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Florizel, December 3rd.

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Florizel, December 11th.

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Fares including Meals and Berths on Red Cross Steamers:

	First Class	Return	Second Class
To New York	\$40.00	\$70 to \$80	\$15.00
To Halifax	20.00	35.00	9.00
To Boston, (Plant Line)	29.00	51.00	18.00
To Boston (D.A.R.)	30.00	51.00	18.00

CONNECTIONS AT HALIFAX FOR BOSTON:

PLANT LINE Midnight Saturday.
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Luxurious accommodation and excellent cuisine by either route.

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Reliable Furniture for Outport Buyers.

WE desire to draw the attention of our innumerable customers around the Island to the tremendous display of fine Furniture we have in our Show Room. This has just been replenished by some two or three shipments from the best English and American makers.

Our stock includes the largest assortment of Bedsteads, Bedroom Suites, Bureaux, Dining Tables, Chairs, Lounges and Sideboards in the Island.

If you are furnishing your house, one or two rooms, or if you require any single article for some special need, and you want good, solid, well-made Furniture at the most reasonable prices, you can't beat the

U.S. Picture & Portrait Company,
House Furnishers.

ARCHBISHOP McNEIL TELLS OF SPLENDID RESPONSE OF CANADIAN CATHOLICS TO CALL OF EMPIRE

HALIFAX, N. S., Nov. 10.—With every eye directed to Halifax, because of its world wide importance as a garrison city, there is naturally much interest taken in the share that the churches are taking along recruiting lines and The Halifax Herald proposes to publish as complete a list, as possible of all those who have enlisted and the churches with which they are affiliated. The Mail has, for some time been trying to obtain information regarding the number of adherents of the Catholic church who have enlisted in this city but so far has been unable to do so. Below we print an article from The Toronto Star in which Archbishop McNeil, of that city points out very clearly the work of the Catholic church in Canada, adding that he speaks from no mere conclusions but from positive knowledge of the work of the church in Toronto—one parish alone furnished 133 recruits, that being the record of some weeks ago. We feel sure that the Halifax parishes of St. Mary's and St. Patrick's can far surpass this record. Archbishop McNeil's utterances will be of the greatest possible interest to Catholic or non-Catholic readers.

In an important statement, made to The Toronto Star the Archbishop of Toronto, the Most Reverend Neil McNeil, who is himself active in furthering recruiting, expressed gratification at the way in which Roman Catholics in Canada are responding to the call. "Taking the church in Canada," said His Grace, "it is very decidedly in the interest of the Catholic church to co-operate effectively, in recruiting, and otherwise, in contributing to the success of the allies. And as a matter of fact this is being done. With me, this statement is no mere matter of opinion, or of conclusion from argument. It is a matter of positive knowledge."

"Speaking from a wide knowledge of conditions of the church in Canada, I can say that in no part of Canada, to the best of my knowledge and belief, is there any recruiting going on in which Catholics are not bearing their part."

"As regards Toronto, the number of Catholic recruits, furnished by one parish alone—that of St. Paul's—had reached 193 some weeks ago. In Toronto, I may mention, there are 21 English-speaking parishes and one French-speaking parish.

The few remaining parishes in the city are Italian, Polish, and Syrian. St. Cecilia's parish—a parish in the extreme west of the city—has furnished eighty-eight Catholic recruits. The parish of the Holy Rosary, a very small parish, north of St. Clair avenue has given twenty-one Catholic recruits. The records of these three parishes—one in the centre, of the city, one in the west, and one in the north—give, I think, a fair indication of the manner in which Catholics in Toronto are answering the call.

"I may add that I have noticed it stated in a despatch that the parish of St. Patrick's, Ottawa, has contributed to date 220 recruits."

"Last September," proceeded His Grace, "I took some pains to find out the proportion of Catholics among the troops at Niagara-on-the-Lake. So far as I could learn that proportion was a little over ten per cent. among the twelve thousand or so troops at Niagara. The proportion of Catholics to the entire population of Ontario would be some thing like fifteen per cent. But it must be borne in mind that of the Canadian troops at least fifty per cent. are men who were born in the British Isles. Among this fifty per cent. there are very few Catholics. The vast majority of Catholic recruits are Canadian-born. Thus if the fifty per cent. of recruits born in the British Isles are deducted, it will be seen that among the Canadian-born recruits, Catholics have certainly not contributed less than others in proportion to population."

"Turning to the attitude of Catholics in Canada, outside Ontario, the patriotic pastoral of the Bishops of Quebec, issued at the commencement of the war, speaks for itself. Still more strongly does Cardinal Bégin's organ, L'Action Catholique, urging the positive duty of Catholics in Canada to enlist in defence of their sovereign emphasize this attitude.

"I should like to make it absolutely clear that the nationalist party in Quebec has no right or title, whatever to speak in the name of the church. It does not represent the church."

"What is true of the way in which Catholics in Canada are doing their duty as regards enlistment, is true of the manner in which they are co-operating in other ways. In every direction they are doing their part in work for the war. Our convents all last winter were positive centres of

work for the soldiers—socks and bandages, and so on—mostly sent through the Red Cross Society. One of the means adopted by some priests to promote enlistment is the establishment of an 'honor roll' in the church porch."

PLUCKY YOUNG MAN

"Young man," inquired her father sternly, "will you give her a home like the one she has been used to?"

"No," replied the truthful suitor, "for there will be no grumpy father to come home and make everyone miserable by kicking over trifles and swearing at matters in general. There will be no mother to scold her from morning till night for wasting time merely because she wants to be neat. There will be no big brother to abuse her for not doing half of his work, and no little brother to make enough noise to drive her crazy when her head aches. There won't be any younger sister to insist on reading some trashy novel while she does all the work. She will not have with me a home like she has, been used to, not if I can help it."

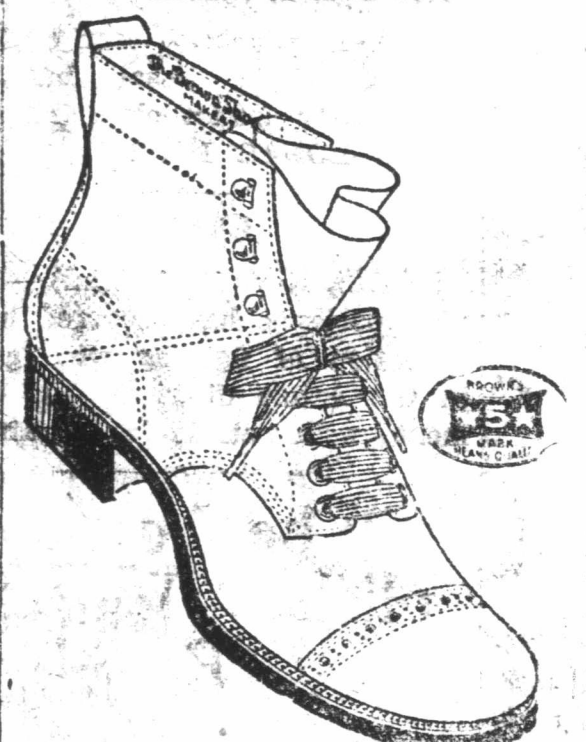
NO ZIMMERMAN'S MONEY FOR BANKRUPT DUKE

CINCINNATI, Nov. 17.—Mr. John E. Bruce, trustee of the Zimmerman estate, said today that not a cent of the Duchess of Manchester's Cincinnati money will go to help the Duke out of his bankruptcy.

It is specifically stated in Mr. Zimmerman's will that no part of the estate shall be used to pay the Duke's debts.

In the London Bankruptcy Court yesterday the Duke's debts were placed at \$1,000,000 and his assets at \$1,000.

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Men's Tan Norwegian Waterproof Boot, as illustrated above. Price \$7.00.

Men's Black Norwegian Waterproof Boot, as illustrated above. Price \$6.50.

Men's Hand-Pegged Waterproof Boots.

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HOW TO KEEP ROADS GOOD IN WINTER TIME

Water, not cold, is the cause of the deterioration of roads in winter, according to the road specialists of the United States department of agriculture. Cold weather does not in itself injure roads no matter whether they are earth, gravel or macadam. In fact, an earth road will stand more traffic when it is solidly frozen than at any other time. Excess water, however, is always detrimental to a highway. When cold weather turns this water into ice, the damage that it does is greatly increased. Ice occupies considerably more space than the water from which it is formed, and every person who has lived in a cold climate is familiar with the powerful bursting effect of water when left to freeze in a confined vessel. The same action takes place when a wet road freezes to any considerable depth. It simply bursts, or as we generally term it in road parlance, the road heaves. Later, when the frost leaves, the road is disintegrated and ruts badly. If this process is repeated a number of times during the winter, a gravel or macadam road may be practically destroyed, while an earth road may become entirely impassable.

FROZEN WATER RUINS ROADS

A dry road will not heave. Rock gravel, sand and even clay when perfectly dry contract slightly on freezing. In order to expand on freezing, these materials, must contain, or be mixed with, water, and the more water they contain the greater the expansion which takes place. But so long as the road remains frozen the damage does not become apparent. Hence, the frequent and erroneous idea that it is the thaw which injures the road. The injury was done when the water in the road froze and the particles of the road surface—broken stone, sand, or still finer particles of earth or clay—were pushed apart by the expanding power of the freezing water. The thaw merely allows the ice to melt and assume its original volume as water.

The remedy is self evident. Keep the water out of the road. The time to begin preventive measures is early in the fall, before the rains begin. If the road goes into the winter thoroughly dry with the surface and drainage in good condition, the chances are extremely favorable that it will not cave away.

The job before the road man is to keep the hard, dry surface formed in the summer time from becoming softened by the fall and winter rains and snows. When the fall rains begin the earth or gravel road should be dragged frequently to prevent the formation of ruts and the collection of water. All raveled places on macadam surfaces should be carefully filled in and consolidated.

DRAINS MUST BE KEPT OPEN

During the winter, whenever a thaw is coming on, the cross drains and side ditches should be opened up as far as possible, so as to prevent water collecting along the roadway. If the thaw is pronounced that the roadway is softened the draw should be used; sometimes one round trip of the drag, with the hitch reversed will entirely rid the earth road of slush and melting snow and leave the road surface practically dry. Don't get the idea that the drag is not needed on your earth and gravel roads in the winter time. Instead, keep it where you can get at it readily, for if the winter is an ordinary one you will need it many times.

Winter destruction begins in the early fall. The best way to prevent such destruction is to forestall it. Keep the road dry, and remember that so long as it remains so it will not be seriously injured by frost. Keep the drains open, the ditches clear, remove all vegetation and litter and use the drag frequently. If the road is swept dry to the depth of two feet below the surface little trouble will be experienced from the coldest winter.

SIXTY PERSONS KILLED IN TORNADO

Goat Bend, Kansas, Nov. 13.—Between fifty and sixty persons are believed to have been killed in a tornado which swept this town this morning. The storm passed over the southern part of the city, wrecking the waterworks and electric light plant. The town is in darkness and confusion reigns.

According to reports which reached the long distance telephone office at 9 o'clock when wire communication was re-established, the Atchison, Topeka and Santa Fe Railway Station was demolished, and half the houses of the city were wrecked. Great damage was also reported from Hosington, Kansas, and from Fremont, Nebraska, though so far no loss of life at these places has been reported.

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BECAUSE:—We produce the best ready to wear suits in that they not only fit and hang well when you put them on but continue to do so until they are laid aside.

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Such Experts are to be found only in our Factory trained by a manager who has had over 25 years Experience in the Chief Clothing Centres of the world.

BECAUSE:—We select only the highest grade wool cloths in each particular class having an eye to such patterns and designs as will satisfy each individual taste.

BECAUSE:—We have Expert cutters and give careful attention to Linings, Trimmings, and inner Constructions.

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