

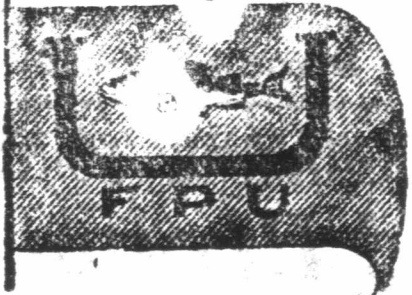
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Our Motto: "SUUM CUIQUE."



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The Mail and Advocate

Issued every day from the office of publication, 167 Water Street, St. John's, Newfoundland, Union Publishing Co. Ltd., Proprietors.

Editor and Business Manager
JOHN J. ST. JOHN

ST. JOHN'S, N.F.L.D., DEC. 14th, 1915.

OUR POINT OF VIEW

The Green Bay Service

THE Reid Nfld. Co. has decided to transfer the Petrel from Green Bay to Trinity Bay and to place the Ethie in Green Bay for the balance of the season. This will improve matters in Green Bay, but whether Trinity Bay and Conception Bay will willingly consent is a question that will be answered in the negative. Such arrangements are not square either to Green Bay or Trinity Bay. The second steamer should not have been taken off the Green Bay route in July in order to accommodate the cravings of the Reid Co. for large profits on the sale of ships built to perform obligations entered into solemnly with the people of this Colony.

Green Bay was made a football for the whims of the Company and the Premier permitted those outrages against the public without protest or opposition, and only when Reids saw 40 car loads of freight piled up at Lewisporte did they condescend to attempt to perform their public duties. They then placed the Petrel on the route, in opposition to our strongest protest for we showed that the Petrel was utterly unfit to accommodate the demands. Had they secured the Newfoundland or Erik for a few trips the congestion would have disappeared; but freight conditions are just as outrageous at Lewisporte now as they were when the Petrel started in to perform the impossible.

The Government should now insist upon the Company placing suitable steamers on all the routes next season, and also proper steamers on the Labrador routes. The Reid Labrador service this year was an abomination. The Crosbie prize packet service was an outrage that is not only inexcusable but an absolutely insult to the northern people. How the Minister of Fisheries permitted the Government to employ such steamers for the Labrador service is a puzzle to most fishermen. The Crosbie whaler might just as well never had gone, and the money the service cost presented to him as a free gift.

There are twice the number of steamers employed than there were ten years ago, at thrice the cost, yet one half the satisfaction is not derived. Come Mr. Piccott, we look to you to protect the fishermen's interests in those respects. If you don't insist upon a

square deal for the northern fishermen who take 250,000 qtls. of fish from the Labrador waters annually, no other man in the whole clique that composes the Government will do so. How a man like Mr. Piccott could tolerate such an intolerable service and waste of hard earned taxes as that performed this year as the Labrador service we fail to understand.

Come Mr. Minister of Fisheries, secure decent treatment for the Labrador fishermen, respecting those matters or resign and come out from amongst them, for we feel sure you could not be a party to the abominable services so called performed the past season. Your duty therefore is to enforce respect for your recommendations or resign your position as Minister. There will be some trouble over this matter when the House opens for the northern members will not lightly overlook the outrages committed this year with regard to the Labrador and Green Bay routes.

The Coal Question

WE would advise the Premier to either hire the fool killer or an alienist to visit The Herald to pronounce on the peculiar mental condition of the Honourable Editor of that paper. Judging from appearances the "upper story" of P.T.'s mental structure is without a tenant and the "rest cure" may have some effect before the position becomes hopeless. A few nights ago he solemnly asserted that the suspended visits of the Allan Line ships and the irregular calls of the Furness-Withy boats had played ducks and drakes with the coal trade and now in last night's issue in an expiring and very feeble attempt at defending his Boss or in justifying his procrastination he gravely and with his usual strong proclivity to dogmatism asserts that it was not known in October that the 'Ventures were to be transferred to other owners.

We are sorry to see the mental powers of the once astute P.T. so sadly out of gear. Such a peculiar case of Rip-Van Winkleism has been rarely recorded in Newfoundland journalism or—unbelievable possibility—is it—can it be that the "Honorable" editor takes the last expedient, that of deliberate lying to save E.P. by hook or crook from the consequences his apathy on this coal question must bring to him.

Why all the summer and especially in the months of August and September the prospective transfer of the 'Ventures to Russian ownership was the daily theme of the public and unless we are greatly mistaken The Herald's back files will show an occasional reference to the possibility of these ships leaving Newfoundland. Morris is undoubtedly a bluffer of the first water, an expert from years of practice, but he seems to have "nothing on you" P.T. so that your weak and labored article of last night only damns your master the more in public estimation.

Appropos of the possibility of a coal famine here we would like to ask the Premier as well as Honorable P.T. will either or both suffer as a result? How many months ago is it since both these "honorable" had their cellars well stocked with black diamonds? And the splendid expedient to redeem the situation. It could only emanate from the brains of such mental collosi as E.P. and P.T. Send the old wooden sealers to Sydney just as navigation is about to close. Who fathered the mighty thought? If E.P., his name will go down in history with that of "Hawco the Hero" and if it is P.T. why as some decoration should be his we suggest that a medal in the richest leather procurable be conferred on him forthwith. Why by the time such vessels would be crewed, provisioned, coaled, insurance rates paid, and other incidentals adjusted, with the high freights which would necessarily be charged the coal when the ships got back—if they ever did, which

FOOD AND PEACE
—THE NATION—

WE may divide the war into three phases. In the first phase, victory was sought through the clash of armies. In the second phase, it became a test of munitions. In the present phase, there enters the factor of the possible endurance of the nations measured in terms of food.

The problem is one that does not confront Germany alone. The cost of living has gone up in Great Britain. Prices have become burdensome in France. In Austria there is dire want. Russia has her great stocks of unsold grain, but the disorganization of industry and sharp depreciation of currency have undoubtedly play their part. France is preparing to follow Germany in fixing maximum prices. All Europe is suffering, and we can only strive at a rough estimate as to which nation suffers most.

It is in Germany that the situation is being most vehemently discussed. The question is, therefore, whether conditions in Germany are faithfully portrayed in the public press, or whether the greater agitation there is due to the German habit of facing a problem squarely and taking measures to safeguard the future.

Such figures as are available unquestionably show a more serious state of affairs in Germany than in France or Great Britain. For Great Britain the London Economist estimates a rise of 25 per cent. in the price of commodities entering into the working-class budget. For Germany, according to the Economist, the official Prussian figures show an increase since the outbreak of the war of 75 per cent.

The scarcity weighs in particular upon the children. The maximum price for butter was fixed at Berlin in October at 67 cents a pound, but in other parts of the country the price is from 80 to 90

Thanks

WE have to thank Mr. W. J. O'Neill, the publisher, for a copy of the Illustrated Christmas Tribune. The magazine is profusely illustrated and contains many pages of interesting reading matter. Quite a series of regimental views are included in the illustrations as well as photographs of our prominent citizens. The number no doubt will prove an interesting souvenir for absent friends.

must be open to doubt—would be nearer \$15 than \$8 a ton and only those like P.T. with good Government pickings for printing, &c., and other little doucers on the side, could afford to buy it, so that the cure in this case would be worse than the disease.

The Prescott Street editor seems to be losing his grip of things lately and but that the grim face of Tragedy peers out from the silly vapourings he emits, we would be inclined to laugh at his logic. Again we suggest to his patron the Premier to try the "rest cure" on him.

cents. Milk for adult consumption has become prohibitive, and in many parts is hardly obtainable.

By comparison, the figures for Paris, quoted in a recent number of the Petit Parisien, are much more favorable. Butter sells at 40 cents a pound, an increase of 40 per cent. since the beginning of the war. Milk has gone up one cent from seven to eight cents a quart. The increase in meat prices ranges from 16 per cent. for poultry down to scarcely any advance for pork. But fish has gone up 60 per cent., partly because of the increased demand of the Breton fishermen; potatoes have gone up 25 per cent., and now sell at 2 cents a pound, or nearly twice the maximum fixed in Germany, and cabbages for the workingman's soup has risen 133 per cent., from 6 cents to 14 cents per head. The pressure is sufficiently acute in France, but the children there suffer less than they do in Germany.

Conditions in Austria are reflected in a recent statement of a Vienna "Hausfrau" in the Neue Freie Presse, dealing with the problem from the standpoint of the lower middle classes. It is a question of feeding a family of five on an income of \$1,200 a year. According to the writer, the common phrase about the housewife's ceaseless and painful "guerrilla warfare" for existence has become bitterly true. She gives very few figures, but the picture is a sad one.

Of meat for the daily diet there is no use in speaking, and only the most painful economy will produce a roast for Sunday with something left over for the following day. "Given bread, flour, potatoes, fat, and a bit of rice, and a life-sustaining diet may be worked out on a semi-vegetarian basis."

The whole secret of subsistence under present circumstances consists in a "ceaseless" study of ways and means, based on market reports, and personal intensive shopping. With all that, the hunt for butter and fat is a useless one. The children must be content with the comparatively cheap apple-butter. Milk for coffee is out of the question.

The writer hopes that the scarcity in potatoes will disappear; "otherwise the nourishment of the family simply cannot be carried on." These are the conditions which confront what in ordinary times would be a fairly prosperous family. What conditions are for the working classes it is not hard to imagine.

For Germany and Austria the food problem has thus resolved itself into the simple factor of potatoes. The German authorities assert that there is no scarcity in that staple, and if regulation has become necessary, the greed of middlemen and speculators has made it so. More than that, the maximum for potatoes seems actually designed to force prices down below even the normal level in order to make up for the deficiency in pretty nearly everything else. Seventy-two cents a hundredweight has been set as the

maximum price to the farmer, and retail prices must not exceed that by thirty cents, so that the consumer is supposed to pay a little over a cent a pound, which, as we have seen, would be only one-half the price in the Paris markets. The maximum, however, is not always adhered to. The Frankfort Town Council has been compelled to pay two cents more a hundred for 200 tons.

At any rate, this very emphasis on potatoes shows how largely the German masses are expected to do without nearly everything else enters into their regular diet. If, with potatoes selling at one cent a pound, the cost of sustenance has nevertheless risen 75 per cent. since the outbreak of war, we can imagine what the increase has been in commodities that go beyond the mere need of keeping body and soul together.

Will Germany, therefore, be starved into submission? It does not follow in the least. We need only recall the South in the Civil War. But it does not need actual starvation to force German statesmen into considering peace. That is the significance of the clamor that rises not only from the Socialist organs like Vorwarts, but from moderate organs of the non-Imperialist type. Lack of food will not drive Germany to accept defeat, but it is bound to compel a revision of definitions.

Victory, defeat, peace—they can not mean now what they meant at the beginning of the war; that is true for all nations. But the problem is all the more pressing upon the German Government, for the very reason that German arms on land have been victorious.

In France it will be a sufficient answer to the suffering masses that it is a question even of starving or going under as a nation. In Great Britain the sacrifices of the people are the price for the preservation of the Empire.

But what does Germany understand by "victory"? Is it necessary for little children to go without sufficient nourishment in order that the eagles may be carried to Suez? That is the question before the Kaiser.

Don't Overlook the Fleet

London Daily Telegraph:—There is a tendency just now to exaggerate our difficulties and to underestimate the extent of the damage which the enemies are suffering, ringed in as they are by the naval and military power of the Allies. Don't let us overlook the British Fleet. History may show that is Germany's failures, and not Germany's reputed successes, which have been responsible for the new movement in the Balkans. In no single particular has a German calculation been fulfilled. It only remains for us, with sure and confident aim, to continue to utilize the overwhelming power which resides in the British Fleet and to observe the elementary rules of strategy of a maritime Power to carry to completion the task on which the Allies are engaged.

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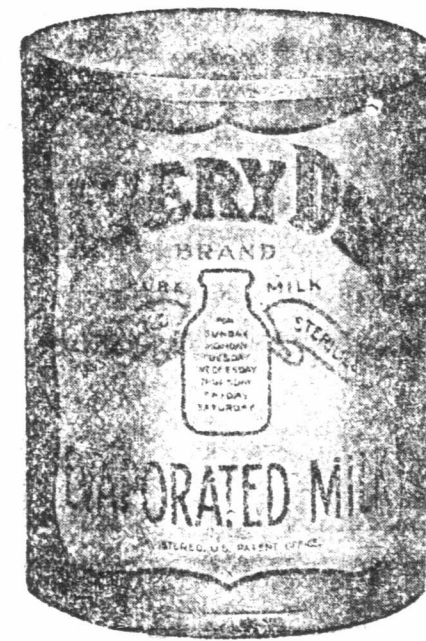
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ALL SUBSCRIBERS for the Daily and Weekly issues of THE MAIL AND ADVOCATE will please observe that after JANUARY 1st, 1916, their names will be removed from the list of subscribers and the paper discontinued unless their subscriptions have been renewed by the end of this year. No subscription for less than six months will be accepted. The subscription for the Daily paper is at the rate of \$2 per year and the Weekly 50 cents per year.

Reid-Newfoundland Co.

Bay Steam Service.

The undermentioned steamers will complete the Bay steamship service for this season, leaving their respective routes for St. John's:

- S.S. Petrel will leave Clarendville, Friday, December 31st.
- S.S. Dundee will leave Port Blandford, Friday, December 31st.
- S.S. Ethie will leave Lewisporte, Friday, December 31st.
- S.S. Clyde will leave Lewisporte, Thursday, December 30th.
- S.S. Home will leave Humbermouth, Wednesday, Dec. 29th.

The above schedule, of course, is independent on weather and ice conditions between this date and December 31st, but it is hoped the above arrangements will be carried out.