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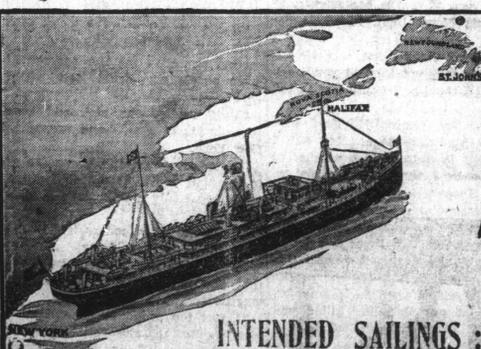
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FROM ST. JOHN'S

FROM NEW YORK

S.S. FLORIZEL, Dec. 29th.

S.S. FLORIZEL, Dec. 9th.

Harvey & Co., Limited
Agents.

New Regulations for Prisoners of War in Germany

New Rules are Made Because Some Prisoners Were Getting More Food Than They Could Eat—These Over Supplies were Sold to Germans—New Rules Will see That no Prisoners of War Will be in Want of Food or Comforts

London papers contain the text of the new regulations as to parcels for British prisoners in Germany, which are in part as follows:

The Secretary, War Office, begs to announce that the government has approved of certain proposals regarding relief for British prisoners of war which have been made by the new Central Prisoners of War Committee of the British Red Cross Society and the Order of St. John of Jerusalem in England.

The aim of these proposals is to ensure as far as practicable that funds and materials available for the purpose from all sources shall be so used and distributed that every known British prisoner of war, whether in an enemy or a neutral country, may receive such relief and comfort as he may need.

Want of Authority.

The admirable work done by the previously existing Prisoners of War Help Committee under the Chairmanship of Sir Charles Lucas has been hampered by want of authority to co-ordinate and direct the various efforts made to afford relief to British prisoners of war. The government has hitherto hesitated to interfere in any way with these efforts, but satisfactory results show the necessity for some control by a central authority. It is estimated that there exists now over 1,000 organizations for the benefit of prisoners of war; no complete list of them can be compiled. A considerable proportion of the prisoners are sent an inadequate supply; on the other hand, some thousands are sent more than they could consume, in consequence of individual prisoners being supplied by numerous organizations and "adopters."

Sold to Germans.

The excess in some cases is sold to the Germans. Charitable organizations and persons who send parcels without due inquiry as to the need for them, therefore run the risk of depleting in favor of the enemy.

Parcels are frequently sent to the same man at two or more addresses, and parcels are sent to men who have been released. Addresses are often badly written, inadequate or incorrect. Unnecessary waste is also caused by the despatch of unsuitable articles, which cannot reach the prisoners in good condition.

Some parcels are so badly packed that they would not reach their destination if they were not repacked by the postal officials. Some parcels actually fall to pieces in transit.

Parcels are used to such an extent for sending prohibited articles and information to prisoners or to the enemy that they have to be carefully censored before despatched from this country, and are also subject to censorship by the enemy. This opening and repacking of parcels in this country, but also in some cases damage to the contents; in particular, it involves the piercing or cutting of bread and cake.

"Godmothers."

The first of these evils—unevenness of distribution—exists to so great an extent in respect of prisoners of war in Germany that the German government has now issued orders that "godmothers" parcels are not to be handed direct to the addressee, but are to be consigned to the British Charity Committee, if one exists in the camp, and, if not, to the camp commandant, to be made over to needy prisoners if the addresses are well-to-do or already sufficiently provided for. The committee or commandant is to inform both the addressee and the sender of the disposal of the parcel. "Godmothers" parcels have been defined by the German Red Cross as "presents which do not emanate from the families of the prisoners."

Sold the Gifts.

The reason given for the order is that "some prisoners who had a special gift of writing letters had entered into correspondence with a large number of 'Godparents,' and as a result had been overwhelmed with gifts to the disadvantage of their most modest comrades, and had sold a large proportion of these gifts."

To remedy the evils the following scheme will be brought into effect on December 1, 1916. It will apply to all British prisoners of war—naval, military and civilian—except officers. Parcels for officers will be dealt with as at present.

1. No parcel will be sent to a prisoner of war unless it has been examined or packed by the Central Prisoners of War Committee, or by an organization authorized by that committee, in accordance with regulations issued by the government.

2. Every prisoner will be sent parcels by one, and only one, authorized organization.

3. Shortly before the scheme is brought into force lists of authorized organizations, showing for which regiments, etc., each organization will receive money or is authorized to send parcels, will be put up in every post office.

Adequate Supplies.

Adequate supplies, but not excessive quantities, of food will be sent by the authorized organizations from their own stores to every prisoner. As it is difficult to censor bread, cakes and tinned food without spoiling them, no other person will be permitted to send such articles to individual prisoners. Wholesale gifts of foodstuffs may be sent to authorized organizations for prisoners of war.

5. The gross weight of parcels of food (including bread) sent to an individual prisoner must not exceed 30 pounds a week.

6. Parcels despatched by an authorized organization will be distinguished by a special label, which will be regarded as a guarantee on the part of the organization that the parcel does not contravene the regulations; any parcel bearing this label will not ordinarily be opened by the British censors. It is hoped that enemy censors will find it unnecessary to delay such parcels for purpose of censorship.

Expect Welcome.

7. If needy prisoners are in future to be sent adequate supplies, while those who now receive too much are to be sent fewer parcels, some interference with existing conditions is necessary, but the government believes that this scheme will cause as little interference as possible with the work of charitable organizations now in existence; it will not be necessary or desirable for them to relax their efforts or the amelioration of the conditions of prisoners of war, though they may find it necessary to alter the channels through which they operate. It is believed all who are interested in the welfare of prisoners of war will welcome this scheme and will cordially co-operate in its execution.

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Nation-Wide Strike Still Threatens

Disagreement Arises Over Mileage System of Compensation—Conference Fruitless—Leaders Declare That Strike Order is Still in Existence

NEW YORK, Nov. 18.—Danger of a nation-wide railroad strike, which was believed to have been averted by the passage of the Adamson eight-hour law, has not entirely disappeared, it developed here to-day, when representatives of the railroads and the four brotherhoods, comprising 400,000 employees, failed to reach an agreement as to the proper application of the new law. The stumbling block, both sides admitted, was the existing mileage system of compensation.

The announcement of the latest deadlock between the railroads and their employees came at the conclusion of an all-day conference between the National Conference Committee of the railroads and the brotherhood chiefs, which had been arranged in September.

"We met," said Elisha Lee, chairman of the railroad managers and the conference, "for the purpose of exchanging ideas on the application and operation of the Adamson law. We failed to reach an agreement, and we are not certain that another meeting will take place."

William G. Lee, president of the Brotherhood of Railway Trainmen, Spokesman for the employees in the absence of A. R. Garretson, of the Order of Railway Conductors, declared in a statement that in the event of evasion by the railroads of the Adamson law summary action would be taken by the brotherhoods. He said that the strike order, which was directly responsible for the law, was still in effect, and the brotherhoods would not hesitate to enforce it if the occasion warranted it.

ROADS BEGIN FIGHT AGAINST 8 HOUR DAY

New York, Nov. 10.—With the filing yesterday in Kansas City, Kan., of the Santa Fe Railroad's injunction suit against the Adamson eight-hour law and the starting of a suit by the Union Pacific in Omaha on Wednesday, the railroads of the United States began their fight against the eight-hour law. After a meeting yesterday of the National Conference Committee of the Railways at the Grand Central Terminal, it was learned that a number of other suits against the eight-hour law would be filed next week, among them being actions brought by several large eastern railroads.

The railroads deferred court action against the Adamson law until after election so that no political significance would be given to the railroad attorneys' condemnation of the act. Railroad presidents who were Democrats believed that sharp criticism of the act would have hurt President Wilson, and their Republican colleagues agreed with them that it would be better to wait until after November 7. Again, the railroads wished to avoid all allegations that their fight against the Adamson law had any political motive and was not based entirely on the merits of the case. High railroad officials said yesterday that the fact that the first of the suits was filed while the result of the election was in doubt showed "that there was no politics in the situation."

161,239 Irishmen Available For Service

LONDON, Nov. 14.—Statistics prepared by the Irish Registrar and issued by the Government place total number of men of military age in Ireland, based on the national registration of 1915, at 547,827. Deducting 245,875, who are, considering indispensable to the industries of Ireland, 130,241 who have joined the army since the outbreak of the war, and those who are unfit for military service or unavailable for other reasons, there remains a total of 161,239 men in Ireland now available for military service.

Adamson Law Attacked

KANSAS CITY, Mo., Nov. 17.—Action against the operation of the Adamson eight-hour law was filed in Federal Court here late to-day by the Chicago-Great Western Railroad Company. The United States district attorney, Francis M. Wilson, and officers in Missouri of the railway brotherhoods were made defendants. The complaint alleges the law is in violation of contracts existing between the road and the men.

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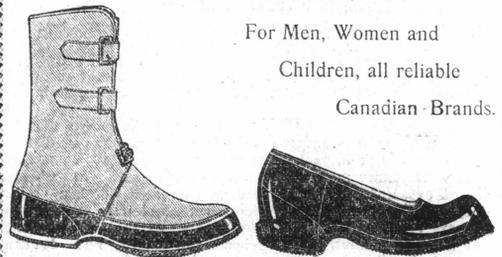
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