

**--JUST IN--**

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

**J. J. ROSSITER.**

Our Motto: "Suam Cuique."



("To Every Man His Own.")

**The Mail and Advocate**

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Editor and Business Manager: **JOHN J. ST. JOHN.**

ST. JOHN'S, N.F.L.D., NOV. 17th., 1916

**More Charges**

THE Reid Nfld. Co. when it advanced rates on Nov. 10th gave us to understand that no increase had been made on any rates but those from St. John's to coastal points. We now find we were not properly informed, for freight bills have just been received that show an increase of over 300 per cent. on fish from the Straits—a barrel of fish that came along previous to Nov. 1st for 20c. is now charged 86c. We also note that the A.N.D. Co. have notified paper buyers here that the freight rates have been advanced 25 per cent.

It is strange that there can be found so called men in our midst who endorse the action of the Reids in advancing freight and go so far as to defend such conduct in the press. There are men who God intended when they were born should be the instruments of heaven and continue in a measure the work of the Saviour of mankind. There are men that the devil had more to do in creating than God and occasionally such creatures succeed in reaching positions where they are able to give vent publicly to the devil incarnate reigning inside them. Such creatures can sell their conscience as often as the occasion presents itself without any feelings of remorse and can back a grab of \$4 per barrel on flour as easily as they can hurl a spear into the heart of anyone they cannot influence or deceive. To back Reid in an action calling for a grab of 86c. where 20c. was collected before the war is to prove that the world is growing no better and traitors to right thrive nowadays just as vigorously as in the days of Judas.

The American, Canadian and British Governments are now waking up to the seriousness of the cost of living and the curtailment of waste and steps are being taken by each Government to safeguard the public interests. We have a Government incapable of such action—a Government that refused to protest against an increase in freight taken by one firm of 200 to 300 per cent. and by another grabber of 100 per cent., both public contractors.

We see no action taken to enforce the law against men who hold Tory seats in the Legislative Council, who are selling flour at a profit of \$4 per barrel and pork at a profit of \$10 per barrel, because the firms in question gave \$5000 towards party funds that helped to place Morris in power. The amount of \$150,000 has been grabbed from the people by one of those firms on two articles of diet in about five or six months, yet not a finger has been moved to protect the people's interest although laws are on the Statute Book to prevent inhuman, bloodless action. The cry of the people will reach heaven ere long and then someone will be sorry for past deeds of inhumanity. The whole country has been aroused over the outrageous increase in freights and every man who has to pay an extra cent

thereby has become a live agent in extending the agitation and any member of Parliament who refuses to stand by the people in this matter will never get the chance to sit in the House of Assembly again.

The organ of the Minister of Justice has squarefootedly defended this grab and backed up the Government's inaction. That Minister's political fate is once more sealed. We wonder who the next Tory will be to follow his example.

Sir Wm. Reid left for Montreal yesterday, being ordered hence by his medical advisers who wished him to be removed from the scene of worry, as his condition of health will permit no excitement or worry. The regrettable thing is that Sir William should not have been open to reason and accepted a moderate increase instead of the huge grab he ordered to be collected.

We trust when Mr. H. D. Reid arrives he will be ready to go into this matter and arrange some modification. In our experience we found Mr. H. D. Reid a good all round business man, open to reason, and ready to give and take. Sir William Reid is just the opposite, for when he takes a stand, nothing will induce him to reconsider, which is a fatal fault in any business man dealing with the public.

**The Prospero**

TO the surprise of all concerned the Prospero was dispatched to Sydney last night to load coal. Surely goodness the Government is no longer interested in public affairs. What in the name of common sense are Squires and Blandford in the Executive for? Are they there as ornaments to remind the country of the outrage committed against Responsible Government by placing them in the Executive and giving them charge of departments, in deliberate opposition to the people's will as expressed at the polls?

Why could not Bowring send the Eagle or Terra Nova for coals and allow the Prospero to continue her work of serving the northern coastal service? It will delay the ship one week to send her to Sydney. That week's delay will mean cutting off one trip to the Treaty Shore in a month's time. It is the cruelest dose of anti-northern medicine administered by Bowring or Morris since Morris insulted the North by placing two defeated Tory candidates in the Cabinet in bitter opposition to the people's demands.

Bowring had no right to send the Prospero to Sydney at such a time as this. It is outrageous enough to do so in summer—at this season it is unparadiseable. Why did they do so? Because they wished to save paying 70c. per ton duty which would have to be paid if imported by another steamer. By sending the Prospero Bowring can escape from paying the city its tax of 70c. per ton. The ship will consequently have cargo space taken for bunker coal and then again will reduce the space available for freight, of which a large quantity is offering. Why did Morris permit this outrage to be permitted?

The Union men will accept Bowring's action as a blow dealt at the F.P.U. in the way of injuring the Catalina Convention, as by sending the Prospero to Sydney they make it impossible for northern delegates to arrive by the 27th or 28th, which is the date she would be due at Catalina on her next trip from the North. The F.P.U. Convention will be deferred for a week thereby and instead of its meeting on the 27th, it will meet Monday, December 4th, when Bowring will likely find the Convention expressing its pleasure of their action in increasing freight rates from New York and delaying the Convention one week.

The Convention will not fail also to thank the Premier for having permitted Bowring to operate the Northern Coastal Service as they feel inclined, regardless of the rights of the people who pay Bowring \$35,000 a year as subsidy and \$100,000 as freight and passenger income.

**How To Camp.**

When you're in camp  
In a woodland spot  
A tent is damp  
An awful lot.

When gales have blown  
Across your plat  
A tent is prone  
To tumble flat.

But there's one way  
To play the fox,  
Just camp in a  
Piano box.

**REVELLE  
BY CALCAR**

LAST evening we happened to mention in the course of our remarks the advantages of the secret ballot as a weapon in the hands of the public. It is the only vestige of freedom permitted us by the few who usurp the functions of government in this unfortunate land of ours.

Properly used the secret ballot is indeed a powerful weapon, but what of its abuses? What of the illiterate vote and corrupt practices? How many times do we witness the coercion of the illiterate voter? Is it likely that such big interests as the Reid Nfld. Co. are going to encourage freedom of conscience in the voter who comes under their thumb as an employee?

We are told that at last election a Road Master of the R.R. Co. acted as agent for one of candidates in a Western district, and that this Roadmaster threatened with dismissal any who refused to vote for the man of the Company's choice, and as he was in the booth not an illiterate voter among the men he had employed could vote according to his conscience but had to choose between that and the loss of his job.

Where does freedom come 'in here? Don't you see the mockery of it all.

Then again because of our system it is quite possible for the ballots to be falsified.

If we have the secret ballot that privilege is set-off completely by the machinations of what is come to be known as the secret government.

Everybody knows that the Reid Nfld. Co. is the secret government in this country. Do you suppose they fight so hard for the election of certain candidates to allow any freedom to that candidate if elected?

Is it the habit of big interests that always run counter to the general interest to permit any liberty in a representative when they can muzzle him? Again we say beware of him who is friendly to the big interests.

The reason why Morris is not interfering in the matter of those increased freight rates is just because he is not a free agent.

The Mail and Advocate asks if it is true that the Reids secured the election of the Morris Government and the question reveals a knowledge behind it that bodes not good for this country.

The fact of the matter is the Reids have secured a strange hold upon this country through the pawns that the people in the exercise of that semblance of freedom permitted them elected to power. They pull the strings and the puppets dance. "The people can go hang" in the words attributed to Mr. Reid himself.

Aye, indeed the people may go hang themselves as a pleasant alternative to being starved to death that is if the Reids had the power to do it or if it served their interests. But it neither serves their interest that the people go hang themselves or starve to death. It serves them best to have the people live, for living they must earn and earning can be robbed, but quite according to law of course in the matter of freight rates. We have been robbed at every turn, robbed in the iniquitous railway contracts, robbed of our lands, and our money, and our liberty, and now when nothing else is left to despoil of the elect to rob us in the way of outrageous freight rates.

It may seem strange to say that the Reids have robbed us of our liberties, yet such is in fact what they have done. But they took care to leave us the outward semblance of it, in the ballot.

Coercion of the voter and corruption of the elected robs the ballot of all virtue. The only thing that can in any sense set-off this cruel state of affairs is an enlightened public opinion. The people must be aroused, must know clearly the true trend of affairs, and must be ever alert to express their sentiments.

**READ THE MAIL & ADVOCATE**

**LEGAL CARD**

**MR. LLOYD, LL.B., D.C.L.,**  
Barrister and Solicitor.  
Board of Trade Building,  
Rooms 28-34.  
Telephone 312.  
P. O. Box 1252.

**BRITISH FISHING NOTES.**

(By Colin McKay in Canadian Fisherman)

While the prices of most varieties of fish on retail markets of London and other large cities of England are nearly double what they were in July 1914, the average of prices has shown a decrease since the beginning of the present year; a tendency, however, not likely to continue with winter approaching. According to Board of Trade figures, the percentage increases over the average for the years preceding the war are as follows:

August 1914.....	13
August 1915.....	77
August 1916.....	97

In January of this year the percentage of increase over the bare price was 111; Feb. 126; March 115; April 108; May 117; June 103; July 97.

Some quotations from a recent Billingsgate market may be of interest.

Scotch Salmon.....	Per lb. 2s 10d
Halibut.....	1s 4d
Cod.....	7s to 10d
Bull.....	1s 4d
Soles.....	1s to 2s 4d
Plaice.....	1s 4d
Herrings.....	1s 6d
Lobsters.....	3s to 3s 6d

Rather marked fluctuations of prices of different fish occur from day to day, as supply and demand varies.

Latterly there has been a considerable scarcity of dried haddocks, kippers and bloaters. Lobsters and crabs are a rich man's delicacy, but oysters are fairly plentiful, and selling at prices which considerably extends the ordinary circle of consumers.

According to Board of Trade returns the increase in retail prices of foodstuffs coming within working class expenditure since the beginning of the war may be put at 60 per cent., which is reduced to 54 per cent. if the increase in the duties on tea and sugar is deducted.

Scarcity and high prices of fish are largely due to the depletion of the fishing caused by the commandeering of large numbers of trawlers for admiralty purposes and losses by submarine and mine, and also by the restriction of fishing areas. Between August 4, 1914, and October 31, 1915, 158 steam trawlers of 10,834 tons and 69 sailing craft of 3,270 were sunk by enemy war vessels or mines, during the same period the losses under other heads (founderings, shandings, collisions, missing and other causes) were, for the fishing fleet 68 steam vessels of 3,810 tons, and 76 sailing vessels of 1,940 tons. Of the missing 38 were steam vessels and 10 sailing vessels, many of which were supposed to be destroyed by mines or other enemy action.

**A SWISS USE FOR SNOW**

The organ of the Swiss hotel-keepers reports a tendency to substitute artificial snow for ice for the preservation of fish. "It does not spoil fish," the writer says, "as ice sometimes does, by scratching and tearing the flesh. Artificial snow is easily obtained by slightly compressing fragments of ice at the very moment when they are detached from the blocks. A kind of plane driven by electricity is pushed along the surface of the ice, from which it cuts long shavings; these shavings are immediately snatched up by two compressed wheels, turning in opposite directions, and which transform them into real snowflakes. The snowflakes are immediately soldered and compressed. This artificial snow has already given remarkable results not only for the conservation and transportation of fish, but also for perishable produce in general."—The Canadian Fisherman.

**MEN SHIP NOW TO GO DOGFISHING**

Dogfishing has become an established business in Gloucester and there is much interest on the outcome of the venture. The schr. Grace Otis, one of the Gorton-Pew Vessels Company's fleet, sailed to catch only dogfish for the Gorton-Pew Fisheries Company. The prevalence of the heretofore much despised fish on some fishing grounds will, it is believed, make it easy for the craft to get a full cargo.—The Canadian Fisherman.

True love doesn't laugh as look-smiths or at anything else—it just sighs and sighs.

**F. P. U.**

**CONVENTION.**

Delegates to Catalina Convention travelling by the Railway can secure return tickets at ONE FIRST CLASS FARE, good going from November 28th and for returning December 10th.

**CONVENTION OPENS DECEMBER 4th.**

Those travelling on Sunday's Express, December 3rd, will arrive at Catalina Monday morning before breakfast.

Delegates travelling by the Prospero on her next trip South will be due about December 4th. Delegates by the Susu will come along on the trip South, due at Catalina about December 2nd.

District Council Meetings for Trinity and Bonavista will be held on December 4th, should the Prospero not have arrived at Catalina.

Delegates from Bonavista Bay should connect with the Dundee on or about December 1st and entrain at Princeton or Bonavista if weather suitable.

**GLEANINGS OF GONE BY DAYS**

NOVEMBER 17

The Sybil sailed for Australia, 1852.  
The Suez Canal first opened for shipping, 1869.  
"Confederation" buried at Rivehead.  
Campbell's tannery burnt, 1882.  
Rev. A. Robertson installed minister at St. Andrew's Presbyterian Church, 1896.  
The Winter Government sworn in, 1897.  
Patrick Kelly, Cochrane Street (uncle of Tipstaff Burke), buried. This was the last funeral in St. John's at which clergymen and doctor preceded the cortege on the way to the churchyard, 1870.

**Real Forbodings.**

"My son," said the father, impressively, "suppose I should be taken away suddenly, what would become of you?"  
"Why, said the son, irreverently, "I'd stay here. The question is what would become of you."

**THE FIRST PAIR**

DON'T make any mistake this year. Let your first pair of Rubber Shoes be BEAR BRAND. Times are too hard for anyone to take chances of being out of work for two or three weeks with a cold which could have been avoided by getting satisfactory Rubber Shoes. The good old BEAR BRAND Shoes, which are becoming more widely known every day, are being sold in St. John's by  
John Anderson.  
W. R. Goobie.  
Nicholle, Inkpen & Chafe, Ltd.  
Royal Stores, Ltd.  
F. Smallwood.  
Steer Bros.  
Jesse Whiteway.

Wholesale by  
**Cleveland Rubber Co.,**  
New Martin Bldg.

**Ma's Indisposition.**

Teacher—I'm sorry your mother is sick. Nothing serious, I hope?  
Johnny—Well, you see, Ma went all over the house to see if Pa had locked up for the night and—Pa had "I'd stay here. The question is what would become of you."

**ANOTHER GOOD RALLY.**

The meeting of the recruiting people held last night despite the cold was attended by goodly numbers of people and in the parade held the Volunteers were well represented. Headed by the excellent band of the T.A. & B. Society playing martial and patriotic music the demonstration went through Water Street and arriving at Baird's Cove addressing of a stirring patriotic nature were given by Hon. J. A. Robinson and Lieut. E. Churchill. Each made a spirited appeal for recruits and the following enlistments were recorded:  
J. B. Powell, Cupids.  
Rossiter, Cape Broyle.  
Jas. Ryall, W. J. Mills.  
F. Seely, St. John's.  
T. Milse, St. John's.  
The enlistments for Wednesday night were:—A. F. Hayden, Petit Fort; Elias Pickett, Fair Island; B.B.; T. J. Greene, P. Sears, L. Cairns, A. Woodfine, G. Yetman, H. Pike, J. Miller, W. J. Driscoll, St. John's; E. Eddy, St. Jones Within; J. Moores, Blackhead, B.D.V.; and A. Luffman of Harbor Grace.

Every man imagines that it would be a fine world if we were all alike and he was the sample.

**Reid-Newfoundland Co.**

**WHITE STAR - DOMINION LINE.**

**Sailings from Halifax for Liverpool:**

Dec. 3rd, S.S. "SOUTHLAND." Jan. 7th, S.S. "SOUTHLAND."  
Dec. 17th, S.S. "CANADA." Jan. 21st, S.S. "CANADA."  
Dec. 24th, S.S. "NORTHLAND." Jan. 28th, S.S. "NORTHLAND."

For passage rates apply to GENERAL PASSENGER AGENT.

**Reid-Newfoundland Co.**