

**--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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Editor and Business Manager: **JOHN J. ST. JOHN.**

ST. JOHN'S, N.F.L.D., NOV. 25th., 1916.

**Information Wanted**

THE Premier rushed with a contradiction of the rumor re "Baconsfield" to The News for publication; but he was silent regarding the outrages committed by the Executive during the past few weeks.

Why was he dumb about the Prospero being sent to Sydney in November month, with Bowring's sheds breaking down with freight for extern districts, which the people had to get this Fall or go hungry until next May? Why did he not rush into print and show he condemned Bowring's outrageous action? Why did he not insist that no steamer be taken off the mail service unless with the Government's approval? Did he protest to Bowring's? Why all this silence about something of great concern to all the North? He immediately denies the rumor that his country seat was sold to the Government. Why? Because it effected opinion at St. John's, and his motto is to trouble about St. John's interests while all the other districts' interests may go to Hong Kong.

Why is he silent over the grab of \$250,000 attempted by Reids as increased freight rates? Why don't he reply to his supporter on the West Coast who asked whether he intended to see the people robbed and why he defended the capitalists' interests? Why did he not move and show the public that he considered an action that caused \$6 to be paid where \$2 sufficed for 18 years, was an outrage and no better than legalized robbery? Why has he not explained in The News his inaction regarding Winter's grab of \$4 per barrel on flour as well as other firms who comprise the Patriotic Committee? Why has he not told the public why Winter's son was sent to the West Coast for a long holiday, at a time when Winter's dealers were enquiring for their Fall's supply of flour and arranging prices? Did he know that flour was withheld from sale, in order to hold for the advanced prices that would be sure to come when mills in Canada advanced prices?

The Premier is silent about those matters of national concern but hastens to deny the rumor that he had sold a property to the Government which 90 electors out of 100 are as little concerned over as they are about the man in the moon. He does not deny that \$25,000 was wasted on rinks, or the white elephant at Donovan's was purchased at twice its value, or Dr. Rendell's hotel to save the 800 consumptives was built without tender, or that men supporting him in the Assembly have scooped in \$100,000 since 1909, or that The Daily News is worth \$100,000 more made out of profits on printing since he became Premier, or that P. T. McGrath has scooped in \$100,000 and his paper another \$100,000 since 1909.

Let him inform the public through The News how many Pa-

triotic Meetings he has addressed in outports and how many recruits he has added to the Navy and Regiment? He has started to give out items of little importance, can't he continue and make the country wise regarding matters of great national importance? For instance Bay-de-Verde wants to know why stations built in 1913 to do railway operating and business in that district have not yet been opened, and why all freight is left exposed and uncared for, and no shelter afforded the travelling public who must use the railway? Also why snow fences along that branch have not been built and no preparations made to operate the road the coming winter? Will he say why Trinity Spur Line has not been built, although the right of way has been paid for, which cost about \$25,000? Will he inform the District of St. Barbe as to when Bonne Bay branch will be in operation? Will he inform Fortune District as to when Terrenceville branch will be transacting business? Will he let Burin District know when the railway will be finished to Grand Bank?

These questions are of national importance and were put before the people by the Premier in 1913 in order to get support to finish his work. Will Mr. News get after Sir Edward and get him to answer those questions, while he is in a mood to do so as demonstrated by The News' utterances on Friday.

**The S.S. Wren**

THE Reid Nfld. Co. has arranged to have the Bay steamers on Trinity Bay call at Old Perlican to take Delegates of the F.P.U. belonging to Bay-de-Verde District. The steamer will leave Clarendville on Friday, Dec. 1st and reach Old Perlican that evening or next morning, and cross over to Trinity and probably to Catalina. Delegates from the District of Bay-de-Verde will find this route most convenient.

Friends from the bottom of Conception Bay if they desired could also connect with Catalina via Old Perlican. The steamer will also call at Old Perlican returning, after Convention if Convention closes about the 8th. All concerned will please act accordingly.

**GLEANINGS OF GONE BY DAYS**

**NOVEMBER 25**

The following new streets were named in St. John's this day: "Victoria," "Cathedral," "Darling" and "Chapel," 1855. The organ first played in St. Thomas' Church, 1860. The William Donnelly lost in Trepassay Bay, 1876. Edward P. Morris admitted to Bar, 1885. Steamer Assyrian arrived here from England with 800 troops on board, en route for British Columbia, 1896. The auer incandescent gas light first used here, 1893.

**NOVEMBER 26**

The brig Benjamin Black, belonging to J. B. Barnes & Co., Capt. William Halley, lost at St. Pierre; the news did not reach St. John's until the following spring, 1843. Medallion placed in tower of St. Patrick's Hall, 1879. Frank D. Lilly admitted to Bar, 1885. Public meeting to consider means to protect the town against fire; James J. Grieve, chairman, 1853. James M. Kent admitted to Bar, 1894.

**HERRING ARE PLENTIFUL.**

Messages received recently from that place say that herring are plentiful in St. Mary's Bay and that as high as 500 bris have been hauled by a single seine. The figure quoted is 2.25 per barrel, but as buyers are gathering in the Bay and companies competing, better prices are looked for in the near future.

**BAND OF "OURS" PARADE.**

By a recent issue of the "Daily Mail" London we noticed that the Band of the Newfoundland Regiment, headed the detachment of our boys, which was present in the Lord Mayor's parade at London. "Ours" led the Overseas troops, and made an excellent impression. Amongst our lads on the other side is a deal of musical ability and the band of the Regiment always acquits itself well.

Schr. Marlon A. Silver is now loading codfish for Barbados from the Monroe Export Co.

**REVEILLE BY CALCAR**

WE have said that the Newfoundland Railway has been a sore disappointment to the people, because it has never afforded a satisfactory service either in the freight or passenger department. What makes this disappointment all the more poignant is that the people's money built the road. They were fondly expecting that the railroad would prove such a wonderful up-builder of the country that the development that should follow its construction would amply compensate for every sacrifice.

If mismanagement on the part of the operators has resulted in making the road an unprofitable venture to them it is the cruellest irony to compel the people who gave them the road to make up the difference by wringing from them contributions in the form of exorbitant freight rates. This country has suffered grievously through the lack of ordinary business ability on the part of its governments, its stand-pat, conservative business men and last of all through the lack of initiative on the part of the railroad contractors.

Want of traffic, lack of patronage on the part of the people is usually the cause of failure, as paying concerns on the part of railroads.

The Reid Newfoundland Company has not this excuse. More freights are being offered than the road can successfully accommodate. At Port-aux-Basques freights are piling up at an enormous rate, and if the road were equipped to handle all this the result would be satisfactory to the public and greatly help the Company to make up the difference between loss and dividend, without making an attempt to squeeze the difference out of a people already too sorely burdened. The Reids have not been able to keep pace with the development of the country, so that instead of the railroad being a source of profit it is like a drag on the country.

As we have already remarked we must go back to construction days if we would seek the primal cause for this failure of the railroad to meet the expectations of the people or realize their dream of expansion and development.

We venture the prophesy that if that railroad to Port-aux-Basques is ever to come under efficient management whose desire it will be to put the concern on a paying basis it will undergo some very extensive alterations. The road bed is a disgrace and the grades are an outrage. So bad are these latter than one may only speak of them as hills.

No attempt was made by the contractors to find a proper gradient anywhere, and it must have been a stupid government that looked on while the scandal was being perpetrated.

Because of the eagerness of the contractors to make easy money and because of the supineness of the then existing government who allowed things to go on as they did, the people of the country are being bled to-day in excessive freight rates.

The road is miles longer and miles higher than it ought to be, and is badly constructed besides as far as the road-bed is concerned. Beside this it goes miles out of that direction which would best serve the interests of the country. We challenge successful refutation of these points.

Some day there must be a reconstruction of that road or it will be abandoned.

From the West Coast comes a general complaint respecting high freight charges and an almost impossibility to get freights along.

The Government pretends to be interested in the farmer, while at the same time it permits the Reids to do as they please, knowing that the farmers of the Codroy Valley are the greatest sufferers from any lack of accommodation and overcharges on freight.

Those people suffer both ways. They must submit to extra charges on their shipments of farm products, which must go by rail and then they have also to pay outrageous charges on their imports.

As a result of the failure of the railroad to meet their requirements we find to-day that there is not a barrel of flour in the Codroy Valley. There is likely to be great distress among the poorer classes of the people the coming winter.

What is the Government going to do in this matter? We venture to say—nothing, just as they have

**WEDDING BELLS**

**MACKEY—SHORTALL.**

Saturday was the scene of a very pretty event, when Mr. Eli Mackey led to the altar Miss Nellie Shortall, both of Melrose. The ceremony was performed by Rev. Fr. Dwyer, P.P. The bride was charmingly attired in a dress of pale blue poplin with hat to match. She was attended by Miss Rose Humby, and Miss Bridget Duggan and the groom was supported by Mr. Martin Mackey and Mrs. Michael Mackey, who performed their part well, and by their courtesy and attention to the many friends of the bride and groom who were present contributed much to the enjoyment of the night. The bride and groom had much pleasure to receive many visitors besides those of Melrose and Catalina, namely Miss Lane of Tickle Cove, Miss Gabriel of Champney's, and Miss Mason of Knight's Cove, B.B. The festivities were kept up until 12 o'clock, when the party dispersed amid many wishes for the future happiness of Mr. and Mrs. Mackey.

Melrose, Nov. 0th., 1916.

**THAT WATERFRONT ROBBERY, THE SUM OF \$320 STOLEN.**

Yesterday the Mail and Advocate exclusively referred to a daring waterfront robbery, in which the sum of \$320 was stolen from a schooner. The money belonged to a man named Follet of Tack's Beach, Placentia Bay and the schooner from which it was taken was the "Mabel G." lying at G.M. Barr's wharf. The owner missed the money yesterday morning and reported the matter to Supt. Grimes. Detectives Byrne and Tobin took up the case and at 2 p.m. yesterday they arrested a man named Brown on suspicion of committing the theft.

done in respect to the terrible freight rates.

We all recognize the impotence of the Government when it comes to a point at issue with the Reid Newfoundland Co. They are powerless for the Reids have the thumb-screws on them. Morris is controlled by the Reids therefore it is useless to look to him for any relief in the matter.

Reids' interests must come first, the people can have what is left.

The volunteers were engaged at indoor exercises yesterday, and at night one squad had rifle practice at the Highlanders' armoury.

The Graciana reached Liverpool on Thursday after a fair run from here and will leave on the return trip on Dec. 2nd.

**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 returning 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.

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**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.

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**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.**

