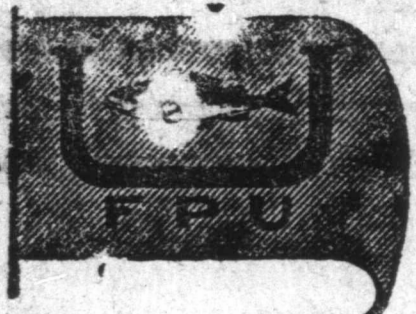


--JUST IN--

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

Our Motto: "Suum Cuique."



("To Every Man His Own.")

The Mail and Advocate

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**Why the Railway
Don't Pay**

THE country is continually being told that Reids are losing money on the operation of the railway. If they do lose money, they calculated they would from the first as they asked for compensation to cover operating losses and received 6,000,000 acres of land in fee simple. That land is the most valuable in the Colony. They had their first choice. They sent their surveyors ahead as the road was constructed and selected all that was of any value. They possess immense areas of timber. They know of large deposits of mineral. They possess large tracts of pit prop and pulp wood timber. Those areas even at 50c. per acre mean \$3,000,000. They have operated the road 18 years under the 1898 Contract and if they have lost about \$1,000,000 on operating, they were given land worth three times the value of what they lost, and they have made some seven or eight million dollars in profits in construction and awards of arbitration. They probably spent \$1,500,000 for steamers but they have received one million back for two steamers sold. Where then is the grounds for all the outcry about losses in operation and increasing rates so outrageously as have recently been witnessed?

The affairs of the Company lack first class business supervision. Sir Wm. Reid lacks qualifications as a business man that his father possessed. The lack of the necessary qualifications, and the possession of some that means stagnation in progress and a disposition that is unbending, determined and self-willed is the causes of present railroad condition in this country. No man can develop the great resources of the Company or promote progress in the many ways possible to the Company unless conducted as a first class business by a first class business man, who would devote constant attention to the great undertaking. We venture to state that a man of Mr. Coaker's make up would make the Reid Nfld. Co. a first class business and pay a 6 per cent. dividend. Mr. H. D. Reid possesses many of the great qualifications of his father, and if he had complete charge and would devote himself incessantly to the task, he is capable of developing the Reids' interests to an extent that would make it the greatest attraction in the country.

If the affairs of the Company had been handled in a first class business way, there would be today another Grand Falls on the Gander, another at Deer Lake, another at Bishop's Falls; 10,000,000 feet of lumber would be exported every year, the shipping port of Lewisporte would be one of the busiest centres in the North, the freight traffic from Sydney would embrace the great bulk of our American trade and would be served by one or two railway freight ferries. The line would by this time be wide gauge, the

Colony's trade would be millions larger than it is, the rolling stock of the Company would be five times its present capacity and a good dividend would be paid its shareholders. Why is there so much ill feeling between the A.N. D. Co. and the R.N. Co.? Why is it the Company has chartered steamers to convey paper from their shipping port of Botwood to St. John's and Heart's Content? How is it all this traffic is not coming along over the railroad? Then there is no question about the traffic existing, or about an increase of 300 per cent. in the traffic, if railway conditions encouraged it. Who killed the paper and pulp proposition at Deer Lake? Who killed a paper and pulp proposition at the Gander? Who annoyed and spoiled the Bishop's Falls proposition by the Albert Reed Co.? The money for all those great concerns had been raised, considerable amounts had been invested when down came the foot of Sir Wm. Reid and smack went the whole proposition. It was H. J. Crowe that saved the present undertaking at Bishop's Falls from the wreck.

The want of big business ideals and the necessary tact on the part of Sir Wm. Reid caused the breaking up of these three great propositions, each equal to that of Grand Falls. Mr. Howley at the Bar of the House of Assembly in 1915 told the story of the Deer Lake outrage. It was killed by the demand of Sir Wm. Reid for \$1,500,000 for his interests. Gander Bay proposition was killed by Sir Wm. Reid's demand for \$250,000. The Bishop's Falls and Gander properties were going to one Company. The Reids' interests lay in the Gander as principle owners of the Timber Estate property. The Bishop's Falls interest were owned by Crowe, and Crowe dropped the old proposal, including the Gander, and sold part of his interest in the Exploits to the Albert Reed Co., and then came the antagonism of Sir Wm. Reid, which crippled the Albert Reed project and made it a third rate proposition instead of a first class one. Our readers will remember the injunction of the Supreme Court to prevent Albert Reed Co. from building its dam across the Exploits River which held up the work two years and would have completely destroyed it but for the fact that they had paid for the areas. The life was filtered out of the plans of the Albert Reed Co. by the pit falls and obstacles placed in their way by those that should have been the chief supporters of the undertaking. The railway don't pay its operating expenses says the R.N. Co. Our reply is the R.N. Co. are to blame, and had the R.N. Co.'s affairs been attended to in view of general development and progress on lines easily observable to first class business men, the railway would be one of the greatest financial attractions in North America.

It is also generally known that Sir Wm. Reid did very little to aid the Grand Falls proposition and but for Mr. H. J. Crowe there would be no Grand Falls mills today. H. J. Crowe is the man that induced Harmsworth to invest at Grand Falls. It is a sad story, this one of interior development, and it is hard to realize that there would have been no less than four plants equal to the one in operation at Grand Falls, had big men, with broad ideals, and keen business ability and foresight been at the head of the Reid Nfld. Co.'s interests.

Sir Wilfrid Laurier

TO-DAY, Sir Wilfrid Laurier, the Liberal Chieftain of Canada, celebrates his seventy-fifth birthday. Sir Wilfrid Laurier to-day is still active in harness and few Canadian public men have left their mark on Canadian progress as had the "Grand Old Man." Born at St. Lin, L'Assomption County, Quebec, on November 20th, 1841, Laurier at an early age entered L'Assomption College where he received his early education. Later on he entered McGill University where he quickly won honours and showed himself to be a man of exceptionally strong character that his friends foretold for him a bright and useful career in the life of the great Dominion. In this they were not astray as in 1871 he was recognized as the Leader of the Liberal forces in the Province of Quebec. In 1874 he became a member of the Federal Assembly and in 1877 held the portfolio of Minister of Inland Revenue in the Mackenzie Cabinet.

In the elections of 1878 he was defeated but 1882 saw him re-elected again as he was in 1887, 1891 and 1911. 1896 was the year Sir Wilfrid Laurier reached the zenith of his power and he be-

**REVEILLE
BY CALCAR**

THE DAILY STAR has shown some foresight in the matter of organizing the lumbering industry to meet the great demand for lumber in Europe after the war, but its foresight is of the kind we have been long accustomed to in this country. The Star calls upon lumber men to prepare for this big demand for lumber, so that Newfoundland may get her share of the big profits that are to come. If The Star would but unfold its plans or ideas respecting the preparation for the capturing of the markets which we are told will be begging lumber after the war, we could see for ourselves what they amount to.

Since he chooses to keep his ideas to himself, let us hazard a guess as to what those ideas are. They probably amount to this: In The Star's opinion there are vast resources of timber in this country. This also is the idea entertained by Sir Edward Morris, who also has a peculiar idea of the wonderful reproductiveness of the timber. Now we presume the idea of The Star would be to get the axes and the saws busy everywhere so that Newfoundland may be able to export greater amounts of lumber than ever before. Cut and hack and destroy. Denude the land, but by all means export the lumber. It is a pity to have trees standing at all, when they are worth money if converted into timber.

There is no danger whatever that timber hawks will fail to get all they can out of it as long as a tree stands. They need no urging on. What is really wanted is some restraint, the enactment and enforcement of some wise conservative measures.

In our opinion the lumber business in this country is analogous to the deer, both are hastening to extinction unless some measures are adopted at once for their preservation. We have folded our arms, closed our eyes and deafened our ears while the awful destruction goes on. Beast and forest are in danger of being exterminated. We are acting in the same way towards the one as towards the other.

The public generally is beginning to realize that the caribou are all but gone, but the public is not sufficiently alive to the gravity of the situation even yet. It has taken years to convince people even in a partial way that there is danger of the caribou becoming extinct. At first nobody could believe it. We had such vast numbers of deer roaming the interior that to speak of their extinction was regarded as a species of madness, but it is not looked upon as madness to-day.

In like manner it is looked upon to-day as folly to speak of the complete destruction of our forests as within the limits even of possibility. We have not yet awoke to the danger that stares us in the face like an impending doom. Can the voice of reason make itself heard, are we too soundly asleep to be roused by any appeal. Must we go to sleep again after having just opened our eyes to see the end of our caribou in sight. Was the shock not great enough to keep us awake long enough to realize that other things beside the inexhaustible caribou herds are fast going to destruction. Our caribou herds are or were very valuable to us.

HIS TEAM STOLEN

On Saturday a man named Henabury of Quidi Vidi went into J. St. John's store to make a purchase and left his horse and fit out standing outside. When he emerged from the place the team had vanished, nor has he recovered it yet. The last information he had of it was that a man was seen driving the fit out over the King's Beach yesterday at 6 p.m. The horse and slide with some goods which was on the latter were worth over \$300 and it is evident that the team was stolen. The theft was reported to the police.

came the first French-Canadian Prime Minister of the Dominion of Canada. During his tenure of office he maintained a record that has won for him and his party first place in the hearts of the majority of the Canadian commonwealth. At seventy-five, Sir Wilfrid Laurier is as active as at any time in his career, and Canada to-day eagerly looks to "the Grand Old Man" to take an active part in leading Liberal forces at the next general election.

but their value is as nothing in comparison to our timber areas.

The destruction of the wild creatures that roam our forests and fens is deplorable enough and the contemplation of such a painful consummation should set our thoughts on edge, but how about the invaluable forests. Who can contemplate their destruction without a thrill of indignation at the thought.

How supine have been our successive governments in this matter of forest preservation. It is enough to make one's blood boil to think of it. But the supineness of all the governments is as nothing alongside the disgraceful raids upon our timber resources that have been made by the followers and adherents of the present most corrupt and most boastful of all governments, that have ever cursed this country.

What we want now is policy of retrenchment, a policy of conservation of the natural resources of this country. Our timber areas are being rapidly contracted to smaller and smaller area, and unless we wake up pretty soon, the fate of our forests will be that of our caribou, now on the verge of extinction.

**GLEANINGS OF
GONE BY DAYS**

NOVEMBER 20

Vaso De Gama, doubled the Cape, 1497.

Sir Wilfrid Laurier born, 1841. Rev. John Forristal died, 1850. First service in St. Mary's Church, Southside, 1859.

Admitted to Bar: Prescott Emerson, 1864; Henry T. Wood and Blundon, 1868; J. J. Delaney 1212 Robert J. Parsons, 1865; J. J. Delaney, 1866; Weston Carter, Richard Raftus and Frank Blundon, 1868; John H. Boone, 1870; James G. Conroy, 1872; Thomas F. Walsh, 1874; George M. Johnson, 1876; John P. Kent and Charles H. Hutchings, 1892.

Cable steamer Robert Lowe lost with Captain Tidmarsh and 17 of crew in St. Mary's Bay, 1873.

Dan Duccello's troupe opened in T.A. Hall, 1876.

W. D. Reid first arrived in Newfoundland, 1890.

Hon. Robert Bond left for United States on Reciprocity mission, 1890.

Robert R. W. Lilly, Q.C., died, 1894.

Union Bank paid first dividend—25 cents, 1895.

Rev. M. Hanley died in Ireland, 1899.

Edward P. Morris and William H. Horwood made Q.C.'s, 1895.

Elder Webber, pastor of Advent Church, died, 1899.

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 return- ing 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.

ADVERTISE IN THE MAIL AND ADVOCATE FOR RESULTS**Men's Heavy Dull Finish Rubber Boots,
Wool Lined, Jersey Brand, \$3.10.****Men's Woonsocket Rubber Boots,**

This Boot is made with the Tap running to Heel and has been the Standard Boot for more than a generation.

Our Price \$3.70.**MEN'S MALTESE CROSS DULL FINISH BOOTS,**

Red Top, Natural Grey Sole, a good First Grade Boot at a Medium Price. **Only \$4.50.**

Men's Red and White Patent Pressure Process Rubber Boots,

These are famed the country over and are made from the finest Gum, specially constructed by skilled workmen.

Our Price for all Red is \$4.50; for all White \$5.20.**Men's Black Pure Gum Rubber Boots,**

White Sole, Reinforced, Red Foxing, Felt Lined. We recommend it as the Best Fishing Boot made. There is none better.

Our Price, \$5.25.

People who have bought this Boot tell us that they get from Twelve to Eighteen months wear out of them.

GEORGE KNOWLING.