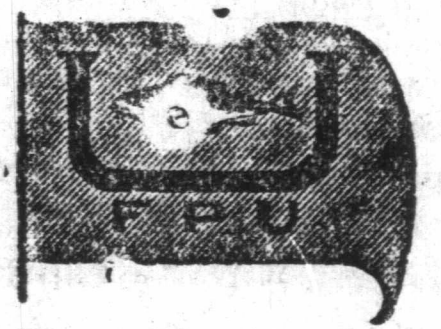


--JUST IN--
No. 1 King APPLES
Florida Sweet ORANGES
J. J. ROSSITER.

Our Motto: "Suum Cuique."



("To Every Man His Own.")

The Mail and Advocate
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ST. JOHN'S, N.F.L.D., NOV. 15th., 1916.

The Sooner Catalina Plant Is In Operation the Better

LAST evening about 5 p.m. about 50 schooners en route North, who were weather bound for the past two weeks, left port in order to get out before the harbor was closed, and as a result had to spend a wretched night of worry and uneasiness beating about between Sugar Loaf and Torbay. Soon after 6 p.m. snowy weather appeared. The wind which at 5 p.m. was W. to W.S.W. veered to North and North East at 8 p.m. with close falling snow. The wind was light, therefore no progress could be made by the schooners, and they drifted about helplessly on a lee shore, not being able to distinguish land at 100 yards.

Had harbor regulations permitted those schooners to leave port about 4 a.m. none of the fleet would have left port until morning. The harbor rules drove those 50 schooners laden with winter supplies to sea before nightfall and had a gale of North East wind sprung up last night, sad would be the tale recorded to-day, for probably half the number would have been lost. The sooner Catalina is ready for a big business the better, for those schooners would not have been caught on St. John's shore if Catalina was in operation. The risk to lives and property during fall months between St. John's and Catalina is very great and only the northern fishermen know it.

The people of St. John's but little realize what risks are encountered by the Trinity Bay and Bonavista Bay fishermen in coming here to transact business and disposing of fishery produce. Not one schooner in ten will pass Catalina to come to St. John's when the Catalina Union business is in operation. It will be the greatest beneficial action towards the northern fishermen ever attempted. It will cut off two weeks of the fall's journey and the big risks entailed by the journey on the water, and remove the fearful risk to life which has been encountered during all those years since business came to be transacted at St. John's.

No greater proof of the risks and worries are needed than that afforded by last night's conditions. Last night was but one instance of 100 that some fishermen have passed through during a life time experience in dealing at St. John's. Let the body of fishermen back Mr. Coaker's efforts to transact their business nearer home and by next November the necessity of having to come to St. John's will be removed. Let planters who have savings banked utilize their money in buying shares in the Trading Co. and Export Co., for by so doing they can alone escape from having to come to St. John's and face the storms and risks they must encounter in so doing.

The S.S. Eagle has finished discharging her cargo of freight yesterday.

Encouraging Halifax Trade

THE action of the Reid Nfld. Co. in demanding such charges for long haul freight will compel Bonne Bay and Bay of Islands to do their whole business with Halifax. The freight on a puncheon of molasses to Bonne Bay is now \$6.50, or an increase of \$4.00 per puncheon. What business man or planter will order molasses from St. John's by rail, when molasses may be had cheaper at Halifax than at St. John's, and five cents per gallon freight saved in the bargain?

The Reid Nfld. Co. will find that they won't recover lost ground by administering the high freight dose of medicine to the outports. They will drive trade from St. John's to Halifax and turn the West Coast traffic into the hands of Canadians and Americans. They will not be very proud of the result by the first of next November except in as far as they will bring nearer the day of Confederation—for when they find where this freight grab will leave them they will do as Mr. Coaker told the Premier from his seat in Parliament in 1914 they would do—give up their contract and forfeit the dock which they gave as security for the performance of their contract.

They will hold the electric power and light plant and the street railway and all their lands. They will refuse to operate the railway and their steamers. They can sell their steamers and throw the whole burden of operating railways and carrying mails and passengers upon the Colony. Thus they will compel the Colony to accept Confederation at Canada's terms. That is just what will happen as soon as it suits the convenience of the Company; and when we say the Company we mean Sir Wm. Reid, for his will is law in such matters.

The people who returned Morris in 1909 prepared for their own backs the bitterest burden ever carried by any free people. Morris and Reid aimed by that Branch Railway Contract to complete the work begun in 1898. When the orange was squeezed dry, as it is now, so far as the Reid Nfld. Co. and Morris are concerned, when every drop of blood had been filtered from the country, then should come the playing of the trump card.

The forcing of Confederation by throwing the operation of a work out ungayable railway across the country, and its five unpaying branches, upon the country, and telling us to operate them as best we may will mean the loss of independence. The Bay steamers which feed its traffic would also take their leave and the thumb of Canada would be pressed upon a hopeless people, tricked, deceived, betrayed, and insulted, deceived, betrayed, and insulted by none other but her famous son, whom his fellow countrymen had raised to a Premier's position twice in eight years.

Remember, countrymen, that Reid can give up operating the railway and Bay steamers and Gulf steamers just when he wishes, and all the country can demand is the dry dock. He has been paid by lands for operating the railway for fifty years, sixteen of which has passed, but the country cannot touch an acre of the millions he has been granted; they are the Company's absolutely, and no man can touch a tree in those millions without incurring the penalty of the laws.

We repeat, Reids game was to squeeze the orange dry—that operation is about completed. Those new rates are the action of a desperate position and will but hasten the the climax. Then take your dock and run your railway and find your Bay and Gulf steamers. Then turn for the traitor who for twenty years wore sheep clothing, and you will find him—where? Verily, we are a people Morris and Reid knew how to fool. That they succeeded in so doing grows more apparent daily.

The Farce Ended

AFTER a month's useless annoyances and some hard experiences by our seamen, with a least one loss of life, the Government has cancelled harbor regulations and shipping will go and come after to-day, at pleasure. Last night's experience by the 50 sail of schooners which left about night fall and the condition of the narrows this morning is proof enough of the stupidity of such regulations, for had a storm arose last night 200 lives would have been lost.

We protested from the first against the need of such regula-

REVEILLE BY CALCAR

THE action of the Reid Newfoundland Company in raising the freight rates over their system to such an outrageous extent has been, we believe, the galvanic shock that was necessary to arouse the people from their lethargic state to one of lively agitation. This piece of piracy because it was the one thing necessary to awake the country to a realization of its true position may in a sense be hailed as a great national blessing. When people are slumbering or have taken on the spirit of the abject and don't care same as the people of this land of ours have for the past few years then it takes such a shock as this to awake them.

It is an old saying that when things go to their worst then they begin to repair. In other words every evil has within itself the virus of correction. Excesses by their very violence must destroy themselves or so arouse opposition as to bring about their own removal. So we have the homely expression "give them rope enough, and they will hang themselves."

"Tread on a worm and it will turn." The Reid Newfoundland Company have before learned this lesson, but they learned it too well. They learned that a people such as we are can endure a lot before we are aroused to a pitch of defiance or active remonstrance, but they failed to learn that the treasured up wrongs of years may be awaked by one such superior act of violence as this monstrous increase of an already burdensome freight rate.

A people may be stunned and kept in a state of subjection by little acts of tyranny oft repeated, but these wrongs are treasured up as a stream may be held back by the dam. So long as the weight of water be not increased suddenly the dam will hold, but any sudden accumulation of water will over ride all obstructions. It is the same with a people, they can bear a heavy burden, they may even submit tamely to an accumulation of petty acts of oppression, but let one big attempt be made to overwhelm them at one blow, as it were and a slumbering sense of wrong bursts forth to make the tyrant repent of his ill advised action.

This latest act of the Reid Newfoundland Company is going to arouse the dormant activities of the people to a strong and determined resistance like nothing else perhaps could. It is high time that a sense of their wrongs be made to stir opposition from the people. Well for us we have a paper like *The Mail and Advocate* or we should be completely at the mercy of all tyrants.

Where now is the Government? Where does Morris stand in this matter of outrageous freight rates? Surely when a Government fails to stand between the people and those who would oppress them excessively as the Reid Newfoundland Company is doing to-day they have forfeited all right to executive responsibility and should be removed. The opinion is, and has been long current among the people that Morris and his party are but the subservient and pliant tools of the Reid Newfoundland Company, and surely his failure to interfere on behalf of the people but adds confirmation to the long entertained suspicion.

It is gratifying to see that there is one voice in the land to be heard when the wolf would ravage the fold or when the oppressor would walk roughshod over a supine people. Surely this one, last great failure of the Government to live up to its trust should arouse the peo-

ple and warned the Government of what might be expected. After a month's attempt to frighten the country into a belief that submarines would attempt to enter St. John's the farce is ended for this season. Protection may be necessary to safeguard St. John's, but that protection was not afforded in the farce performed by placing the Fiona in mid-narrows and mooring booms by night to her.

If ever the Germans trouble Newfoundland it will be necessary to act far differently and take precaution for protection much more effective and better planned than those played with the past month; for nothing that was done would have caused the enemy a minute's delay in accomplishing what the authorities sought to make impossible by the farce that was performed.

GLEANINGS OF GONE BY DAYS

NOVEMBER 15

Declaration of Election Polls, 1869.

The Doomsday Book completed, 1086.

Brig Olive Branch, Forristal, master, from Oporto to St. John's, lost at North Head, Petty Harbor; captain and three men drowned, 1822.

Capt. Eli Dawe born at Bay Roberts, 1843.

Queen Victoria's first Parliament met, 1837.

Professor Buell's first exhibition in the City Rink, 1883.

Union Bank directors committed for trial on motion of Mr. Murphy before Judge Conroy, 1895.

Rev. John Walsh, P.P., Portugal Cove, died, 1899.

Memorial stone, containing events in the history of the institution, erected in Methodist College Hall by Hon. James S. Pitts, 1893.

A WINTRY ASPECT.

Yesterday it was very cold and in the afternoon there was every sign of a snowfall. The same applied up country and it began to snow early in the night. By the early morning snow having fallen practically all night, there were several feet of snow on the ground and the City had quite a wintry aspect. Fully six inches of snow fell across country and it was very cold. The forecast for to-day presages more cold weather, and it is likely that we are in for a cold snap.

ple to the conviction that it is time for them to take an active interest in the management of the country. We have too long suffered from the consequences of leaving too much to the place hunting politician what is our own duty.

Virtually, we have abandoned ourselves and our country to the tender mercies of a few self seekers. Why should we, who boast of our freedom, allow Morris and a few others to talk over among themselves what is to be the fate of our country. What right have they to control the destinies of Newfoundland?

Believe it they see their opportunity in the indifference which we are wont to display in all matters of public moment, and is it to be supposed that with a free hand as they believe themselves to have that the interest of the country is going to receive first consideration.

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.

Advertise in 'The Mail and Advocate' for Best Results

KNOWLING'S PRICE LIST OF FOOTWEAR

Is well worth your careful perusal as every LINE is a saving to your Income.

Men's Boot Department.

MEN'S OIL GRAINED FULL BELLOWS TONGUE BOOTS, leather lined, sewn, good broad heels, 6 inches high—\$3.70.

MEN'S WATERPROOF GRAIN ARMY BOOTS, broad military heels, reinforced soles, 6 inches high—\$4.30. Same kind only Goodyear Welted, the next best in Handsewn Work, only \$4.75.

MEN'S OIL and WATERPROOFED GRAINED LEATHER 10 INCH BOOTS, as cut; a good Winter Boot—\$5.00 and \$5.40.

MEN'S RED 13 INCH GRAIN, full Bellows tongue, 2 soles to heel; a good Hunting Boot—\$6.20.

BOYS' 10 INCH WATERPROOF GRAIN BOOTS; sizes 1 to 5—\$3.90.

BOYS' 13 INCH RED WATERPROOF BOOTS full Bellows tongue, two sole to heel—\$4.50.

BOYS' OIL GRAIN BOOTS, pegged; size 9 start, \$1.90, up 5c. a size.

BOYS' SPLIT LEATHER BOOTS, pegged; size 9 start, \$1.60, up 5c. a size.

Women's Boot Department.

WOMEN'S PEGGED BOOTS—\$1.40, \$1.90, \$2.00, \$2.30 and \$2.40.

WOMEN'S KID BOOTS, Sewn—\$2.10, \$2.20, \$2.40, \$2.60, \$2.80 to \$4.50.

WOMEN'S BOX CALF BOOTS—\$2.50, \$2.60, \$2.80 to \$4.50.

WOMEN'S BUTTONED BOOTS—\$2.25, \$2.40, \$2.60, \$2.80, \$3.00, \$3.20 to \$4.50.

WOMEN'S CLOTH LEGGINGS—75c., \$1.00, \$1.50, \$1.60.

WOMEN'S LONG BLACK JERSEY LEGGINGS—\$1.00 & \$1.25.

GIRLS' JERSEY LEGGINGS, to fit from 3 to 15 years—85c. and 90c.

GIRLS' 6 INCH HIGH BOX CALF BALS.; size 6 start, \$2.00, up 10c. a size.

GIRLS' 6 INCH HIGH TAN CALF BALS.; size 6 start, \$2.10, up 10c. a size.

GIRLS' OIL GRAINED PEGGED BOOTS; size 6 start, \$1.35, up 5c. a size.

GIRLS' PEBBLED BOOTS, Sewn; size 6 start, \$1.55, up 5c. a size.

GEORGE KNOWLING.