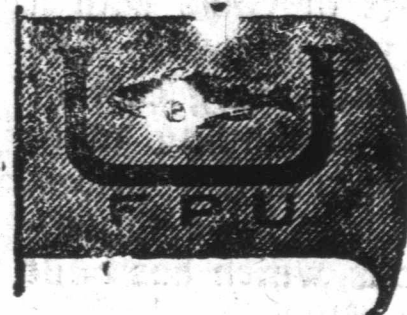


**IN STORE:**

**500 Sax Pure  
WHITE HOMINY,  
840 Sax Best  
WHITE OATS.**

**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. 9th., 1916.

**Time To Change**

THE time has come for removing the barrier against shipping entering port after nightfall. Several schooners had to spend Monday night in the offing and had the wind veered eastern with the snow showers there would have been serious consequences.

There is no possibility of submarines cruising on our coast at this season of the year. The temperature of the water would prove fatal to such an attempt. There should not be any obstacles placed in the way of schooners arriving and leaving at this season of the year. The rules would be acquiesced by all if there was apparent need of them; but the northern fishermen deeply resent being compelled to face all sorts of risks between Catalina and here because of something that might happen, the possibility of which is now as remote as that of seeing a German cruiser.

Schooners leaving Catalina for here do so as early as possible in the morning, but it is not possible to manufacture sufficient wind in one direction, therefore it often follows that schooners arrive here just about 7 or 8 p.m. and must remain outside and endure the worry and risk of a 12 hours wait on a shore that leaves no chance of escape if storms arise. In leaving St. John's for the north it is usual to start at about 4 a.m. in order to reach Catalina by dark. That being impossible, schooners now run the risk of being debarred from harbouring at Catalina as it is no easy port to enter on a dark stormy night.

Some consideration should be given those matters and every protection afforded our shipping and our sailors at such a dread season of the year. The Government is responsible for all laws and the people will hold them responsible for all the annoyance and loss entailed through the harbour rules. There seems to be no consideration given to northern interests. The Government apparently consider half the country as outside of their consideration, for the manner in which they have been treated in the way of unfit bay steamers, coastal boats and the Labrador service would never have been tolerated or even attempted had the Government been representative of the people.

Not one iota of interest is devoted to any matter of northern importance. They are treated as though they had no rights and were no better than serfs. The northern Labrador service in itself this season was ample cause for a big disturbance. Had the Government devoted days to considering how bad a service to afford lower Labrador, it could not have succeeded better. One mail only was received for the whole season.

Of course Messrs. Blandford and Squires are supposed to represent the interests of the north in the Executive, but if they ever appear again asking for votes they will realize exactly how the northern fishermen consider they have fulfilled their duty.

No matter what orders have been received, the Government are responsible for compelling our fishermen to run the risk of their lives and schooners outside of the narrows at night and debarring them from leaving early enough on suitable mornings, to reach Catalina before dark. One man has already lost his life by being compelled to remain outside, and it was a miracle that the ship and the whole of the crew did not disappear.

We ask the Government to give immediate attention to this matter and remove the barrier, until something transpires to give more cause for enforcing the rules, than exist at present.

**Another Land Grab**

MR. M. E. MARTIN, the pit prop contractor, has applied to the Government for 1000 miles of timber limits at White Bear Arm. We protest against Mr. Martin or anyone getting any limits for speculation purposes. Mr. Martin is an agent for some speculator and the country has had enough of such gentlemen in the past. The Government should reserve the small lot of timber areas now owned by the Crown and give all speculators a wide berth.

**LIEUT. HICKS AT VALLEYFIELD**

(To the Editor)  
Dear Sir,—Kindly permit me space to insert a few remarks on the following subject.

Last night a meeting was held in the S.U.F. Hall, Badger's Quay, under the auspices of Lieut. Col. Hicks and his little contingent of twelve soldiers and sailors, the chair being occupied by Revd. Leggo of Badger's Quay parish. The meeting was one of most patriotic nature. The Lieutenant began his address by first introducing his little band to the assembled audience which was a goodly number indeed. Physical drill, gun and bayonet practice was performed by the soldiers. The Colonel continued his address by clearly pointing out the different stages the Newfoundland Regiment had undergone, both at Gallipoli and the 1st July drive. The assembled audience were all eager to listen to the bravery and heroism which our boys at the front has undergone. He also clearly pointed out that we must if necessary sacrifice our means as far as possible if we are to win out in this awful crisis, which no doubt we will in due time. He briefly narrated the situation and condition of the Oriental cities visited from the time of the Dardanelles evacuation until they arrived in France. He also gave reliable facts that the Allies are far superior to the Germans under every stage and condition. A vote of thanks was tendered to the speaker by the audience. The meeting was brought to a close by singing the National Anthem.

J. SPURRELL  
Valleyfield, Nov. 2nd., 1916.

**LAURIER IS CANADA'S ONLY HOPE**

MONTREAL, Nov. 3.—Mr. Frank B. Carvell, M. P., for Carleton County, N. B., was banqueted by the Montreal Reform Club Saturday night, and he expressed the belief that the only man of proved ability and prestige sufficient to meet the great, crowding problems of the days after the war is Sir Wilfrid Laurier. Mr. Carvell claimed that though the Liberal Government had established the Ross rifle factory they had not established the Ross rifle, only the policy of making rifles in Canada. Mr. Carvell stated that the report of General Alderson had been in the hands of the Borden Government five months before an Ottawa paper published it.

**F. P. U. NOTES, VALLEYFIELD**

The scht. Northern Light, Capt. Benjamin Davis, arrived at the F.P.U. store with a quantity of goods.

The business at the store is all that can be desired, the clerks being kept quite busy all the time.

During the past three or four days dull weather has prevailed which has prevented the schooners from loading fish for the city. Quite a few of our schooners have yet to go, while a good many of them have got their voyagers disposed of and have returned home in safety.

October 1st., 1916.

**Then The Ice Formed.**

Her—No doubt you thing I am older than I really am.  
Him—Not at all, I'm sure you are not as old as you look.

**REVELLE BY CALCAR**

IF instead of foolishly spending the people's money in providing stock of different kinds for the farmers a like sum had been spent in an effort to teach the farmer how to make the most of what he already had, the effect would be felt to-day in greater productiveness and it would have been gratefully appreciated by our agriculturalists.

Waste unbelievable is going on every farm in this country to-day, and methods of culture are being practiced that is not worthy the name farming. To check this waste and to improve these methods should be the aim of the Government. It is the wildest folly to think that by giving out of stock seeds, etc., the status of agriculture is going to be improved to any degree even remotely commensurate with the effort and expense.

The Morris Government have shown in their attitude towards agriculture how absolutely unfit they are to have the management of this country under their control. Their silly attempt at improving agriculture reveals them a set who know nothing whatever of what is really wanted on the farms. It has been the most childish, the most ignorant, the most superficial attempt at anything that ever a Government launched upon a country with the title of policy.

A Government that displays such little intelligence and understanding is not to be trusted longer that is necessary with the handling of affairs that mean so much to the country. When they are capable of making such a mess of what might be regarded as a simple proposition, what may be expected when they essay more complex problems?

How about our finance. Have they managed that as stupidly as they have handled the farming? Is it necessary to put this proposition at all. We hardly think it is in view of the awful condition this country is face to face with to-day. Taxes are mounting, expenditure is soaring and no effort is being made by the Government to relieve the one or curb the other, wither are we drifting? Whither are we being driven?

Perhaps driven is not the exact term for a people so meek as Newfoundlanders have become, and so plastic in the hands of manipulators hardly need to be driven. Led, then, is the term. We are slowly but surely being led to the total extinction of all our prerogatives as a free and independent people. We have, with an apathy truly appalling, surrendered one by one our rights as a sovereign people, and the shackles of servitude are being forged about our necks.

Mind you this is no flight of imagination or no mere dressing up of words to create an impression. What we say is in the mind and heart of every man who yet may nourish the germ of freedom. The question for us as a free and independent people to ask ourselves is this: Are we going to permit a party to remain in office one month longer than is necessary, who have shown so lamentable a lack of business-like ability, and sound common sense in the management of our affairs, for what lack of ability they have shown in the handling of the agricultural policy they have also displayed in every other of their many undertakings? We have had nothing from them but the most revolting incompetence and

**Wilson Takes The "Sioux State"**

ST. PAUL, Minn., Nov. 9.—Hughes was leading by 803 votes early to-day and 519 precincts are yet to report. Leaders of both parties are confident of victory.

**New Mexico Doubtful**

ALBUQUERQUE, N.M., Nov. 9.—New Mexico remained in the doubtful column early to-day. Hughes lead Wilson by less than 300 votes in 336 precincts, with returns missing from the remaining 302.

**Seatonia Sunk**

LONDON, Nov. 8.—The British steamer Seatonia has been sunk, crew saved. Capt. Pattison has been taken prisoner, says Lloyds Agency. She left Montreal in October and stopped at Mulgraee, N.S., and left there for Barry, Wales. She belonged to the Seatonia Steamship Co., of West Hartlepool, Eng., and registered 3,533 tons.

**GLEANINGS OF GONE BY DAYS**

NOVEMBER 9  
Lord Mayor's Day, London.  
Capt. Nicholas Hanrahan died at Harbor Grace, aged 80. He brought in in 1861 the biggest trip of fat ever landed from a sailing vessel—11,000—in the brig Glengarry, 1898.  
Prince of Wales born, 1841.  
John J. Gearin, late M.H.A., died, 1860.  
"Floating dock, Southside, completed, 1861.  
Governor Musgrave gave his first ball, 1864.  
Hon. Patrick Keough died, 1865.  
Polling day; Kent, O'Mara and Parsons returned for East End; Dearin defeated, 1878.  
Robert J. Pinsent defeated by treachery in election in Eurin, 1878.  
Steamer Arizona arrived; bows smashed in by collision with an iceberg two days before, while going at the rate of 15 knots, 1879.  
Bazaar at Government House to establish a society for prevention of cruelty to animals; result: \$348.30, 1888.  
William J. Meehan, B.L., died, 1898.  
Polling day; St. John's East and Fortune Bay (bye-election), 1899.  
Captain Daniel Pumphrey, in the brigantine Consort, arrived in Harbor Grace this day, announcing that, owing to rough weather and adverse winds, he had to pass by Sloop Harbor, from where he was supposed to take home Nicholas Kennedy and family. He was severely censured by the Government for alleged inhumanity, and a steamer had to be despatched to rescue the Kennedys, 1895.

**Stormy Weather On West Front**

LONDON, Nov. 8.—The Germans last night shelled heavily the British positions west of Beaumont Hamel, on the Somme front, north of the Ancre, the war office announced to-day. A German raid in this district, was unsuccessful. The weather is stormy.

**Steamer Damaged In Hurricane**

BREST, France, Nov. 8.—The British steamer Ocamo arrived here to-day, considerably damaged, having encountered a hurricane in which her deck-load was lost. She left London on October 31st. for New York.

**We Had This on Nov. 2**

LONDON, Nov. 8.—Arthur Henderson, leader of the Labor Party in the House of Commons, has been appointed Minister of Pensions, a post recently created.

**Gen. Dragalins Dead**

LONDON, Nov. 8.—The death of General Dragalins, Commander of the First Roumanian army from recent wounds received in battle, is reported in Bucharest despatches.

**ONE ON BOB FITZSIMMONS**

NEW YORK, Nov. 3.—Robert Fitzsimmons, former heavyweight champion, had his feelings deeply hurt to-day when, going to District Attorney Swann's office in response to a subpoena, he found he was wanted to tell how he had been badly beaten up by a negro described as weighing 137 pounds and standing five feet tall.

Fitzsimmons was somewhat taken aback when he found the Robert Fitzsimmons the district attorney really was after is a negro preacher. "I don't bear any grudge," said the retired prizefighter, "but I never did think I would live to see the day when a man would believe I was beaten up by a colored gentleman only five feet tall."

In memorios now 'tis sweet to hear The howling wind across the mere And dwell in thoughts of long ago When earth was covered in the snow

**Wilson Takes The "Sioux State"**

ST. PAUL, Minn., Nov. 9.—Hughes was leading by 803 votes early to-day and 519 precincts are yet to report. Leaders of both parties are confident of victory.

**New Mexico Doubtful**

ALBUQUERQUE, N.M., Nov. 9.—New Mexico remained in the doubtful column early to-day. Hughes lead Wilson by less than 300 votes in 336 precincts, with returns missing from the remaining 302.

**Seatonia Sunk**

LONDON, Nov. 8.—The British steamer Seatonia has been sunk, crew saved. Capt. Pattison has been taken prisoner, says Lloyds Agency. She left Montreal in October and stopped at Mulgraee, N.S., and left there for Barry, Wales. She belonged to the Seatonia Steamship Co., of West Hartlepool, Eng., and registered 3,533 tons.

**GLEANINGS OF GONE BY DAYS**

NOVEMBER 9  
Lord Mayor's Day, London.  
Capt. Nicholas Hanrahan died at Harbor Grace, aged 80. He brought in in 1861 the biggest trip of fat ever landed from a sailing vessel—11,000—in the brig Glengarry, 1898.  
Prince of Wales born, 1841.  
John J. Gearin, late M.H.A., died, 1860.  
"Floating dock, Southside, completed, 1861.  
Governor Musgrave gave his first ball, 1864.  
Hon. Patrick Keough died, 1865.  
Polling day; Kent, O'Mara and Parsons returned for East End; Dearin defeated, 1878.  
Robert J. Pinsent defeated by treachery in election in Eurin, 1878.  
Steamer Arizona arrived; bows smashed in by collision with an iceberg two days before, while going at the rate of 15 knots, 1879.  
Bazaar at Government House to establish a society for prevention of cruelty to animals; result: \$348.30, 1888.  
William J. Meehan, B.L., died, 1898.  
Polling day; St. John's East and Fortune Bay (bye-election), 1899.  
Captain Daniel Pumphrey, in the brigantine Consort, arrived in Harbor Grace this day, announcing that, owing to rough weather and adverse winds, he had to pass by Sloop Harbor, from where he was supposed to take home Nicholas Kennedy and family. He was severely censured by the Government for alleged inhumanity, and a steamer had to be despatched to rescue the Kennedys, 1895.

**Stormy Weather On West Front**

LONDON, Nov. 8.—The Germans last night shelled heavily the British positions west of Beaumont Hamel, on the Somme front, north of the Ancre, the war office announced to-day. A German raid in this district, was unsuccessful. The weather is stormy.

**Steamer Damaged In Hurricane**

BREST, France, Nov. 8.—The British steamer Ocamo arrived here to-day, considerably damaged, having encountered a hurricane in which her deck-load was lost. She left London on October 31st. for New York.

**We Had This on Nov. 2**

LONDON, Nov. 8.—Arthur Henderson, leader of the Labor Party in the House of Commons, has been appointed Minister of Pensions, a post recently created.

**Gen. Dragalins Dead**

LONDON, Nov. 8.—The death of General Dragalins, Commander of the First Roumanian army from recent wounds received in battle, is reported in Bucharest despatches.

**ONE ON BOB FITZSIMMONS**

NEW YORK, Nov. 3.—Robert Fitzsimmons, former heavyweight champion, had his feelings deeply hurt to-day when, going to District Attorney Swann's office in response to a subpoena, he found he was wanted to tell how he had been badly beaten up by a negro described as weighing 137 pounds and standing five feet tall.

Fitzsimmons was somewhat taken aback when he found the Robert Fitzsimmons the district attorney really was after is a negro preacher. "I don't bear any grudge," said the retired prizefighter, "but I never did think I would live to see the day when a man would believe I was beaten up by a colored gentleman only five feet tall."

In memorios now 'tis sweet to hear The howling wind across the mere And dwell in thoughts of long ago When earth was covered in the snow

**NOTICE.**

The 8th Annual Convention of the Supreme Council of the Fishermen's Protective Union of Newfoundland will open at Catalina on MONDAY, the 27th of November.

All Councils of the F.P.U. will please send Delegates.

By order of the President,  
W. W. HALFYARD,  
Secretary.  
St. John's, Nov. 1st, 1916.

The 5th Annual Meeting of the Shareholders of the Fishermen's Union Trading Co., Ltd., will be held at Catalina on TUESDAY, November 28th, at 2 p.m.

By order of the President,  
W. W. HALFYARD,  
Secretary.  
St. John's, Nov. 1st, 1916.

The 6th Annual Meeting of the Shareholders of the Union Publishing Co., Ltd., will be held at Catalina on WEDNESDAY, the 29th of November, at 2 p.m.

By order of the President,  
W. W. HALFYARD,  
Secretary.  
St. John's, Nov. 1st, 1916.

The 2nd Annual Meeting of the Shareholders of the Union Export Co. Ltd., will be held at Catalina on TUESDAY, November 28th, at 4 p.m.

By order of the President,  
W. W. HALFYARD,  
Secretary.  
St. John's, Nov. 1st, 1916.

The 8th Annual Meeting of Fogo District Council of the F.P.U. will be held at Catalina on WEDNESDAY, November 29th. All Councils in Fogo District will please send Delegates.

By order of the President,  
W. W. HALFYARD,  
Chairman.  
St. John's, Nov. 1st, 1916.

The 7th Annual Meeting of Bonavista District Council of the F.P.U. will be held at Catalina on TUESDAY, November 28th. All Councils in Bonavista District will please send Delegates.

By order of the President,  
R. G. WINSOR,  
Chairman.  
St. John's, Nov. 1st, 1916.

The 7th Annual Meeting of the Twillingate District Council of the F.P.U. will be held at Catalina on TUESDAY, November 28th. All Councils in Twillingate District will please send Delegates. Important matter in relation to the next General Election will be discussed.

By order of the President,  
W. B. JENNINGS,  
Chairman.  
St. John's, Nov. 1st, 1916.

The 7th Annual Meeting of Trinity District Council of the F.P.U. will be held at Catalina on MONDAY, November 27th. All Councils in Trinity District will please send Delegates.

By order of the President,  
J. G. STONE,  
Chairman.  
St. John's, Nov. 1st, 1916.

**Reid-Newfoundland Co.**

**POULTRY EXHIBITION AND SHOPPING EXCURSION**

Excursion return tickets will be sold from all Railway and Steamship points to St. John's for the above exhibition at ONE WAY FIRST CLASS FARE, good going from MONDAY, November 27th, to THURSDAY, November 30th, and good returning up to MONDAY, December 4th.

**Reid-Newfoundland Co.**