

--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. 16th., 1916

Why the Railway Don't Pay

THE one continuous howl of pro-Reidites since 1898 is that the road don't pay—that the Company is losing \$100,000 a year on its operation. How can it be otherwise in view of the condition of the road, the very few freight cars available and the great shortage in rolling stock, especially engines. The railway will not pay by forcing rates 200 per cent. above normal value. It won't pay any man in any trade to pile on profits where he must come into competition with those who will sell cheaper. Reid by forcing rates will compel every business house North and South to run their own coasters fitted with motor engines, as the Trading Co. will do. They in that case won't get the cheap freight or high freight.

Then again how can they hope to make a railway pay with such a haul as they encounter from Grand Falls to Port aux Basques? Why don't they operate three freight trains daily instead of one some days and neither most days? If they had rolling stock to operate three freight trains daily from Port aux Basques the line would pay well, as in that case business firms would order the bulk of supplies via Port aux Basques. They dare not do so now, for if only a fair amount offered, congestion is at once proclaimed and Canadian railways refuse to touch freight for Port aux Basques.

The Company do not possess rolling stock sufficient to operate trains enough to make the business pay. The country would provide the traffic if Reids could accommodate it. The past three seasons all work constructing rolling stock has been closed down by the Company. It was just the time for them to add 100 per cent. to their car output, but they did exactly what no sane firm of business men should have done under the circumstances.

To-day freight by the Bay boats is side tracked for weeks. The Trading Co. received a shipment of cod oil yesterday from Twillingate per Clyde that was shipped from Twillingate five weeks ago. For weeks cars to load fish in casks have been asked for at Bonavista, but all in vain. How can the Company expect to make a railway pay, under such conditions?

We assert and defy successful contradiction that the railway can be made pay and earn a dividend if operated as a first class business firm run their business. Half the traffic that should travel over the line enters St. John's by steamers because shippers dare not order goods by railway, owing to the big delay and the possibility of not getting it for six months, as has happened the past three years.

The Trading Co. have five thousand barrels of flour at Sydney since October 5th, and about one third of it only has been delivered to date, and it is impossible to ascertain where the balance is held up at. We know of some being held up at Port aux

Basques for over two weeks awaiting cars for shipment. If the Company had the necessary rolling stock all that flour would have been delivered two weeks ago. It is just possible that all of it won't be delivered until Xmas.

Another shipment of three thousand barrels of flour belonging to the Trading Co. was to go via Port aux Basques, but instructions had to be cancelled, and that shipment is coming from Montreal by steamer due about the end of November even then that flour will be delivered long before the lot received by the Reid Nfld. Co. at Sydney five weeks ago. Let the Company secure enough rolling stock to operate three trains daily from Port aux Basques from August to January and they will find the road will not lose \$100,000 a year.

The Government in power to-day was placed there by the expenditure of Reid money and it dare not utter a word of protest, for such would go unheeded. It will be the duty of the incoming government to pass legislation preventing firms who are public contractors from subscribing towards party funds. Severe punishment should be inflicted for any breach of such a law. Had a government been in power that would ensure the Reids fair play, but demand full compliance with the terms of their contract, things would not be so unsatisfactory as they are, either for the Company or the trade of the Colony.

The railway can be made pay, by increasing its use and the traffic over the system, which under proper government supervision must be accomplished when Coaker takes charge next year; but it will never pay by increasing rates and decreasing rolling stock—the policy being pursued by the Reid Nfld. Co. at present.

Up To The People

THE high-cost-of-living problem grows more acute as the days go by. Daily since the war broke out it has been a source of worry and alarm to those who earn their livelihood by the sweat of their brow. Almost every commodity that people eat or wear has soared in price until now many of the necessities of life are beyond the purse of the weekly wage earner. Not alone has the cost of living gone up but we are informed that the cost of dying has gone up as well. Undertakers, so we hear, have advanced their prices "on account of the war." They say if the cost of living is made higher by advanced freight rates and exorbitant profits on food stuffs they are justified in raising their charges to meet the former.

And nobody feels the effect but the people, who are well aware that the wisest of the wise of the Hebrew race was never more sagacious than when he observed that "he who hasteth to be rich shall not be innocent."

'Twas Abraham Lincoln who said, that "the voice of the people is the voice of God," and that voice to-day is crying out to a stand-pat Government to put into effect the legal machinery placed in their hands by the Representatives of the People to prevent speculation in food commodities. The people who pay the revenue of this country are entitled to a voice in what is daily becoming a battle for more existence.

The Government known as the Morris Government are slow to act. They prefer to stand idly by and see an already overburdened people still more heavily taxed by those who have made a business of growing rich out of the miseries of a people during the greatest war the world has ever seen.

Why is this? Is it that the Morris Government are unable to act? Is it that they are controlled by the ring of big interests who have absorbed this country unto themselves? We see the Premier daily driving down Water Street in the front seat of an automobile. We hear him delivering patriotic speeches at the Railway Depot; but we have yet either to see him or hear him fighting the battles of those whose interests were entrusted to his keeping three years ago.

Some few months ago he was strutting around France "arrayed like unto Solomon in all his glory," talking about "after the war problems while he has yet to be accused of having lifted a finger to deal with the many problems which at present are facing the people of this graft ridden Colony. The remedy is up to the people themselves. When their duly elected representatives fail to live up to their agreement to protect the people the latter are justified in stepping in and applying the remedy—an awakened public conscience. Verily; it is up to the people.

REVEILLE BY CALCAR

THE old saying has it that "it is the last straw which breaks the camel's back," so it is we hope that this last outrage of the Reid Nfld. Co. of raising their freight rates will have the effect of breaking the crust of indifference that has so long lain on the minds of the people.

We have endured too long, let us now be up and doing. Let us show usurpers who are the real rulers of this country. Slowly but surely the Reid Nfld. Co. have been by means of their tools and agents in the Government being winding their strangling tentacles like the huge octopus around us till nothing is left to us but a mere mockery of freedom.

Talk of slavery days, why slavery as was practiced in the olden time was not half so bad as that which mocks us to-day with a hollow pretense to freedom. To bind and bend the body of illiterate and rude man to servility and chains has not half the bitterness in it as when freedom loving, freedom knowing and intelligent men are deprived in a covert way of the right to direct their country's affairs. The bitterness is in the mind and soul and the more cultivated and high-strung the greater the resentment at any attempted interference with our rights and liberties.

What liberty we have to-day is but a mere mockery of the same, a pretense and a sham. The hypocritical politician will pretend to you that you are free, while at the same time he knows that you are not. He knows that the only freedom you possess is the liberty of voting for whom you think best, but once having voted you may as well go bury yourself in oblivion, if you can till next voting time.

If the politicians were honest and intelligent this method of carrying on by proxy as it were the country's affairs all would be well, but they are not, more's the pity. For this reason our system of popular representation is but a delusion. We vote a man into the ranks of the governing body, and there all control over him ceases. Once elected he recognizes no duty but to serve the interests of his party or if he be one of party leaders he must truckle to someone higher up, some campaign fund subscriber, someone with big interests to serve, such as the Reid Nfld. Co. Beware of him who is the friend of the big interests. He is in their toils, he is powerless to resist their demands. He has contracted an alliance that is in every way inimical to public interest, for the interests of the big concerns must run counter to the general public interest.

If the Government of this Colony to-day is controlled by "an unseen hand," and who is there that will be bold enough to deny it, the united voice of a people crying for justice and fair play will make it self heard and unmask the villains who are parading as the representatives of the people of this Colony?

When the Products Corporation Act was before the House some members of the Morris Government at first refused to be a party to this gigantic steal of the people's liberties, but after been "talked" to consented to giving their "free and independent" support to the fraud. Why did they change their opinions in twenty-four hours? Were they caught in the grip of the "invisible hand"? Had they to come across or go under? Time will tell. Up to the people themselves. Yes; and certain it is that the people will soon have to be up and doing if they are to be even satisfied with the privilege of only existing.

The Morris Government to-day stands idly by and sees the people robbed and bled to death. They are seeking recruits to fill the gaps in the Newfoundland Regiment and while they ask our young men to "march on to Liberty or Death" they are slowly squeezing the life's blood out of the parents of those soldier lads who are fighting against the same brand of "Kultur" of Kaiser William that Kaiser Edward is now fastening around the necks of the people of Britain's Oldest Colony. Can we expect clean honest Government from the Morris gang of political dirtwood when we have the Editor of The Herald telling us that large corporations have absorbed the Government of this Country, and that these same corporations "move their men like pawns upon a chess board?" Verily; it is up to the people.

The smaller fry among the politicians are not altogether to be blamed. They are often as not in ignorance of the inner workings of the party, and if not in exact ignorance are kept as near there to as exigencies will permit. Beside they are bullied and brow beaten into acquiescence where their convictions compel them to falter. The whip of party allegiance is the bogie the fetish which keeps many an honest man in the company of the dishonest. He is to be more pitied than blamed.

Now it is beyond question that when a man casts his vote for a certain man of his choice he does so with the conviction that he is as honest as his words, and that he will be faithful to his promises to safeguard the people's interest. This assumes of course, that the voter is honest, which unfortunately is not always the case. A dishonest candidate makes dishonest voters and dishonest voters on the other hand make dishonest candidates. The one cannot exist without the other.

Is it to be supposed that when people placed Morris in power, they did so with any but the conviction that he was the man to promote the country's interest. But how has he done so? Is it by his truckling to the Reid Nfld. Co.? He has since his election violated every principle of self government and made a mockery of our constitution (if we have one).

It is quite common to hear it said, the people have been fooled. This is not all, they have been sold and flouted as well. What self government have we? People do not elect men to mock them, to fool them or sell them out and out. No they elect them for other purposes, but those purposes are not being carried out by Morris. Therefore it can be truthfully said that we are as slaves, having no voice in our own government, except we admit the preposterous argument that we have the right of the secret ballot.

OFFICIAL CASUALTY LIST FIRST NEWFOUNDLAND REGIMENT

1011 Private James J. Kelly, 257 South Side; dangerously ill, gunshot wound head, Wandsworth, September 11th; off dangerous list, Wandsworth.

492 Private Archibald Coombes, Upper Island Cove; gunshot wound chest, severe, Wandsworth, July 11th; on dangerous list, Wandsworth. Received 12.15 p.m. November 16.

2182 Corporal Patrick J. Connors, Dunville, P.B. Seriously ill at 5th. General Hospital, Rouen; appendicitis.

1968 Private Hector B. Cook, White Hills. Previously reported, gunshot wound in right leg, Etaples, Oct. 22. Now reported at 1st. London General Hospital; shrapnel, leg.

2196 Private Arthur Stewart, Grand Falls. Previously reported, at Le Treport, Nov 6th; shell shock. Now reported at National Hospital, London; sick.

1992 Private Henry Hayter, Trinity. Previously reported, gunshot wound in ankle, severe, Etaples, Oct. 14. Now reported at St. John Ambulance Brigade Hospital, Etaples; amputation of left leg.

J. R. BENNETT, Colonial Secretary.

RECRUITING RALLY TO-NIGHT

There will be another big recruiting rally to-night, when the regular parade of volunteers will be held and the music will be given by the fine band of the Total Abstinence Society. The speakers will be Lieut. Cyril Carter, one of our wounded young heroes; and Hon. John Alex. Robinson.

AT THE CRESCENT PICTURE PALACE.

Go to the Crescent Picture Palace to-day and hear Douglass J. Stewart sing the latest novelty song: "Oh Tomorrow Night." Lillian Drew, Edward Arnold and John Lorenz are featured in the Easanay gripping society drama "The Last Adventure." Mary Pickford in "What the Daisy Said," and Ethel Tetre in a Great Kalem comedy "Fashion and Fury." The musical programme as usual is new and classy.

A CORRECTION

In yesterday's issue of this paper an error occurred in the insertion of the advertisement of the lecture to be held at Cochrane St. Church, Lecture Room to-night. The Lecturer is Mrs. Arthur Earle, not Mr. Earle as announced.

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 21st and for returning December 3rd.

CONVENTION OPENS NOVEMBER 27th.

Those travelling on Sunday's Express, November 26th, will arrive at Catalina Monday morning before breakfast.

Delegates travelling by the Prospero on her next trip South will be due about November 27th. Delegates by the Susu will come along on the next trip South, due at Catalina about November 24th.

District Council Meetings for Trinity and Bonavista will be held on the 27th, should the Prospero not have arrived at Catalina.

Delegates from Bonavista Bay should connect with the Dundee on or about the 24th and entrain at Princeton or Bonavista if weather suitable.

GLEANINGS OF GONE BY DAYS

NOVEMBER 15

James J. Grieve, late merchant of this town, elected M.P., for Greenwood, 1863. Arch built on Cochrane Street in anticipation of arrival of Governor Glover and bride, 1876. Inspector General McCowen married at Catalina, 1876. Rev. James Brown, P.P., Harbor Main, died, 1837. Steamer Nevada arrived here to take away passengers of the damaged steamer Arizona, 1879. John H. Boone, B.L., died, 1834. Weekly Times registered, M. J. Hawker, proprietor, 1892. Whiteway Government resigned, 1897. A fire broke out in a house opposite McBride & Kerr's belonging to Mr. Woodford. During the fire, two kegs of powder in the house exploded, blowing off the roof. A son of Woodford's received injuries from which he died a few days after, and a child was burnt to death, 1853.

The W. P. A.

In Aid of the Sick and Wounded and of Our Soldiers and Sailors at the Front.

Subscriptions may be sent to Lady Davidson, Mrs. Emerson, Hon. Treasurer; or any of the following ladies of the Finance Committee—Mrs. Jno. Ayre, Mrs. Garrett Byrne, Miss Browning, Mrs. T. J. Duley, Mrs. T. J. Edens, Miss Hayward, Mrs. Archibald Macpherson and Mrs. Herbert Rendell:

Amount acknowledged	\$10,799.27
Annie F. Sullivan, St. Leonard's	1.00
Mrs. R. Ryall	5.00
Mrs. E. W. Taylor	5.00
Mrs. Whiteley	50.00
Total	\$10,860.27

KATHERINE EMERSON, Treasurer W.P.A. Nov. 16th.

Steamer Lizzie sank at Harbor Grace while towing in a vessel from Carbonar, 1875. Redemptorist Mission closed here, 1882.

A PATRIOTIC FAMILY

The Lannan family of Carter's Hill have demonstrated their patriotism since the war began. James Lannan who recently returned here, was one of the first to enter the navy, put in two years' service, was six months in the North Sea and was in the Jutland battle in the "Weymouth" and is now in the present company of volunteers. His brother William who went with "D" Co. of Ours was wounded in the charge of July 1st, and succumbed, and a younger brother is a drummer with the volunteer companies now being formed here.

A COLD SNAP.

It was very cold across the line of railway last evening and night and the temperature was lower than at any time since March last. About six inches of snow covers the ground, and Tuesday night there was a blizzard for a while on the Galt Topsals, where last night the thermometer registered 20 degrees below freezing point.

ADVERTISE IN THE MAIL AND ADVOCATE

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.