

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE."

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The Central Powers Drive on Bucharest From Three Directions

Von Falkenhayn to the West Has Reached the Alt River—To the North the Invaders are Pressing South From Predeal and Terzburger Passes—Western Wallachia is Entirely in the Hands of the Teutons

MACKENZIE'S TROOPS CROSS THE DANUBE

Serbs Continue Their Good Work in Macedonia and Occupy Rapesh East of Monastir and Put Germans to Flight—Artillery Bombardments by Both Sides North and South of the Somme are Increasing in Intensity—Berlin Claims Repulse of Small British Attacks—Little Activity on Eastern or Austro-Italian Fronts

LONDON, Nov. 25.—Seemingly the forces of the Central Powers are endeavouring to drive on Bucharest, the Roumanian capital, from three directions. To the west, the troops of Gen. von Falkenhayn have reached the Alt River; to the north the Germans and Austro-Hungarians are pressing south from the Predeal and Terzburger Passes. Somewhere along the Danube, either to the south or south-east, the forces of Field Marshal Von Mackensen are crossing the river. Western Wallachia is apparently entirely in the hands of the Teutons, as both Berlin and Vienna report the line of the Alt has been reached. Some Roumanians remain in the rear around Orsova, but that town, as well as Turnu Severin has been occupied by Teutonic troops and the Roumanians doubtless have fled into the mountains northward. The pressure of the German and Austro-Hungarian troops continues north and north-west of Bucharest. Violent fighting again has broken out in Dobruja. While attempting to hold

the Russians and Roumanians in check north of Tchernavoda, on the Constantza railway line, Field Marshal Macenzen, so Berlin records, has thrown men across the Danube at several places, but just where is not stated. Bucharest says an attempt by the Germans to cross the Danube at Seimniza, 70 miles south-west of Bucharest failed. Fighting has been reported in the region of Silistria, on the Danube, south-west of the Roumanian capital, during the past few days, and it may be the Germans' crossing of the river was made between Tchernavoda and Giurgovo. The Russians and Roumanians have taken the offensive successfully in Dobruja, north of the Tchernavoda-Constantza railway. Bucharest and Petrograd asserts the Roumanians have advanced on the whole front, especially on the centre and left wing, and occupied five towns about 15 miles north of the railway line, while the Russians have progressed to 12 miles north of the railway. Berlin declares the Russian offensive in Dobruja has been thrown back.

In Macedonia the offensive continues with progress for the Serbian troops, who have occupied Rapesh, east of Monastir. North of Suhudol the Serbians put the German forces to flight. Berlin says there has been renewed artillery firing along the front in Macedonia, and Sofia claims to have repulsed attacks east of Peralovo, between Lakes Presba and Ochrida.

There has been no infantry activity on the front in France on a large scale, but artillery bombardments by both sides north and south of the Somme are increasing in intensity. Berlin reports the repulse of several small British attacks. London declares a German attempt south of Puisseux was frustrated. In the Eastern and Austro-Italian theatres there has been little activity.

Serbs Make Further Gains

North of Suhudol Within Bend of the Cerna Serbians Defeat Germans and Force Them to Flight.

SALONIKI, Nov. 25.—Further inroads upon the German-Bulgarian lines from north-east of Monastir is announced by the Serbian War Office to-day. The capture of the village of Rapesh was effected, while north of Suhudol, within the bend of the Cerna the Germans are declared to have been defeated and forced to flight.

Hero of Beaucourt Was Lieut. Com. Freyberg

LONDON, Nov. 25.—The Commander of the British Naval Battalion which captured Beaucourt, north of the Ancre, in a daring dash on November 13th, as recently related in despatch from the front, was Bernard Cecil Freyberg, Lieutenant-Commander in the Royal Navy, according to the Evening Standard to-day. Lieut. Commander Freyberg, who is twenty-seven years of age, had served with distinction on the Gallipoli, where he was wounded and won the Distinguished Service Order. He was four times wounded during the Beaucourt exploit.

RAPPAHANNOCK NOW GIVEN UP

Furness Liner Long Overdue from Halifax is Given up as Lost—Question Now Arises Has Germany Broken Her Pledge in Sinking Ships Without Saving Human Lives

LONDON, Nov. 25.—The British steamship Rappahannock, long overdue at Halifax from England, has been given up as lost, according to an official statement issued here to-day, which says: "The Furness Withy liner Rappahannock left England for Halifax on October 17th and nothing has been heard of her since. A Berlin official announcement on November 8th stated the ship was sunk. Unless any officers or crew, who numbered thirty-seven, were taken aboard the submarine or transferred to another vessel, neither of which course was followed, as far as is known, there is no longer any hope for their safety. If the crew were forced to take to their boats it is clear this must have occurred so far from land or in such weather conditions that there was no probability of their reaching shore. The German pledge not to sink any vessels without saving human lives thus once more has been disregarded. Another of their submarines has been guilty of constructive murder on the high seas. Later the Admiralty said the Rappahannock was on her way from Halifax to England, instead of the reverse."

Was Only A Small Force

AMSTERDAM, Nov. 25.—A telegram from the Roumanian front to the Cologne "Volks Zeitung," dated Wednesday, November 23rd, says Roumanian battalions at Orsova cut off from their retreat to Craiova, constituted a comparatively small force.

Heard Nothing About Britannic

NEW YORK, Nov. 25.—Agents of the White Star Line in this city said to-night they had received no information concerning the sinking of the Britannic beyond a cable message yesterday from the main office of the company.

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In Armenia, Constantinople says Turkish troops have advanced on their right wing twenty miles against the Russians.

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Major Genl. Maurice, Chief Director of the Military Operations Who Has Just Returned From France, Says British Offensive Was Most Successful—All Objectives Sought Were Gained

LONDON, Nov. 24.—It is for Hindenburg to decide whether the gains of the German army in Roumania pay for the losses sustained on the other fronts by the withdrawal of divisions for his operations said Major Genl. Maurice, chief director of military operations of the war office discussing to-day with the Associated Press correspondent the latest military developments. It is impossible and foolish to prophesy the outcome of the German campaign in Roumania, continued General Maurice, but I can say that the first efforts to cut through by way of Predeal Pass (north-east of Campulung) has been a failure. Since that time the Germans have had to go a long way around, thereby giving the Roumanians the time which they need. The Germans have a long line of communications to defend while the rapid approach of mid-winter operates in favor of the Roumanians. I will not undertake to say whether the successes by the Germans in that area might compensate them for other losses. Since their venture began the French at Verdun have regained much of the lost ground, and captured six thousand prisoners, while we gained a considerable victory on the Ancre with seven thousand prisoners. The Italians took more ground on their front as well as five thousand prisoners. I have just returned from a visit to the scene of our late success and can assure you we captured everything we set out to gain despite the official German communications, asserting we had much greater objectives in view.

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Serbs Take Much Booty

Serbs Force Enemy Troops to Flight and Take Much Food Supplies, Engineering Implements and Other War Material.

SALONIKI, Nov. 25.—Yesterday we continued our advance northward, despite the violent resistance of the enemy. We captured the village of Rapesh, east of the Cerna, sixteen miles north-east of Monastir. North of Suhudol we have beaten the Germans and forced them to flee. A number of German and Bulgarian prisoners and important booty has fallen into our hands. In his retreat the enemy abandoned food depots, engineering implements and other material.

Position of Roumania Is Now Considered As Unpleasant One

Roumanians Followed by Von Falkenhayn's Troops Continue to Fall Back to Positions Along the Aluta River—Austro-Germans have Captured Crzova and Turnu Severin on the Danube—Roumanians Seem to be Cut off on all Sides

LONDON PAPERS REGARDS SITUATION AS CRITICAL

It Was Expected the Roumanians Would Make a Determined Stand at Line of Altu River—An Invasion Across the Danube if Not Checked Will Result in Turning This Line—Nothing is Known of What Happened Defenders at Orsova and Turnu Severin

LONDON, Nov. 25.—The position of Roumania is far from accurately known here, but the Austro-Germans claim that they have occupied Crzova and Turnu Severin and crossed the Danube at several points are featured in the morning papers as forming an unpleasant situation, which at least on them, the Daily Mail, regards as critical.

SAYS EMBARGO IS ILLEGAL

Most Prominent of New York Papers Protest Against Embargo on Exportation of Food Stuffs—World Says it is Germany's Last Card and Warns Members of Congress

NEW YORK, Nov. 25.—Most prominent of the New York newspapers has taken a strong position editorially against the proposed embargo on the exportation of food-stuffs on the ground the measure is an obvious political move. "The World" is most outspoken on this issue: "Defeated in all its plans," the World declares, "German propaganda still advises an embargo when strikes and terrorism engineered by German agents failed. The movement has become political and the re-election of President Wilson leaves nothing for the German agitators but the forlorn hope that Congress will forbid the export of foodstuffs. Members of Congress who may innocently have fallen into the trap, should be warned, not only by our obligations as neutrals, but by the experience of our own American predecessors in 1807-1815."

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An invasion across the Danube if not checked, it is contended, will result in turning the line of the Altu River, where it was expected the Roumanians would make a determined stand. This line being unusually strong it was supposed the Roumanians could hold it against prolonged attack. Whether they are actually stalling there is unknown, but it is noteworthy that the Austrians claim to have reached. There is still no news of what happened to the defenders of Orsova and Turnu Severin, but it is assumed that main body retired, hoping to make secure its retreat between Orsova and the Danube.

Nothing has been learned concerning measures of the Russians to help Roumanians. The Times says the Russian silence regarding their movements on the Roumanian front is more significant than the recent silence of Bucharest.

Pope Deplores Outrage on Roumanian Royal Palace

ROME VIA PARIS, Nov. 25.—Pope Benedict has sent a telegram to the Queen of Roumania deploring the recent bombing of the Royal Palace at Bucharest by an aircraft of the Central Allies.

Greek Steamer Thought Lost Is At Monte Video

BOSTON, Nov. 25.—The Greek steamer Nachaleas Athenais, long overdue on a voyage from Peharth in Wales, for this port and believed to have been lost, is at Monte Video, Uruguay, according to a cable received by her agents here to-day.

Premier's Resignation Was Long Expected

PETROGRAD, Nov. 25.—The resignation of Bois Vladimirevitch Sturmer as Premier and Foreign Minister which became known to-day with the announcement and appointment of M. Treppoff as Premier had long been accepted as the inevitable outcome of the struggle between the present Cabinet and the Druma.

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See Our
Western Window
For
RUBBERS

ANDERSON'S

The House of Quality.

See Our
Eastern Window
For
Wool Underwear

CHILDS' WHITE FELT HATS

With Silk Girdle around, fringed at ends; some with White Silk Ribbon Band.

\$1.70 Hat Now \$1.30

A few 75c. ones in smaller size going 65c.

CHILDS' BONETS

In Fur and Imitation Ermine—touched up with Silk and Ribbon—Ribbon sheered around edge.

\$1.20

CHILDS' STOCKING CAPS

Double all over—extra long—with Tassel colour Cream.

40 cents

PURE WOOL Rinking CAPS for Children

Brown, Saxe, Grey, Navy—Buttons on side.

20 cents

Misses and Ladies Pure Wool MITTENS

With Long Gauntlet—Cream.

Special 45 cents

Ideal for Winter.

WHITE TABLE CLOTHS

With Coloured Border and Wide Fringe around—Size 1 3/4 x 1 3/4 yard.

Special 59 cents

TUCKED LAWN

For Aprons—very fine hem—1 3/4 wide—wide and narrow tucks—36 inches wide.

22 cents yard

Will make a cheap Apron.

SILK HAT CORD

Colours: Helio, Pink, Grey, Navy, Pale Blue, Cream, Brown, Prune, Green Saxe.

10 cents yard

Also Plaid Silk Hat Banding, about 1 1/2 inches wide.

BLACK CASHMERE APRONS

Large and in good Black. Pocket on side.

43 cents

FLANNELETTE

By the pound—25 inches wide—Cream and White—come out at

8 cents yard

All large pieces.

Ladies' ASTRACHAN MUFFS

In Winter time you need to be comfortable—you need to be prepared for the Cold Winds when you go out. Be always prepared by having one of these MUFFS always near.

They are LINED WITH SATIN and in Colours BLACK, NAVY, SAXE, BROWN.

With a Silk Cord to hold it when actually using it.

Special \$1.25

A "Just for You" TAM

In Velvet—Colours Saxe, Green, Dark Grey, Fawn, Prune, Navy, Red.

Going 59c.

NOTICE!

We have just put on sale to clear, one whole stock of

WINGS

for Ladies' Hats—Regular prices up to 30c.

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In extra large size—2 1/2 yards long x 1 1/2 yard wide. Colours Prune, Olive, Green. Regular 60c.

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A SILK WOOL SCARF

Colours Prune, Pink, Brown, Sky, Navy, Grey, Saxe, Canary. These are very fine and rich looking.

Price 70 cents

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In Greys with Coloured Border and Fringe. Very Comfortable for cold weather.

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WHITE and CREAM MUFFLER

With Fasteners to hold it close to neck—will wash and won't shrink.

Special 19

SILK TASSELS

That are ideal for your new tam. Colours: Grey, Cream, Red, Nigger Brown, Royal Blue, Green, Pink, Sky, Cream.

10c. 15c.

IRISH LINEN

Pieces stamped ready for working designs in Floral and Block. Pieces include—Bureau Scarfs, Center Pieces, Pillow Shams, etc

Selling out 37 cents

Tapestry CUSHION TOPS

In designs that are full of scenery and flowers—size 19 x 19 ins.

Special 19 cents

PILLOW CASES

Of fine Shirting—20x33 inches.

20 cents each

DRAPERY

For Curtains and Couch Coverings—in light and dark grounds, and flowers of different kinds, including Roses, Forget-me-nots, etc.—27 inches wide.

17 cents yard

Published by Authority

UNDER the Provisions of the War Measures Act, 1914, His Excellency the Governor in Council has been pleased to order that the Regulations, published in the ROYAL GAZETTE under date 17th October last, in connection with Precautionary Measures taken against the incursions of hostile ships of war, be suspended as from the 15th November instant.

These Regulations comprised, amongst other things, the closing of the port and harbor of St. John's at night, and the extinguishing of the lights at certain light houses, and in the city of St. John's.

ARTHUR MEWS,
Deputy Colonial Secretary,
Dept. of the
Colonial Secretary,
November 14, 1916.

WANTED!

Schooners to freight Brick from Trinity Bay

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SUVLA BAY LANDING A FEAT WITHOUT PARALLEL IN WAR

"They Went Like Kings in a Pageant to the Imminent Death."

"They went like Kings in a Pageant to the Imminent Death!"—

John Masefield. Our men achieved the impossible in landing on the Gallipoli Peninsula: and twice we were within reach of attaining our object—to force a passage through the defended channel of the Hellespont so that fleets could pass up into the Sea of Marbora. It will stand as one of the most glorious military adventures in the annals of the world. Deeds so glorious should be chronicled by a writer worthy of the theme, and, fortunately for us and our time, this has been done. In "Gallipoli," by Mr. John Masefield (Heinemann, 2s 6d. net.), we have a work of genius. It thrills and throbs with poetry, through it is prose. As you read it your blood will pulsate with the glory of being one of a race that produced the noble, gallant adventurers of the 29th Division, the men of Anzac and Newfoundland, and others who went, in the words of our author, "like kings in a pageant to the imminent death."

Limitations. These graphic pictures of the difficulties of landing, the scarcity of water, the absence of high explosives, and the want of sufficient reserves, make one wonder how so much was accomplished. I would like to quote the passages descriptive of the twenty miles of rough, steep coast, with only two miles of accessible landing places, but it is too long. Readers are asked to imagine the scene, but in such telling phrases that it rises before one more vividly than it appears in any illustrations that have been published. After the mind has visualised the area, read Mr. Masefield on what was accomplished:—

"No army in history has made a more heroic attack; no army in history has been set such a task. No other body of men in any modern war has been called upon to land over mined and wired waters under the cross-fire of machine-guns. The Japanese at Chinampo and Chemulpho were not opposed, the Russians at Pitzewo were not prepared, the Spaniards at Dalquiri made no fight. Our men achieved a feat without parallel in war, and no other troops in the world (not even Japanese or Ghazis in the hope of heaven) would have made good these beaches on the 25th of April."

In the thirty-six hours following the dawn of April 25th, we won a footing—not more than that—on the Peninsula. Armchair critics have asked why we did not advance at once:—"We did not, because we could not, because two fresh men, strongly entrenched, with machine-guns, will stop one tired man with a rifle in nine cases out of ten. Our men had done the unimaginable in getting ashore at all; they could not do the impossible on the same day. I used to say this to draw the answer, 'Well, other troops would have done it,' so that I might say, what I know to be the truth, that no other men on this earth either would have or could have made good the landing; and that the men have not yet been born who could have advanced after such a feat of arms."

The Attack on Achij Baba and Krithia. In modern battles you may fight for hours and never see your enemy. The battle that raged over the three days in May was a case in point. Again, Mr. Masefield appeals to the imagination, and part of this I quote. Remember, our men had not ceased to fight from the moment of landing on April 25th, and that it was essential we should get more elbow room. We had to advance against an enemy twice as numerous as ourselves, brave, well equipped with plenty of food, water and guns. Here is an extract with its lesson for the reader:—"Let him see in the whole length of the hill no single human being—nothing but scrub, earth, a few scattered buildings of the Levantine type (dirty white with roofs of dirty red),

and some patches of dark Scotch pine, growing as the pine loves, on bleak crests. Let him imagine to himself to be more weary than he has ever been in his life before, and dirtier than he has ever believed it possible to be, and parched with thirst, wild-eyed and rather lousy. Let him think that he has not slept for more than a few minutes together for eleven days and nights, and that in all his waking hours he has been fighting for his life often hand to hand in the dark, with a fierce enemy, and that after each fight he has had to dig himself a hole in the ground, often with his hands, and then walk three or four roadless miles to bring up heavy boxes under fire. Let him think, too, that in all those eleven days he has never for an instant been out of the thunder of cannon, that waking or sleeping their devastating crash has been blasting the air across within a mile or two, and this from an artillery so terrible that each discharge beats, as it were, a wedge of shock between the scull-bone and the brain. Let him think, too, that never for an instant in all that time, has he been free from the peril of death in its most sudden and savage forms, and that hourly in all that time he has seen his friends blown to pieces at his side, or dismembered, or drowned, or driven mad, or stabbed, or sniped by some unseen stalker, or bombed in the dark sap with a handful of dynamite in a beef-tin, till their blood is caked upon his clothes and thick upon his face, and that in a few moments, more of that dwindling band, already too few—God knows how many too few—for the task to be done, will be gone the same way, and that he himself may reckon that he has done with life, tasted and spoken and loved his last, and that in a few minutes more he may be blasted dead, or lying bleeding in the scrub, with perhaps his face gone and a leg and an arm broken, unable to move but still alive, unable to drive away the flies or screen the ever-dropping rain, in a place where none will find him, or be able to help him—a place where he will die and rot and shrivel, till nothing is left of him but a few rags and a few remnants and a little identification disc flapping on his bones in the wind."

Suvla Bay. On June 28th three of our divisions challenged the Turkish Army and beat it, but our lack of fresh men in reserve prevented us making the victory decisive. "All through the campaign we fought, the Turks and beat them back, but always on the day after the battles they had a division of fresh men to put into the defence, while we, who had suffered more, being the attackers, had but a handful with which to follow up the success. "People have said: 'But you could have kept fresh divisions in reserve as easily as the Turks. Why did you not send more men, so as to have them ready to follow up a success?' I could never answer this question. It is the vital question. The cry for 'fifty thousand went up daily from every trench in Gallipoli, and we lost the campaign through not sending them in time.' How we landed and cached 25,000 without the Turks knowing they were there, is one of the marvels in which the men of Anzac had a part. They were to join in the attack with the forces at Suvla Bay. Some of the Anzacs gained their objective, they saw the silver streak, but the Suvla Bay attack was a failure, valuable time was wasted, and what should have been a decisive victory was lost by indecision during a few hours. Mr. Masefield was a Red Cross worker at Gallipoli. What he did not see with his own eyes, he has evidently got from official sources. "I will close with a tribute from our gallant enemy. On the body of a Turkish officer was a letter to his wife, full of tender notes and including the phrase: "These British are the finest fighters in the world. We have chosen the wrong friends."

LABOR CONVENTION

Baltimore, Md., Nov. 14.—Fraternal delegates from Great Britain, Canada and Japan this morning told the convention of the A. F. of Labor of the progress of trades unionism in their respective countries. The speakers were William Whitefield, representing mine workers in the British Isles; Harry Gosling representing barge-men on English rivers, and in English seaports; Thomas Stevenson, of the Canadian trade and labor congress, and B. Suzuki, representing the friendly labor society of Japan.

ADVERTISE IN THE MAIL AND ADVOCATE

Why Roumania Must be Saved

Means a Definite Encircling of the Central Powers and March on Budapest—Success of Germans Will Open Wide the Doors of the Orient

PARIS, Nov. 20.—Jean Cruppi, formerly Minister of Foreign Affairs, speaking at a meeting to-day presided over by Prof. Paul Painleve, Minister of Public Instruction, outlined the importance of the intervention of Roumania on the side of the allies in the war. As a result of Roumania's participation the allied armies are now at Orsova, from which point he said they would be able to advance toward Budapest. It is only 60 miles from Kalafat to Nish, through which passes the railway connecting the Central Powers with the East.

He pointed out also that it is only 180 miles from the advanced positions on the Salonica front to the Danube, and that the Russo-Roumanian armies have a natural path through Dobrudja towards Sofia and Constantinople. Dorna Watra, in Moldavia, where the Entente allies have been fighting successfully, overlooks the plains of Hungary.

These considerations, he urged, are sufficient to show the importance of the Roumanian front in the plans of the Entente.

"But," continued Mr. Cruppi, "if in default of action, vigorous, immediate and concerted, Roumania becomes encircled; if the thrust of the Central Powers coming from the north or west succeeds; if von Falkenhayn and von Mackenzon join their armies in the direct of Dobrudja, then we will see, instead of a definite encircling of the Central Powers, the doors of the Orient opened widely to the enemy, and the left flank of the Russians previously covered by the neutrality of Roumania, will be directly threatened. That is the truth: it must be looked in the face. The Germans know that, and they prove it by the immensity of their effort."

M. Cruppi spoke of the splendid efforts of Roumania, but said it was not sufficient for the allies that Russia each day was increasing her forces in



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Dobrudja and the Carpathians. The actions of the allies . . . the Salonica front, he declared, must each day be more united, more vigorous. This was the most rapid road to victory.

NOTICE.

The 8th Annual Convention of the Supreme Council of the Fishermen's Protective Union of Newfoundland will open at Catalina on MONDAY, the 4th of December.

All Councils of the F.P.U. will please send Delegates.

By order of the President,
W. W. HALFYARD,
Secretary.
St. John's, Nov. 1st, 1916.

The 5th Annual Meeting of the Shareholders of the Fishermen's Union Trading Co., Ltd., will be held at Catalina on TUESDAY, December 5th, at 2 p.m.

By order of the President,
W. W. HALFYARD,
Secretary.
St. John's, Nov. 1st, 1916.

The 6th Annual Meeting of the Shareholders of the Union Publishing Co., Ltd., will be held at Catalina on WEDNESDAY, the 6th of December, at 2 p.m.

By order of the President,
W. W. HALFYARD,
Secretary.
St. John's, Nov. 1st, 1916.

The 2nd Annual Meeting of the Shareholders of the Union Export Co. Ltd., will be held at Catalina on TUESDAY, December 5th, at 4 p.m.

By order of the President,
W. W. HALFYARD,
Secretary.
St. John's, Nov. 1st, 1916.

The 8th Annual Meeting of Fogo District Council of the F.P.U. will be held at Catalina on WEDNESDAY, December 6th. All Councils in Fogo District will please send Delegates.

By order of the President,
W. W. HALFYARD,
Chairman.
St. John's, Nov. 1st, 1916.

The 7th Annual Meeting of Bonavista District Council of the F.P.U. will be held at Catalina on TUESDAY, December 5th. All Councils in Bonavista District will please send Delegates.

By order of the President,
R. G. WINSOR,
Chairman.
St. John's, Nov. 1st, 1916.

The 7th Annual Meeting of the Twillingate District Council of the F.P.U. will be held at Catalina on THURSDAY, December 7th. All Councils in Twillingate District will please send Delegates. Important matter in relation to the next General Election will be discussed.

By order of the President,
W. B. JENNINGS,
Chairman.
St. John's, Nov. 1st, 1916.

The 7th Annual Meeting of Trinity District Council of the F.P.U. will be held at Catalina on MONDAY, December 4th. All Councils in Trinity District will please send Delegates.

By order of the President,
J. G. STONE,
Chairman.
St. John's, Nov. 1st, 1916.

OFFICIAL CASUALTY LIST FIRST NEWFOUNDLAND REGIMENT

Received 12.30 p.m. Nov. 25.
228 Private Pierce Rideout, Grand Falls. Admitted Wandsworth; pyrexia.
1649 Private Gilbert S. Warren, Bishop's Falls. Admitted Wandsworth; gunshot wound in right knee and shoulder. Previously reported, Etaples, Oct. 14; gunshot wound in knee, severe.)

JOHN R. BENNETT,
Colonial Secretary.

WITHOUT A HOME

Shortly after 9 o'clock last night a man named Patk. O'Neill aged 63, walked into the police station and asked for shelter. He said he formerly lived on Pleasant Street and has one son, but that now he has no home to go to. He was dismissed from custody to-day. The man walked the streets all yesterday without food and was looked after in the lock up by the guard on duty there.

A NASTY ACCIDENT

This morning a young man named Power of Renew's in schooner at Goodridge's wharf drove a large jigger accidentally in the back of his leg, the foot of the hook sinking deep in the flesh. The wound was an ugly one and the implement was extracted at Mr. Wadden's pharmacy. The man suffered much pain as a result.

GEORGE (ST. A.B.C.)

To-morrow afternoon the Rev. T. B. Darby will address the Class on "Making the best of ourselves." A duet will be rendered by the Misses Christian and a bright and inspiring session is promised all who attend. Visitors will be heartily welcome and it is hoped that each member will be present with a friend.

LAI'D TO REST.

The funeral of the late Philip Constantine took place at 2.30 yesterday afternoon, and was very largely attended. The Star of the Sea Association was represented by a Guard of Honor. Mr. Constantine was one of our well-known seamen. He was 70 years of age and had been in the late Arthur Jackman and since, but was compelled to retire of late owing to ill-health.

FOR BRUTAL CRIMINAL ASSAULT

Const. Walters, who did duty in the city for several years, but who has been six years in Bonne Bay, arrived from there by Thursday's express with a number of witnesses in an atrocious criminal assault, committed some time ago by one James Belman of Grand Bank on a woman named Ryan of Bonne Bay. He at first visited the woman's house in the afternoon and asked for milk and eggs of which she had none, and then came at night, after finding from her that her husband had gone to Port au Choix fishing and smashed in the door and while the woman held her two little children in her arms criminally assaulted her. He has been committed for trial in the Supreme Court and the case will come up for hearing next month.

ANOTHER STORE LOOTED.

On Thursday morning early, when the confectionary store of Mr. Guy Wadden was burglarized, the store of Mr. L. O'Keefe, grocer of New Gower Street, was entered in the same manner as Mr. Wadden's. The thieves, for there were two in this instance, removed a pane of glass from a window in the rear and secured \$2. all the cash that was in the till, besides taking some goods. Mr. S. Joy, living next door, heard the voices of two persons in Mr. O'Keefe's shop but did not know but they were people of the place who had business there and did not investigate.

FIELD VESSEL WRECKED

We learn that messages were received in the city to-day stating that the schooner Maggie Belle, Captain Connors, has reached a Mediterranean port in a disabled state. No particulars are at hand but it is believed she was caught in a storm was badly buffeted and had most of her canvas blown away. She left here several weeks ago, fish laden by Monroe & Co. and Capt. Connors is making his first voyage in her as commander.

The second California earthquake was felt throughout a larger radius than the first.

Russia's New Premier

PETROGRAD, Nov. 24.—M. Trepoff's appointment as Premier is announced in the newspapers. This Petrograd despatch announcing the appointment of M. Trepoff as Premier is a continuation of a despatch which was filed earlier and which has not yet been received. It was presumably held up by the censor. The portion of the despatch received does not identify the Trepoff referred to, but the most prominent official of that name is Alexander Fedorovich Trepoff, Minister of Railways.

Allies Make Progress On Macedonian Front

PARIS, Nov. 24.—The Entente forces on the Macedonian front are making progress in their attacks on the German-Bulgarian lines according to today's war office announcement. The gain of further ground during the continuation of the battle east of Monastir, is claimed, while to the west the Italians are continuing their progress and have reached Nijipile.

British Capture German Submarine

MILAN, Nov. 24.—British naval forces recently captured a large German submarine, according to the Courriere della Sera. The newspaper says that a British mine-sweeper landed thirteen sailors and two officers of the crew of a submarine at an Italian port.

Succeeds Sir Sam

OTTAWA, Nov. 24.—Hon. Albert Edward Kemp, M.P., East Toronto, Minister without Portfolio in the Borden cabinet since its formation in 1911, is Canada's new Minister of Militia and Defence, succeeding Lieutenant-General Sir Sam Hughes.

Swedish Steamer Sunk

LONDON, Nov. 24.—Despatches from Gothenburg, Sweden, report the arrival there of the trawler Delphin with the crew of the Swedish steamer Arthur, sunk by a German submarine.

OLD WOMAN TERRIBLY BURNED

Yesterday evening an old woman named Butler, of the Torbay Road was the victim of a serious and very painful accident. While moving about the kitchen of her home she accidentally tripped and fell across the stove, in which a big fire burned. Before she could extricate herself she was terribly burned about the face, arms and hands and after a doctor had attended her she was taken to Hospital in the ambulance.

CASE IS SERIOUS.

The boy, George Russel, who was shot accidentally at Burnt Point, near Catalina, and particulars of which were given in yesterday's Mail and Advocate, will be operated on to-day at the Hospital. An effort will be made to get the shot out of his back, and as far as we can learn the lad is anything but well, though it is hoped he will in time recover.

J. J. St. John

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ECLIPSE, which we sell at 45c. lb.

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SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS, 1s. and 2s.

J. J. St. John
Duckworth St & LeMarchant Rd

Mobilization of German Labor

LONDON, Nov. 24.—The German auxiliary service bill is considered by Secretary of Interior Von Loebell, as surpassing in importance all previous war measures, according to Amsterdam despatches describing the debate on the bill before the main committee of the Reichstag. Secretary Von Loebell opened the debate on the bill which provides for the services of all men from the age of 17 to 60 years. He said that beside the millions of whom it would render liable to service in the army, it would affect three million others to be called upon for other services in this war which is not only a war of armies, but a war of political economy and a war of nations. Explaining that the object of the bill was the mobilization of labor, the minister declared that instead of lack of employment which prevailed at the beginning of the war, there was now a positive lack of labor especially

Russian Dreadnought Sunk; 200 of the Crew Missing

PETROGRAD, Nov. 24.—Russia officially announces the loss of the dreadnought Imperatritsa Maria, in a statement issued to-night, which reads:—The Russian dreadnought Imperatritsa Maria has been sunk by internal explosion. Two hundred of the crew are missing. Early in November a report was circulated that the Imperatritsa Maria had gone to bottom, and that nearly all her crew had perished.

The Somme Front

PARIS, Nov. 24.—There was a lively bombardment on the Somme front last night, in the region of Sully-Saillisset, north of the river, and that of Ablaincourt, south of the stream, the war office announced to-day. The night was uneventful on the remainder of the front. French aviators took part in forty aerial engagements on the Somme front, during which five hostile machines were brought down. Sub-Lieutenant George Guynemer accounted for his 23rd German machine.

Germany Protests

BERLIN, Nov. 24.—An official communication issued to-day dealing with the expulsion of the Ministers of the Central Powers from Greece, says that Germany protested most sharply to Greece and all other neutral states, also to France and Britain, against this mockery of international law and free rights of neutral states.

Another British Hospital Ship is Sunk

LONDON, Nov. 24.—The British hospital ship Braemar Castle, of 6,250 tons gross, bound from Saloniki to Malta with wounded, has been mined or torpedoed in the Aegean Sea, it was officially announced to-day. All on board were saved.

American Inventor Dead

LONDON, Nov. 24.—Sir Hiram Maxim, inventor of the automatic system of fire arms died at his home early this morning. Sir Hiram Maxim was born in Bangorville, Maine, on Feb. 5, 1840.

Ministry Confirmed

LONDON, Nov. 24.—Emperor Charles of Austria has sent an autograph letter to Premier Tisza, of Hungary, confirming him and the Hungarian ministers in their posts according to a Budapest despatch.

All Nurses Saved

ATHENS, Nov. 24.—All of the nurses on the Britannic were saved, as far as is known. Those who were drowned were stokers and engineers.

"Brierton" Sunk

LONDON, Nov. 24.—Lloyds announces that the British steamer Brierton, 3,255 tons, is reported sunk.

350,000 Belgians Have Been Deported

HAVRE, Nov. 24.—The following telegram has been sent by the Belgian Minister of Foreign Affairs to the Belgian Ministers at Rome and Madrid, to be communicated to Pope Benedict and King Alfonso:—"The situation in Belgium is becoming day by day more frightful. Raids on valid Belgians now extend through the whole country. If they are not sent to work in Germany in munition factories, they are sent to occupied parts of France to work on a system of trenches and strategic railways of Lille, Aubray and Givenche. The Germans boast of having already deported 250,000.

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SEND THE CHILDREN TO THE CRESCENT'S BIG SATURDAY MATINEE—EXTRA PICTURES.

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GRAND OPENING, Monday, Nov. 27th.
The Latest and Best Pictures From First-Class Firm.
Pictures will be changed 3 times weekly.
All entirely new.

To My Outport Friends:

As the Fall is now approaching, you will, no doubt, be thinking of coming to St. John's to purchase a supply of clothing for yourself and the boys. Our purpose in writing this is two-fold; we want to make a fair profit on the Goods we sell you, and also to give you the best possible value for your money. We offer you **GOOD VALUE FOR GOOD MONEY.** We have no **TWO PRICES,** and guarantee all a square deal. Anyhow, drop in and see our clothing when in the city, and if not satisfied with the Prices and the Goods, you need not buy.

With best regards, I am,
Yours truly,

T. J. BARRON

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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 Company Limited, Proprietors.

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 cruelest 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. Our Price \$3.70.

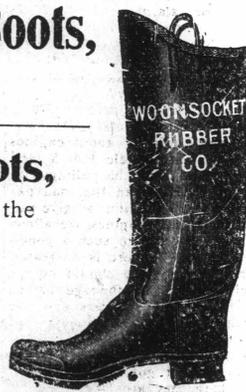
MEN'S MALTESE CROSS DULL FINISH BOOTS, Red Top, Natural Grey Sole, a good First Grade Boot at a Medium Price. Only \$4.50.

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.



COLD WEATHER INSURANCE

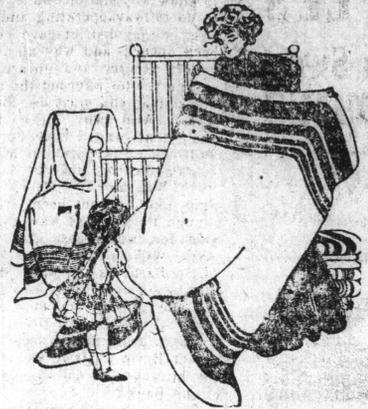
Insure yourself and family against the chilly nights to come.

Get a supply of

RIVERSIDE BLANKETS.

Careful comparison with other makes prove their superiority in every way.

Insist on getting Blankets marked with the "RIVERSIDE" label.



Why the Reid Railroad is Not a Paying Proposition

Mr. W. L. Butler of Shoal Harbor Shows Where the Reid Co. Are Losing Money on Their Railway System—Rolling Stock and Engines Are Not Kept up as They Should be With the Consequent Loss of Revenue to the Company Which Loss the People are Asked to Pay in Extra Freight Rates

(To the Editor)
Dear Sir:—In a recent editorial you make the assertion that the railroad would pay if it were properly managed. That this is correct everybody knows, at least those who have worked on the road, or know anything at all of railroading.

You claim that shortage of rolling stock is one reason why the road don't pay. This is true. But since the road is lacking sufficient rolling stock to handle the traffic, why don't the Company try to do the best they can with what they have? If the Government paid the Company to "build" and import engines that were designed to pull a given tonnage, why don't the Government see that they do it? What are we paying such handsome salaries to a staff of Government inspectors for? Is it not to see that both the road and rolling stock are kept in such a condition as to render the service that it was expected to give and for which we have paid so dear?

What have you to say, Mr. Government Engineer, about engines that can only handle 4 or 5 cars, when they should be pulling 9 or 10 cars? How can the road pay the cost of operation, or give satisfaction when engines are allowed to run down to such a condition as this? There is no reason why those engines should not be pulling the same tonnage named as they pulled 10 years ago, the boiler pressure and the size of the cylinders are the same name as they were 10 years, at least they haven't got any smaller, if anything they are larger, which would tend to give a greater draught for pulling.

It is quite evident from this that there must be something wrong with the engine other than a faulty cylinder, or reduced boiler pressure, if it cannot pull the tonnage named, as it did a year or two ago. Why don't the Government send out some of their smart inspectors—the one that climbed upon the back of the tender to look for the spark arrester, or the man of "blind" joint jar of rum fame (I intend to make this "blind" joint jar of rum affair the subject of a letter later on)—to see whether they can find out the trouble? Perhaps the Government engineer would do, but if the Government choose to send him out, I hope they will see that there are no flat wheels under his "inspection" car, eh!

There are so many things that prevent the road from paying, that to mention them all, would use up columns of your paper. For instance, the airbrake system, or rather the condition of the airbrake system is responsible in a large measure for the road not

paying. If ever you have been listening to a passing train, and heard a noise like that of a steam hammer, you can mark it down that you heard a flat wheel striking the rail; 95 per cent. of the flat wheels are caused by a defective airbrake. Flat wheels are dangerous and costly things. A 3 inch flat on a wheel with a car weighing 20,000 pounds, going 16 miles per hour, strikes the rail a blow of 104,000. In view of this, is it any wonder that the road have so many broken fishplates and rails, derailments, demolished cars, with the delays incidental thereto. Don't take it from this that the Company haven't gone to the expense to purchase an airbrake, because they have a braking outfit that is well able to look after the speed and weight of the trains on this road, if it was kept in proper order; nor must we come down too hard on the Company for the present condition of the brake, for they are paying men good wages to see that the brake is kept in good shape, whether they appreciate the necessity of doing so, because of the good qualities of the airbrake as a revenue earner, I cannot say, but this much I do know and that is, the brake is worse than useless as it stands to-day. It is costing more in the way of flat wheels, broken fishplates, broken rails, derailments and train wrecks,—to say nothing of the cost of the wheels themselves and broken and strained draft gear,—than it would earn if it was kept in good condition.

You see from the above that it is the little thing that don't seem to have any effect on the cost of operation, is really the things that are responsible in a large degree for the road not paying a dividend. As I have already said, why don't our well-paid inspectors get out and try to ascertain the cause for all the delays. If they would come out, they may be able to tell us why some of the engines are only pulling little more than half of what they should pull. I say again, how can you expect a road to pay with such conditions existing? Again, you cannot expect a road to pay with engines that require half the coal they burn to heat water only to pass through a leaky boiler, instead of being converted into steam, then into the mechanical work of pulling freight for the public.

I have often wondered whether the Reid Nfld. Co. know the amount of money that is squandered by allowing certain things to go on as they do; I have only to listen to the working of an engine to tell the tremendous price they are paying to get the engine along. All of this waste could be avoided under proper management. Someone must pay the piper for this reckless and unnecessary expenditure of money, so the Reids make poor little "ultimate" do so by clapping on those exorbitant freight rates. This is a case of the public paying for inefficiency on the part of the Reid Nfld. Co. Of course the Government is as much to blame

SLATTERY'S

Wholesale Dry Goods House.

TO THE WHOLESALE BUYER---

In stock and ready for your inspection, at the Lowest Possible Prices:

POUND GOODS		YARD GOODS	
Percale	Cheviots	Dress Goods	Art Muslin
Lawn	Sateen	Curtain Srim	Bed Tick
Cotton Tweed	Linolette	Curtain Net	Percale
Fleece Calico	Quilt Pieces	Curtain Muslin	Mottled Flannel
Misprints	Mottled Flannel	Shirting	Toweling
Denim	Cretonnes	Blay Calico	Regatta
Shirting	Art Tick	Dress Gingham	Cotton Tweed
Striped Flannelette	Muslin	Apron Gingham	Lawn
White Flannelette	Toweling		
	Blay Calico		

Also the following, many of which are Jobs:---

Men's Underwear	Boys' Hose	Girls' Coats	Ladies' Coats
" Braces	" Overcoats	" Sleeping Suits	" Neckwear
" Sweaters	" Suits	" Ganhers	" Blouses
" Hndkrchfs.	" Pants	" Wool Mittens	" Nightdresses
" Ties	" Rompers	Ladies' Underwear	" Underskirts
Boys' Underwear	" Rain Coats	" Corsets	" Sweater Coats
" Braces	Girls' Underwear	" Corset Covers	" Aprons
" Sweaters	" Dresses	" House Dresses	
Hair Pins	Crochet Cotton	Toys	Dress Fastners
Dressing Combs	Brooches	Mirrors	Shirt Buttons
Fine Tooth Combs	Hat Pins	Playing Cards	Neck Beads, assorted
	Cushion Tops		

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Wholesale Dry Goods House.

P.O. Box 236. Duckworth and Georges Sts. Phone 522.

Reid- Newfoundland Co.

Allan Line Sailings from St. John, New Brunswick

CORSICAN	December 2nd for Liverpool.
SCOTIAN	December 9th for Glasgow.
SCORINTHIAN	December 9th for London.
SCANDINAVIAN	December 16th for Liverpool.
IONIAN	December 23rd for London.
SICILIAN	December 29th for London.
PRETORIAN	December 29th for Glasgow.
GRAMPIAN	December 30th for Liverpool.

Further information on application to GENERAL PASSENGER AGENT,

Reid- Newfoundland Co.

as the Company. We are maintaining a staff of inspectors, whose business it is to see that the road is kept up to a point where the public wont be made to pay extra charges, due to the increased expense for pulling freight over a defective road, but we find that this is precisely what we have to do.

Increased freight rates will never make a railroad pay, what is needed is low rates which will increase the volume of traffic, which, if proved in the proper manner, cannot have else than a good effect on the revenue of the road.

I don't know, Mr. Editor, whether you favor building engines in this country, if you do I cannot agree with you, for there are more reasons than one why the engines should be imported. When the next Government get in power, I hope that it will see that any engines needed for the road, will be imported instead of "built" in St. John's.

Yours truly,
W. L. BUTLER.
Shoal Harbor.

Is Fighting With the Anzaes

My dear Uncle Jim:

Just a few lines in reply to your kind and welcome letter, which I just received. I am in good health and trust you and the family are keeping the same. We are having quite a long go of weather here at present and find it awful hard owing to not having dirty weather for quite a while. As regards to my smartness, or as being a signaller, if I was an Australian I would have a better chance of promotion, but I may go on a bit yet in spite of that. We had a test after finishing our school of six weeks and I got a first-class certificate and silver medal.

The result was as follows:—
Telegraphy, 10 words per minute, 99 1/2 per cent; Morse flag, 8 words per minute, 98 1/2 per cent; Semaphore flags, 12 words per minute, 99 per cent; Morse light, 10 words per minute, 99 1/2 per cent, for which I got my first class ticket as a signaller. This may not interest you much but still I thought I would like to tell you.

If you see George Hanford give him my kind regards and tell him I am well. I wrote quite a number of times to Aunt Annie, but received no answer from her, yet I cannot tell you where we are at present, owing to the rules of the army, but what I can tell you is this that there is a lot of fighting to be done yet before this war is over. It is not going as the papers states it is. There is a big number of our Battalion killed and wounded. I had a mate but he had his leg shot and is badly wounded and is at present in Epsam Hospital in London. Tell Mike I would like to hear from and know how he is getting on. Give my love to Aunt Annie and Nell and husband and my god-child, also to the boys and their families, and also to my friends. Write soon and tell me all the news. Give my best wishes to my father, mother and sisters, also to little Jim and Kitty, and Henry, May and Lizzie Parrel.

[The above letter is from Signaller John J. Sullivan, No. 1027, 39th Battalion, 10th Brigade, Australian Army, on active service.]

Could Not Live On \$6 per Week

Girl Said Poverty Forced Her to Steal—Court Criticizes Feminine Love of Finery

Can a girl, alone in the world, live on \$6 a week in these days when living has reached an almost unprecedented high water mark? Is such a wage any excuse for stealing clothes from an employer?

These were topics discussed at the police court this morning. They arose when the magistrate asked Jennie Dugrovat, a shop girl, if she had any thing to say why she should not sentence her to jail for stealing some waists and petticoats from the store. The girl immediately said it was poverty that had made her steal the clothes. She said that she had been in the hospital last March and had run herself short. She contended that \$6 a week was not enough to live on if she wished to keep straight.

"I am very sorry to hear you say that the fact that you only got \$6 a week led you to steal," said the magistrate. "It is no excuse, whatever. I would be ashamed to give that as an excuse for stealing from your employer. Most women spend twice as much as they should on clothes. You women all want to be dressed in finery."

"No, not in finery," said the girl. "I have worn this same suit for four years. All I wanted was to be clothed decently."

"Well, I do not want girls coming to me and saying that small wages led them to steal. Even the papers have featured this small wage as a moral excuse for you stealing."

"No one can say anything against my morals; but it is a common occurrence with girls that I know."

"What, stealing?" said his worship.

"No; having men support them. God knows I have tried to live honestly and decently."

"You are right when you speak about the way some girls live," said the magistrate. "Are you all alone in the world? No mother, or father, or any friends?"

"No; I am all alone. I came here from New York last January."

"Can you give me the address of some people who could tell about your character?"

"Yes," replied the girl, and gave the address of a man and woman in New York.

"I suppose you won't go so far as to say that you stole the clothes because you really needed them to keep warm?"

"I did need the undershirt—I did need it."

"Why didn't you tell your employer that you need clothes?" asked the magistrate.

"I was too proud to go and ask him," replied the prisoner. "I pawned my wedding ring to try to get enough money to live on."

The magistrate thought a few minutes.

"Well, I'll let you go this time," he said.

Sell At Par.

The Stock Exchange Broker had been wounded in action. The doctor in the field hospital was taking his temperature.

"Ninety-eight, ninety-nine muttered the doctor to himself.

"When it reaches one hundred," said the stockbroker warrior, "sell it."

When next you require Roofing think of

CROWN BRAND ROOFING

Quality first. Costs a little more than the cheap kinds, but **The Value is there.**

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SOLE DISTRIBUTORS.

SKINNER'S MONUMENTAL WORKS

Established 1874—and still growing stronger

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On hand a large selection of

MONUMENTS and HEADSTONES

Our new catalogue of Photo Designs now ready for Outpost customers. Thousands have testified their satisfaction with our Mail Order system of buying Headstone and Monuments.

N.B.—None but genuine Frost Proof Tested Stone Sockets supplied with all orders; refuse imitations now in the market. Give us a trial order and get the best there is. Price List sent to any address on receipt of postal.

Rugs and Carpets!

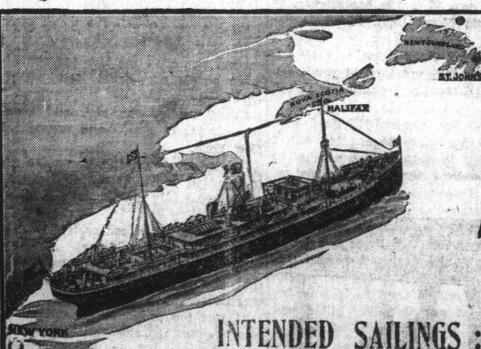
We announce the arrival of a new consignment of Wilton, Axminster and Tapestry Carpets, with Rugs to match.

These Carpets are remarkable for the rare beauty of their designs, and the exquisite softness of the color tones.

Sizes and prices quoted on application.

U. S. PICTURE & PORTRAIT CO.
CARPET DEPT.

Red Cross Line



INTENDED SAILINGS:

S.S. "FLORIZEL"

FROM ST. JOHN'S

FROM NEW YORK

S.S. FLORIZEL, Dec. 29th.

S.S. FLORIZEL, Dec. 9th.

Harvey & Co., Limited
Agents.

New Regulations for Prisoners of War in Germany

New Rules are Made Because Some Prisoners Were Getting More Food Than They Could Eat—These Over Supplies were Sold to Germans—New Rules Will see That no Prisoners of War Will be in Want of Food or Comforts

London papers contain the text of the new regulations as to parcels for British prisoners in Germany, which are in part as follows:

The Secretary, War Office, begs to announce that the government has approved of certain proposals regarding relief for British prisoners of war which have been made by the new Central Prisoners of War Committee of the British Red Cross Society and the Order of St. John of Jerusalem in England.

The aim of these proposals is to ensure as far as practicable that funds and materials available for the purpose from all sources shall be so used and distributed that every known British prisoner of war, whether in an enemy or a neutral country, may receive such relief and comfort as he may need.

Want of Authority.

The admirable work done by the previously existing Prisoners of War Help Committee under the Chairmanship of Sir Charles Lucas has been hampered by want of authority to co-ordinate and direct the various efforts made to afford relief to British prisoners of war. The government has hitherto hesitated to interfere in any way with these efforts, but satisfactory results show the necessity for some control by a central authority. It is estimated that there exists now over 1,000 organizations for the benefit of prisoners of war; no complete list of them can be compiled. A considerable proportion of the prisoners are sent an inadequate supply; on the other hand, some thousands are sent more than they could consume, in consequence of individual prisoners being supplied by numerous organizations and "adopters."

Sold to Germans.

The excess in some cases is sold to the Germans. Charitable organizations and persons who send parcels without due inquiry as to the need for them, therefore run the risk of depleting in favor of the enemy.

Parcels are frequently sent to the same man at two or more addresses, and parcels are sent to men who have been released. Addresses are often badly written, inadequate or incorrect. Unnecessary waste is also caused by the despatch of unsuitable articles, which cannot reach the prisoners in good condition.

Some parcels are so badly packed that they would not reach their destination if they were not repacked by the postal officials. Some parcels actually fall to pieces in transit.

Parcels are used to such an extent for sending prohibited articles and information to prisoners or to the enemy that they have to be carefully censored before despatched from this country, and are also subject to censorship by the enemy. This opening and repacking of parcels in this country, but also in some cases damage to the contents; in particular, it involves the piercing or cutting of bread and cake.

"Godmothers."

The first of these evils—unevenness of distribution—exists to so great an extent in respect of prisoners of war in Germany that the German government has now issued orders that "godmothers" parcels are not to be handed direct to the addressee, but are to be consigned to the British Charity Committee, if one exists in the camp, and, if not, to the camp commandant, to be made over to needy prisoners if the addresses are well-to-do or already sufficiently provided for. The committee or commandant is to inform both the addressee and the sender of the disposal of the parcel. "Godmothers" parcels have been defined by the German Red Cross as "presents which do not emanate from the families of the prisoners."

Sold the Gifts.

The reason given for the order is that "some prisoners who had a special gift of writing letters had entered into correspondence with a large number of 'Godparents,' and as a result had been overwhelmed with gifts to the disadvantage of their most modest comrades, and had sold a large proportion of these gifts."

To remedy the evils the following scheme will be brought into effect on December 1, 1916. It will apply to all British prisoners of war—naval, military and civilian—except officers. Parcels for officers will be dealt with as at present.

1. No parcel will be sent to a prisoner of war unless it has been examined or packed by the Central Prisoners of War Committee, or by an organization authorized by that committee, in accordance with regulations issued by the government.

2. Every prisoner will be sent parcels by one, and only one, authorized organization.

3. Shortly before the scheme is brought into force lists of authorized organizations, showing for which regiments, etc., each organization will receive money or is authorized to send parcels, will be put up in every post office.

Adequate Supplies.

Adequate supplies, but not excessive quantities, of food will be sent by the authorized organizations from their own stores to every prisoner. As it is difficult to censor bread, cakes and tinned food without spoiling them, no other person will be permitted to send such articles to individual prisoners. Wholesale gifts of foodstuffs may be sent to authorized organizations for prisoners of war.

5. The gross weight of parcels of food (including bread) sent to an individual prisoner must not exceed 30 pounds a week.

6. Parcels despatched by an authorized organization will be distinguished by a special label, which will be regarded as a guarantee on the part of the organization that the parcel does not contravene the regulations; any parcel bearing this label will not ordinarily be opened by the British censors. It is hoped that enemy censors will find it unnecessary to delay such parcels for purpose of censorship.

Expect Welcome.

7. If needy prisoners are in future to be sent adequate supplies, while those who now receive too much are to be sent fewer parcels, some interference with existing conditions is necessary, but the government believes that this scheme will cause as little interference as possible with the work of charitable organizations now in existence; it will not be necessary or desirable for them to relax their efforts or the amelioration of the conditions of prisoners of war, though they may find it necessary to alter the channels through which they operate. It is believed all who are interested in the welfare of prisoners of war will welcome this scheme and will cordially co-operate in its execution.

Just Arrived:

A LARGE SHIPMENT OF

PRINCE ALBERT

Smoking Tobacco

In ½ lb and 1 lb Glass Jars.

Always in stock a full line of **Smokers' Requisites.**

S. G. Faour
378 WATER STREET.

FOR OUR MEN IN THE FIGHTING LINE.

Messrs. James Pascall Ltd., the Manufacturers, have made special arrangements to send direct to Newfoundlanders serving at the front **SPECIAL PARCELS OF CONFECTIONARY**

on which they will pay the postage without any extra charge. The following are suitable for posting and every article is handy for the pocket:

SPECIAL \$1.25 PARCEL CONTAINS:
Solid block of Vanilla Chocolate, Large tin each of Acid Drops, Mint Bulls' Eyes, British Toffee and Pine Lozenges.

SPECIAL \$2 PARCEL CONTAINS:
Solid blocks of Milk and Vanilla Chocolate, Large tin each of Acid Drops, Mixed Fruit Drops, British Toffee. Also Pine Lozenges and Freshettes.

Order a parcel for your friend at the front now or, better still, place a standing order for a parcel once a month or oftener.

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Nation-Wide Strike Still Threatens

Disagreement Arises Over Mileage System of Compensation—Conference Fruitless—Leaders Declare That Strike Order is Still in Existence

NEW YORK, Nov. 18.—Danger of a nation-wide railroad strike, which was believed to have been averted by the passage of the Adamson eight-hour law, has not entirely disappeared, it developed here to-day, when representatives of the railroads and the four brotherhoods, comprising 400,000 employees, failed to reach an agreement as to the proper application of the new law. The stumbling block, both sides admitted, was the existing mileage system of compensation.

The announcement of the latest deadlock between the railroads and their employees came at the conclusion of an all-day conference between the National Conference Committee of the railroads and the brotherhood chiefs, which had been arranged in September.

"We met," said Elisha Lee, chairman of the railroad managers and the conference, "for the purpose of exchanging ideas on the application and operation of the Adamson law. We failed to reach an agreement, and we are not certain that another meeting will take place."

William G. Lee, president of the Brotherhood of Railway Trainmen, Spokesman for the employees in the absence of A. R. Garretson, of the Order of Railway Conductors, declared in a statement that in the event of evasion by the railroads of the Adamson law summary action would be taken by the brotherhoods. He said that the strike order, which was directly responsible for the law, was still in effect, and the brotherhoods would not hesitate to enforce it if the occasion warranted it.

ROADS BEGIN FIGHT AGAINST 8 HOUR DAY

New York, Nov. 10.—With the filing yesterday in Kansas City, Kan., of the Santa Fe Railroad's injunction suit against the Adamson eight-hour law and the starting of a suit by the Union Pacific in Omaha on Wednesday, the railroads of the United States began their fight against the eight-hour law. After a meeting yesterday of the National Conference Committee of the Railways at the Grand Central Terminal, it was learned that a number of other suits against the eight-hour law would be filed next week, among them being actions brought by several large eastern railroads.

The railroads deferred court action against the Adamson law until after election so that no political significance would be given to the railroad attorneys' condemnation of the act. Railroad presidents who were Democrats believed that sharp criticism of the act would have hurt President Wilson, and their Republican colleagues agreed with them that it would be better to wait until after November 7. Again, the railroads wished to avoid all allegations that their fight against the Adamson law had any political motive and was not based entirely on the merits of the case. High railroad officials said yesterday that the fact that the first of the suits was filed while the result of the election was in doubt showed "that there was no politics in the situation."

161,239 Irishmen Available For Service

LONDON, Nov. 14.—Statistics prepared by the Irish Registrar and issued by the Government place total number of men of military age in Ireland, based on the national registration of 1915, at 547,827. Deducting 245,875, who are, considering indispensable to the industries of Ireland, 130,241 who have joined the army since the outbreak of the war, and those who are unfit for military service or unavailable for other reasons, there remains a total of 161,239 men in Ireland now available for military service.

Adamson Law Attacked

KANSAS CITY, Mo., Nov. 17.—Action against the operation of the Adamson eight-hour law was filed in Federal Court here late to-day by the Chicago-Great Western Railroad Company. The United States district attorney, Francis M. Wilson, and officers in Missouri of the railway brotherhoods were made defendants. The complaint alleges the law is in violation of contracts existing between the road and the men.

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426 Water St.

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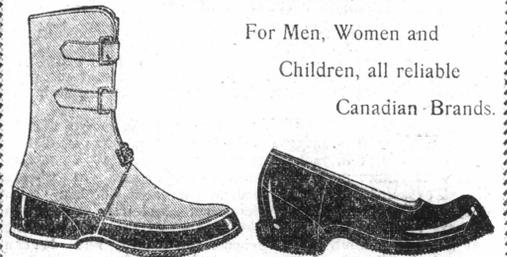
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WOMEN'S GAITERS \$1.60 to \$2.50.
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When buying clothing you want:
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ALL our Goods Guaranteed as represented. We want YOU to be fully satisfied when you visit us, your confidence has not been misplaced. We know a reputation for honest dealing makes many friends.

<p>EXTRA SPECIAL VALUES —IN— LADIES' BLOUSES MADE FROM THE BEST MATERIALS. Ladies Black Cashmerette Blouse, low 95c. neck and neatly trimmed. Other grades in Cashmerette 65c. to \$1.80 from. Ladies' Black Poplin Blouses in three different style collars, all neatly trimmed. \$1.65 to \$1.80</p> <p>SILK BLOUSES. Fancy Wide Stripe Silk Blouse, low \$2.60 collar, good Pearl Buttons. White Silk Blouse with Revere collars. \$2.40 to \$2.75 Ladies' Black Silk Blouses, made from good Merve Silk with neatly trimmed fronts. \$2.90 to \$3.50</p>	<p>Ladies' Fur Collarettes In Black and Brown. From \$1.80 to \$4.00. Ladies' Marmot Muffs. Special Price, 10.50. Astrachan Muffs At \$1.25 each. WOOL SQUARE SPECIALS! Pink, Pale Blue and White Colors. Each. 45c. White and Black Colors. Each. 55c. Pink, Pale Blue, Cardinal & Black Colors. Each. 75c. Black Color only. Each. \$1.35</p>	<p>CHILDREN'S Flannelette Sleeping Suits in very neat stripe effects, 35c. each. CHILDREN'S Striped Flannelette Night Shirts, 37c. to 55c. each. LADIES' Colored Striped Night Shirts, 75c. each. GET YOUR DRESS GOODS FROM US. You will be the better off in pocket. Dress Poppins in Colors Tan, Brown and Navy, 60c. Yard. Black only, 75c. Yard.</p>	<p>Misses' Middy Blouses Made from Heavy Jean material in Colors White and Blue, 50c. each. To suit age from 8 years up. Ladies' Middy Blouses With Belt. Special, 85c. FEATHER TRIMMINGS In colors of Navy, Browns, Old Rose, Royal Blue, Black and White. 40c. yard. Children's WOOL MITTS, 47c. to 75c. pair.</p>	
<p>SEE OUR BOYS OVERCOATS from \$3.00 up. NAVY AND GREY NAP CLOTH, \$2.75 yd. MEN'S OVERCOATS from \$7.00 up. BROWN CURL CLOTH \$2.70 yd.</p>				
<p>MEN'S SHIRTS. Grey Stripe Flannelette, with low or high 80c. collars. Each. Heavy Grey Flannel. \$1.25 each. Heavy Grey Stripe, without collar. \$1.30 up. Each. Heavy Tweeds, 32 inches wide, from 80c. yard up.</p>	<p>BARGAIN in Boys' Negligee Shirts. 45c. each. Neck Frillings —IN— Plain and Fancy Colors, 12c. to 25c. White Pleated Ruchings, 17c. to 28c.</p>	<p>SPECIAL VALUE —IN— Heavy Black Herring Bone Serge, \$1.30 Yard Heavy Black Cheviot, \$1.60 Yard. Heavy Weight Comfortables In Floral and Scroll Designs, \$1.85 to \$3.85 up. Riverside Wool Blankets, \$5.40 per Pair up.</p>	<p>KHAKI CLOTH. A strong and durable material, suitable for Shirts, Overalls or other wearables. 28c. per yard. Corsets! Corsets! In various styles, from 75c. to \$1.40.</p>	<p>SPECIAL in Ladies' FELT HATS. Latest Styles. \$1.00 up. Infant's Wool Booties In White & Fancy Colors. 15c. pair up.</p>

FISHERMEN'S UNION TRADING COMPANY, LTD.

All Details of Construction of Zeppelin are Known to British

Experts are Fully Conversant With all Parts of German Airship—No Link is Missing

LONDON, Nov. 18.—Two years of war have pretty well exhausted one's capacity for surprise, yet to wake up and find deposited in your front garden, as it were, a monstrous shape that from some aspect looks like a dissipated scenic railway, and from others a spectral Olympia as to pass without comment.

This is the curious situation in which a cottager, living in a remote part of Essex, found himself a few weeks ago. The huge structure at its nearest point, rests not ten yards from his door, and it sprawls over the countryside almost parallel with the cottage. It was a lonely cottage then, but ever since the neighborhood has been amongst the most thickly populated in the country. It might almost furnish a text for the German professors with a text for a learned essay on "the influence of Zeppelins on migration."

Though the framework is buckled and broken in parts—more now than on Sept. 22, owing to the immense strain to which it has been subjected when lying prone—there is not a link missing in the airships anatomy. Its details of construction are known in the minutest particular, and it would be possible, if it were worth while, to build a replica of the very latest type of Zeppelin. How recently she was launched may be gauged from the date on one of the engines, July 1, 1916.

Six hundred and eighty feet is the length agreed upon by the experts who have "reconstructed" her, though it is possible, of course, that this may be a few feet out, and this is more than an eighth of a mile. Her greatest diameter, in the centre, is 72 feet, and she tapers to each

for there is an apparatus for destroying the fabric of the envelope. In this instance there were twenty-four ballonettes, extending the whole length of the ship.

The Bomb Dropper.
Practically everything, except the engines and the guns, is made of the aluminum alloy. The only woodwork is the narrow platform, known as "the cat's walk," which is only nine inches in breadth, which runs along the keel and connects the gondolas. It is closed in with fibre. There is at least one engine and a dynamo in each (in two of them two engines) and a machine gun. The space is somewhat confined, and one can well understand that no heating arrangement are required. The boat shaped gondola is, of course, closed in, and has non-inflammable celluloid windows.

This particular Zeppelin carried no fewer than nine machine-guns, including two on the top of the envelope and one on a platform at the stern, and as a man was wanted for each, it is not surprising that she should want a crew of twenty-two.

Various speculations have been made as to the approximate cost of L-33, and the most careful estimate now puts it at £250,000.

Next to the bomb-dropping apparatus, most interest attaches to the gondolas. They are four in number, the longest being in front and containing the captain's cabin and the wireless room. The latter was encased in cotton wool, so as to ensure as much quietude as possible; but with six 240 h.p. engines going, at 1,600 revolutions to the minute, it must have been impossible to shut out all sound.

The captain must have been a busy man; his cabin was the brain of the ship. He controls everything, steering, speed, bomb dropping, water-ballast, descending, and finally, if it is in a friendly country, he turns a clutch, which releases all the ropes by which the ship is hauled to its shed. And the Germans had not overlooked even the emergency in which the captain of the L-33 found himself,

Domestic Tragedy Occurs in England

Soldier Strangled Wife for Alleged Infidelity With a Slacker

LONDON, Nov. 20.—The domestic tragedy of Lance-Corporal Richard Cunningham has created an official scrutiny on a new phase of the slacker's character. Cunningham is charged with strangling his wife, whom he had accused of infidelity while he was on the western front.

The accused soldier wrote to the London Chief Constable, beseeching the officer to save his home and vouching a soldier's hatred of the type of slacker who had betrayed him.

But unless the Corporal can defeat the cold evidence against him, the stern English law will enact the full penalty. Cunningham it appears, got leave, went direct to his home, confronted his wife with his suspicions, and strangled her to death. He was found in a swoon across his wife's body, the baby son toddling about, cooing with happiness over his father's return.

ANOTHER LINCOLN.

(Associated Press Despatch)

LONDON.—The Manchester Guardian attributes President Wilson's success to the rallying of a sufficient number of the Progressive votes which Roosevelt gained in 1912.

"It seems a small thing," this newspaper continues, "but yet it may indicate a new epoch in American political life. Many Progressive votes given to Wilson are given with the mental reservation that they will not go again to a Democratic candidate unless Wilson confirms the faith of Progressives by consolidating what is still only tentative. If he does that he will have established himself as the ablest statesman since Lincoln, and he may be destined to play a part in the achievement of peace which will give him a place in world history."

IN FLANDERS FIELD.

Written during the battle of Ypres by Lt. Col. Dr. John McCrae, of Montreal, son of Col. McCrae, of Guelph, and formerly one of Dr. Mill's professors in the Ontario Agricultural College. The verses having recently been published in "Punch," received much popular commendation in England and at Headquarters in France.

In Flanders fields the poppies blow
Between the crosses, row by row,
That mark our place; and in the sky
The larks, still bravely singing, fly,
Scarce heard amid the guns below.
We are the dead; short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe,
To you from falling hands we throw
The torch; be yours to hold it high
If ye break faith with us who die,
We shall not sleep, though poppies
grow in Flanders fields.

625 Cases
New Crop Tomatoes
Due to arrive 1st half September.
Get our Prices.
Job's Stores, Limited.

Extension Dining Tables
In Round or Square Design
Made from Selected Hardwood.
Pope's Furniture Showrooms
George & Waldegrave Sts. Phone 659.

From \$10.50 up
Highly Finished Surface Oak or Golden Gloss.



In Stock
100 Cases
-Valencia Onions,-
200 brls. Apples.
and to arrive by S. S. Gracland
75 Kegs
Green Grapes
H. J. Brownrigg
Phone 469.

THE FIRST PAIR
DON'T make any mistake this year. Let your first pair of Rubber Shoes be BEAR BRAND. Times are too hard for anyone to take chances of being out of work for two or three weeks with a cold which could have been avoided by getting satisfactory Rubber Shoes. The good old BEAR BRAND Shoes, which are becoming more widely known every day, are being sold in St. John's by
John Anderson.
W. R. Goobie.
Nicholle, Inkpen & Chafe, Ltd.
Royal Stores, Ltd.
F. Smallwood.
Steer Bros.
Jesse Whiteway.

Wholesale by
Cleveland Rubber Co.,
New Martin Bldg.



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by long waits for papers you need in a hurry and serious losses of important documents will be averted if you invest in
Globe-Wernicke
Filing Cabinets. We also recommend to you the safety, simplicity and security of the "Safe-guard" system of filing and indexing. Let us install an equipment for trial, free of expense or obligation.
PERCIE JOHNSON LIMITED.

Gus Wadden's Store Looted

Some time early yesterday morning the store of Mr. Gus Wadden on Water Street West was entered by a thief, who went through the place and cleared out the till. There were about \$3 cash in this and he also secured about \$5 worth of cigarettes and other goods. The thief effected an entrance at the rear by getting up a hatch way and cutting out a window 12 by 14 inches, by which he entered the shop. There were \$21 in a drawer near him, which was left open, but which he evidently overlooked. In a show case near also were a roll of notes and a ladies gold watch and these also were left untouched. This is the fifth time in a year which Mr. Wadden's store has been entered and on each occasion the thief, who evidently knows the place well, got away with cash and goods. The matter has been reported to the police.

Requiem Masses were offered up in all the Roman Catholic churches of England and Wales on November 5th for soldiers and sailors who have fallen in the war.

GOOD VALUE
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15c. per Cut

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Sole Agent.



PUBLIC NOTICE.

THE following Regulation respecting Skating on Sliding on the Public Streets made under the authority of Chapter 33, Section 14 of the Consolidated Statutes (Second Series) is published for public information:

1. Within the Municipal limits no person shall "Coast" skate or slide down the hills or highway or streets except in the West End of the city from the crest of Palk's Hill to the Cross Roads, and in the East End down Robinson's Hill, under a penalty not exceeding Five Dollars for every breach hereof.

NOTE:—The property of parents may be liable under distress for any penalty imposed on a minor.

St. John's, November 23rd, A.D. 1916.
(Sgd.) F. J. MORRIS,
CHAS. H. HUTCHINGS,
Justices of the Peace.
nov25,29,2i

The Registration and Care of Graves.

(To the Editor)

Sir,—I beg to forward you herewith a memorandum, issued by the War Office, London, in relation to the registration and care of graves. We are forwarding copies of this to the next of kin of those who have fallen in the great fight, but we have not sufficient to go round, and I thought it well that this information should be placed at your disposal for any use that you think wise.

I have the honour to be,
Sir,
Your obedient servant,
ARTHUR MEWS,
Deputy Colonial Secretary

THE REGISTRATION AND CARE OF GRAVES.

During the present war a branch of the Adjutant-General's Department has been created to care for and preserve the identity of the graves of British officers and men. Units were established for this purpose in France and Belgium shortly after the battle of the Marne in Egypt and Saloniki recently, and an Officer has now been despatched to Mesopotamia.

The Director of Graves Registration and Enquiries is the Officer directly responsible for this work. The duty of the Graves Registration Units is to register the position of graves and to see that they are marked with durable wooden crosses bearing a metal inscription giving the name, number, rank, regiment and date of death.

While these Units have been successful in registering and marking a large number of graves at the front and many in advanced positions where they might otherwise have been lost, it is not possible, and never will be possible, to obtain a record of all graves. If, as is to be feared, the enemy have in many instances not marked the graves of British officers and men buried within their lines a number of graves will be irretrievably lost. In some cases, even within our own lines, though graves have been marked the position is too exposed for a correct plan and survey to be made; in others every trace of a burial ground having been obliterated by the enemy's shell fire there is no hope of reconstructing the cemetery so that individual graves may be recognized. Again, during heavy fighting burials are often carried out under circumstances which make it impossible to take, or at any rate to transmit, an accurate record of the positions of graves.

Early in 1915 it became necessary to make definite arrangements with regard to the provision of land in France for the burial of British officers and men. Up till then, and particularly during the retreat and the subsequent advance to the Aisne, burials had often taken place in isolated graves which were, wherever practicable, cared for with reverence and respect by the French peasants and owners of land, and in a few cases permanent concessions of land were offered. By this time however French civil cemeteries were being more regularly used and it was also possible to arrange for special burial grounds. The Director of Graves Registration and Enquiries approached the French

Government, through the French Military Authorities, on the matter. The French Government immediately expressed the desire to provide land for permanent resting places for British officers and men at the cost of the French nation, and a law was passed which gave effect to this generous impulse, on December 29th, 1915. Since then, in co-operation with the French Army, the Directorate has established authorised burial grounds immediately behind the British front and near the Field Ambulances, the Casualty Clearing Stations and the Hospitals further back. Soldiers are employed, under the Officers of the Graves Registration Units, to look after these burial grounds. In the case however of a battle or severe fighting, isolated burials necessarily still take place.

The French Government further offered to maintain these Cemeteries. The British Government has, however, in agreement with the French Government, undertaken to provide for their maintenance in perpetuity and has appointed a National Committee to care for the graves of our officers and men after the war. With the King's consent the Prince of Wales has accepted the Presidency of this Committee.

Relatives are requested to facilitate the work of this branch of the Army (a) by addressing as few enquiries as possible to the Directorate and (b) by realising that pressure of work, and not want of sympathy, will often necessitate a brief reply on a printed form. On the other hand the work will be assisted if relatives send to the Director any information they possess as to the place of burial. It is not intended, unless circumstances should show that it is desirable, to make arrangements for dealing with enquiries made in person. Relatives are therefore requested to confine themselves to written communications, which should be addressed to:—
Director of Graves Registration and Enquiries,
War Office,
Winchester House,
St. James's Square,
London, S.W.

Much unnecessary correspondence will be saved if relatives will carefully note the following facts:—

1. Some time may elapse after burial before the grave has been properly registered and marked and the position accurately recorded. As soon as this is done a notification will be sent to the next-of-kin. This notification may be taken as final verification or correction of information received from other sources.

2. It is not possible to arrange for the distribution of flowers or wreaths for individual graves, but the cemeteries, as a whole, are grass-sown and planted with flowers and shrubs, where military conditions allow, under the advice of the Director of the Royal Botanic Gardens, Kew. Their maintenance is under the supervision of Officers of the Graves Registration Units.

3. Photographs of such graves in France and Belgium as are accessible to the photographers employed for the purpose are furnished to relatives, or application, free of cost, out of fund placed at the disposal of the Directorate, for this object as well as for the planting of burial grounds, by the Joint War Committee of the British Red Cross Society and St. John Ambulance Association. All applications are carefully noted and photographs are sent as soon as possible, but it will be understood that in many cases weeks or months may pass before photographs can be taken.

4. Circumstances not infrequently arise which make it undesirable in the interests of the military situation to disclose the position of a grave although it has been duly registered and recorded.

5. Many considerations, among which is the desire felt at the front to avoid inequality of treatment, have made it necessary to forbid the erection of any permanent memorials during the progress of hostilities; the sending of crosses to France is also prohibited as all transport is required for material of war.

6. The exhumation of bodies during the war is strictly forbidden by both the French and British Military Authorities.

7. Owing to the great difficulties that exist in Mesopotamia due to local and climate conditions, the proper registration and marking of graves will necessarily be a lengthy and difficult problem.

(Sgd.) C. F. N. MACRADDY,
Lieut-General,
Adjutant-General
War Office, Aug. 26, 1916.

People in town to-day from the country says they never saw the roads worse, the frost going out added to their already bad condition.

CHURCH SERVICES

Church of England Cathedral—Holy Communion at 8 a.m., also on the first Sunday of the month at 7 and 11 (Choral). Other services at 11 a.m. and 6.30 p.m.

St. Michael's Mission Church (Casey Street)—Holy Communion at 8 and 11 on the 3rd Sunday of the month; and at 8 on other Sundays. Other services, 11 a.m. and 6.30 p.m.

St. Thomas—Holy Communion, 8 a.m. Morning Prayer and Sermon, 11 a.m.; Preacher, Rev. A. G. Bayly, M.A. Mass Missionary Meeting 6.30 p.m. Speakers, Revs. A. G. Bayly, M.A., C. H. Barton, M.A., and Edgar Jones, Ph.D.

Christ Church, Quid Vid—Holy Communion, second Sunday at 8 a.m. Evening Prayer, third Sunday in each month at 7 p.m. Every other Sunday at 3.30 p.m.

Virginia School Chapel—Evening Prayer every Sunday at 3.30 p.m.
St. Mary the Virgin, St. John's West—Holy Communion on the first Sunday in each month at noon; every other Sunday at 8 a.m. Other Services at 11 a.m. and 6.30 p.m.

METHODIST.
Gower St.—11 and 6.30, Rev. D. B. Hemmeon.
George St.—11 and 6.30, Rev. N. M. Guy.
Cochrane St.—11 and 6.30, Rev. Dr. Bond.
Wesley—11 and 6.30, Rev. H. Royle.

Presbyterian—11 and 6.30, Rev. Dr. Dickie.
Congregational—11, Rev. W. H. Thomas; 6.30, Rev. W. H. Thomas.

S. A. Citadel (No. 1, New Gower St.)—7 a.m., Prayer Meeting; 11 a.m., Praise Meeting, Conducted by Capt. Foster. 7 p.m., Revival Meeting, conducted by Adjutant Sheard of the S. A. Metropole. All are welcome.

S. A. Hall (Livingstone St.)—7 a.m., Prayer Meeting; 11 a.m., Holiness Meeting; 3 p.m., Free and Easy; 7 p.m., Salvation Meeting, conducted by Colonel and Mrs. Otway.

ST. THOMAS'S—To-morrow will be Thanksgiving Sunday at St. Thomas's Church, and the services throughout the day are to be of a Missionary character; it is hoped they will be hearty and inspiring, as the great cause warrants. At 8 o'clock there will be a celebration of Holy Communion. At the 11 o'clock service the sermon will be preached by Rev. A. G. Bayly, M.A., Rector of Bonavista and Rural Dean of Bonavista Bay. Mr. Bayly is well known as one of our most active and earnest workers keenly interested in all missionary effort. In the afternoon the Sunday School children of the parish will have their service in the Church when the Rector will deliver the missionary address. All parents and friends of the Sunday Schools are invited to attend and show their sympathy with the work of the schools. This service begins at 3.30. In the evening a Mass Missionary Meeting will be held in the Church, when the Revs. A. G. Bayly, M.A., C. H. Barton, M.A., and the Rector of St. Thomas's will deliver addresses. Music appropriate to the occasion has been arranged, and the congregation are aiming to have their Thanksgiving Sunday this year a record one. A cordial invitation is extended to all who care to attend any of these services.

ST. MARY THE VIRGIN—To-morrow being Thanksgiving Day, the Holy Communion will be celebrated at 7 a.m. and 8 a.m. and also at noon Matins at 11 a.m. Evensong at 6.30 p.m. The Thankofferings will be devoted to the Home and Foreign Mission Fund.

THE KIRK—The services both morning and evening at the Kirk will be presided over by the Rev. Dr. Dickie. The choir has lately been hard at work practising some good music, and will render two Anthems entitled: "Worship and Praise the Lord" and "Through the day Thy Love has Spared Us." No doubt a large congregation will turn out to greet the Doctor; and all strangers are welcome.

ADVENTIST—Subject: "The Gospel of the Kingdom." All welcome. Evangelist, D. J. C. Barrett.

C.M.B.C.—The lighting regulation having been withdrawn, the Class will meet as usual on Sunday at 3 p.m. instead of 2.30. The subject for to-morrow will be: "The Church in India."

HEALTH REPORT.
During the week one case of typhoid fever and one of scarlet fever were reported to the Health authorities. One residence was disinfected and released from quarantine. At present there are fifteen cases of diphtheria and six of typhoid undergoing treatment at the hospital, while five typhoid and four scarlet fever patients are being nursed at home.

LOCAL ITEMS

The Kyle's express is due about 3 this afternoon.

The funeral of the late W. H. Goodland takes place at 2.30 this afternoon.

The Kyle's express with 70 bags of mail arrived from Port aux Basques at 9.30 last night.

As the telegraph lines are damaged along the line no list of the Kyle's passengers has been received.

Owing to the weather conditions existing last night the recruiting meeting was postponed until Monday evening, when Commander McDermott of H. M. S. Briton and Mr. H. E. Cowan will be the speakers.

Weather prevailing in the Straits has been very bad of late, heavy frost and falls of snow have been experienced during the last two weeks. On the harbour the ice is several inches thick. The Ethie will likely have some difficulty in making port this time.

The Imperial Oil Company's construction work on the South Side is progressing well. The Company will have, when completed, one of the biggest plants in the city. The trade will also necessitate the widening of the road way on the Southside, which will greatly improve conditions in that hitherto neglected portion of the city.

Yesterday afternoon Const. Vail of the West End, a Gallipoli veteran, found a countryman drunk in charge of a horse and cart. He was driving at lightning pace through the streets and when the officers arrested him he had some difficulty in getting him to the Station.

The Rev. Dr. Bond will be at home to his own congregation at Cochrane Street Centennial Church at both services to-morrow. The subject for the morning discourse is "The Best Man in Town," and in the evening "Angels of Mons." A special invitation is extended to visitors who are always welcome to the new church on Cochrane Street.

FOUND A WRENCH.
Yesterday, when investigating the larceny at Mr. Gus Wadden's store the police found a wrench with which the thief worked when breaking his way in. He went about the task systematically and thoroughly, and the finding of the implement may be a clue which will lead to the arrest of the thief.

STORMY LAST NIGHT.
Yesterday forenoon it became stormy along the West Coast with a gale of N. E. wind with heavy snow, which continued last evening and part of the night. The wind then shifted to S. W. and heavy rain fell. Last night along the Eastern section of the railway it blew a gale from the S. W. with heavy rain and the same applied to the city. The weather however was very warm. Some of the telegraph lines were put out of commission as a result of the storm.

GEORGE STREET CHURCH
At the evening service in George Street Church to-morrow Rev. W. D. Stenlake of "Ours," who endured with our boys the hardships of the Gallipoli campaign, will preach. His message will be of particular interest to those who have friends with the colours.

A VICIOUS DOG
The owner of a vicious dog which bit a man named Maher was up before Mr. Hutchings, K.C., in court to-day. He was compelled to pay the costs of the case which included \$1.60 for the loss of a day's work which the man sustained and \$1 for the services of a doctor.

FOR TRIAL THIS AFTERNOON
The man Benjamin Brown who was arrested yesterday for the theft of \$315 owned by Wm. Follet of the schr. Mabel G. will come up for trial this afternoon in the Magistrates' Court before Mr. F. J. Morris, K.C., J.P. Several witnesses will be called.

THE SUSU SAILS
The S.S. Susu left for the north at 7 p.m. yesterday with a full freight and as passengers:—S. Newman, C. Head, P. Mullett, J. Winsor, R. Bursey, S. Parsons, Samson Parsons, R. Collins, W. Sainsbury, P. Hann, Rev. W. Laite, Lewis Weeks and 20 steerage.

SHIPPING

The S.S. Ethie sails this a.m. for ports in the Straits.

The S.S. Meigle arrived at North Sydney yesterday.

The schr. W. C. McKay is taking a cargo of fish from G. M. Barr's to Trinidad.

The S.S. Neptune is due from North Sydney to-day with a full cargo of freight.

A large number of schooners awaiting a time North will be getting away to-day.

S.S. Florizel is scheduled to leave Halifax to-day for here. She is bringing a full general cargo.

Barqt. Alembic, Capt. Coward, sails for New York to-day taking a cargo of oil from Job. Bros and Co.

The Nellie Moulton left Burgeo yesterday for Halifax taking 1300 qtls. of codfish from R. Moulton, Ltd.

Schr. Annie B. Silver left Marys-town yesterday for Gibraltar with 3,130 qtls. of codfish.

The Lillian B. Corkum has entered to load for Europe, from Baine Johnston and Co.

The Archie Crowell began loading yesterday from Geo. M. Barr, for Brazil.

The S.S. Susu, which sailed last evening on the Pogo mail service, took a general freight cargo and several passengers.

The Hanovera is now loading a cargo of fish for Europe. She is expected to get away within a few days, within a few days.

The Ladies of the W.P.A. have decided to send to our Soldiers and Sailors from the Association, a pair of socks together with some other small gift and card as a Christmas remembrance from Home. There will be no money appeal made for this, but all having finished socks belonging to the Association are requested to send them to Government House, not later than Saturday, November 25th.

FOR SALE AT A BARGAIN.
Pianola and 55 Records. Instrument is practically new and has every appliance to produce best results. Apply to M. F. FINDLATER, Ordnance Street. —nov25,3i

WANTED—Freight space for 5000 Eris. Flour from Boston about the following dates:—December 20th, space for 2500 barrels; January 10th, 1917, space for 2500 barrels. For further particulars apply to STEER BROS. —nov25,3i

FOR SALE OR TO LET—The business premises now occupied by the undersigned, consisting of Three Stores, Shop, Wharf and Dwelling House, situated at Brookfield, B.B. Apply to N. KEAN, Brookfield—nov24,6i

WANTED—5000 Ox and Cow Hides; highest cash price paid. J. J. MacLEAN & SONS, Tannery, Water Street West. nov20,6i,ead

OUR THEATRES

AT THE CRESCENT.
Go to the Crescent Picture Palace to-day and hear Douglass J. Steward sing "Johnnie Walker," a new novelty song. Lillian Gish features in "During the Round Up," a Western cowboy feature. Vola Smith, Jack Mulhall and Charles Perley in "Celeste," a Biograph two-reel drama of love and mystery. Plump and Runt in "One too many," a great Vim comedy and a Vitagraph topical, "Life and Training in the U. S. Navy." Professor McCarthy playing the latest class music. This is a great weekend show, don't miss seeing it. A great three-reel feature on Monday: "Courage and the man."

The storm last night was felt very heavy in the country after midnight, the heaviest wind being about 2 p.m. this morning.

St John's Municipal Council
PUBLIC NOTICE!
THE Water will be shut off from the Eastern supply main from 10 o'clock to-night until 6 o'clock to-morrow morning.
By order,
JNO. L. SLATTERY,
Nov24,2i Sec. Treas.

WANTED—Experienced Millman to set up mill about five miles from Badger, near railway; also Sawyer, Edger, Tallyman and Woods Foreman for winter months. Apply, giving reference and experience to E. COLLA-SHAW, P.O. Box 1025, St. John's. Applications will be received up to December 1st.—nov22,4i

LOST—A DARK RED HORSE, weighing about eight hundred pounds with hole in each ear, string in one. The sum of Five Dollars will be paid to any person finding such horse. Kindly apply to GARLAND GEANGE, Secretary Alexander Bay Council.

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Women's Long Rubber Boots.
Men's Bear Brand Rubber Boots.
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