

THE MAIL AND ADVOCATE

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Food Prices, War Profits and the Wage Earner

(From "To-day") The result of the discussion of Food Prices in Parliament and the finding of the Food Commission have left the country in a state of hopeless bewilderment, tending on the one hand to fatalistic pessimism and on the other to flaming indignation. What is the position? In the first place you have a constant increase in the price of necessities which is not balanced by a commensurate rise in wages. This tends to unsettle the minds of the wage-earners, who are the vast majority of the nation, and to provoke a considerable amount of thoughtless and vindictive criticism of manufacturers and distributors, rightly deprecated by Mr. Runciman. In the limited Companies, which reveal whether justly or unjustly is not our concern at the moment, exceedingly handsome and always increasing profits; and side by side with this property you have the very sinister charges of profiteering which have been made against certain powerful corporations by the responsible heads of State Departments. Now I ask Mr. Runciman whether he can be surprised by the existence of a considerable amount of dissatisfaction among the wage earners who are hit hardest by this state of affairs? It is all very well for the President of the Board of Trade to explain that the marked reasons for prices going up are restriction of production, narrowing of markets, difficulties of carriage, and inflation of currency. Nobody, so far as I know, would contest these reasons, and they are so obvious that most people are not only aware of them but could have supplied Mr. Runciman with precisely the same information. But that is not the point. For the President of the Board of Trade to leave the matter there is to leave it nowhere, or precisely where it was before, namely, in the air. Time after time I have pointed out in this paper that the fundamental question is not whether prices are high—we know they are. We also know that prices are bound to be high during war time. We were taught that simple lesson during the South African War, and there are still people living with memories of the Crimean War. The question is—have prices been increased above what might be considered a reasonable height under war conditions, by manufacturers and distributors using the war as a means of extra profit taking?

Equality of Sacrifice. Let me put the matter in a simple formula. If war conditions—the conditions explained by Mr. Runciman, have been the cause of increasing prices, says, 33 1/3 per cent., and that increase include a fair trading profit, no one would grumble, and the problem of the Government would be simple. Wages could be automatically adjusted to meet the rise conditional to that margin of sacrifice which patriotism demands of everyone of us. It is clear that when so many of our men are willing to sacrifice their lives in the National Cause, those who stay at home should be equally willing to sacrifice their ordinary comforts. But it is equally clear that the principal of equality of sacrifice should be enforced. That is to say, sacrifices should not be imposed upon one class at the expense of another. Such a state of affairs I should then describe as normal for war time. Now, the essence of the trouble about Food Prices is that a very large number of people, and those not least worthy to be heard, are convinced that such war-normality does not exist. To return to our formula. They are prepared to admit the 33 1/3 per cent. increase owing to the conditions named above, but the impression they have received from the prosperous reports of the limited companies, the phenomenal shipping freights, and the serious charges against munition manufacturers, is that a profit over and above our symbolical 33 1/3 per cent. is being extorted by our great business concerns. It is this that they call profiteering; it is this that they resent. Neither the report of the Food Commission nor Tuesday's debate in the House of Commons is calculated to undermine their conviction of the justice of their criticisms. To that extent the Government has failed in dealing with one of the most vital questions that have arisen since the beginning of the war.

Wake up, Runciman! What we want is a little more frankness on the part of the Government and a little less mere name-calling on the part of the spokesman of the wage-earners. We have heard, very properly, the expression of the desire on the part of the more responsible controllers of Capital for a rapprochement with Labour. One important aspect of this question is admirably brought out in Messrs Gray and Turner's arresting book, "Eclipse or Empire." And although their endeavours are mainly directed towards the future, there is no reason why we should not make a beginning here and now. We have had an example of what short-sighted and resentful legislation can do for a country in the recent muddling of Irish affairs. Let us be warned in time lest a worse fate befall this country. Mr. Runciman has something more than the chance of a lifetime; he has the chance of an epoch. Instead of coming forward as the timid apologist of high prices, I appeal to him to take his courage into both hands and to say boldly that war profiteering, if it exist—and I think he will find that it does—shall cease. He may find that it is not nearly so extensive as some people imagine. So much the better. The important point is that he must convince the country of his earnestness and of his determination to wrestle with an evil however large or small. There are two lines open to him, and both are already laid. The first is the development of that State Control which has been applied to sugar, wheat, and to some extent, to meat. The second involves the principle, already established of the taxation of War Profits. This is a more difficult matter because of the complication of finance and the obvious dangers of imposing unjust burdens which might, during these difficult times, kill the goose that lays the golden egg. Which, by the way is neither Capital nor Labour, but a combination of the two working in harmony. The only fair method is to begin by admitting the illegality of the private ownership of profits, over and above reasonable trading profits, which can be proved to be the result of war conditions. These should be conscripted as completely as we have conscripted the manhood of the Nation. Nothing short of such a drastic remedy will satisfy the Nation. No measure is more calculated to bring about industrial peace and such prosperity as we may reasonably expect during War time. Our watchword should be the greatest possible productiveness, sufficiency economy of consumption, and full steam ahead!

THE SUSU HERE

The S.S. Susu, Capt. Roberts, arrived here at 5 p.m. yesterday from Fogo District. Since leaving here the ship had a very stormy trip of it and going north had a succession of heavy N.W. gales with frost, snow and high seas. It was almost as bad coming south but on the whole trip she kept running all the time and missed only one port, Joe Batt's Arm, owing to the heavy sea running though she secured the mail. Her passengers were R. Collins, W. T. Ludlow, R. W. Ludlow, A. Sphire, E. Lodge, P. Hann, J. Spurrel, F. W. Abbott, Pres. W. West, Roland Young and Jos. Roberts, Naval Reservist B. Porter and 12 steerage.

We learn that within the past 24 hours a big waterfront robbery has been brought to light. As far as we can glean, on a schooner, some thief went on board, ransacked her and stole the sum of \$300. We have certain facts of the case in our possession but we refrain for the present from publishing them.

WASHINGTON, Nov. 24.—The wording of a Berlin despatch implying that a period of complications may be impending in German-American relations aroused much interest in official circles, as the despatch was allowed to pass a very strict censorship. Officials refused to disclose details.

READ THE MAIL & ADVOCATE

Britannic was Sunk by a Mine

British Admiralty So Advise White Star Line—No Wounded Were Aboard—24 of Crew are Killed.

NEW YORK, Nov. 23.—The offices of the White Star Line have been advised by the British admiralty that the Britannic was sunk by a mine, officials of the line stated to-day. The following was received from the head office in London—"Regret exceedingly to inform you that the Britannic has been sunk by a mine in the Aegean Sea. The loss of life is not heavy." A later message said that the Captain, all the officers and engineers are safe, but that there were 24 dead.

LONDON, Nov. 22.—Press despatches from Athens to the effect that there were no wounded on board the hospital ship Britannic when it was sunk off the Greek coast were confirmed to-day by the admiralty which made the following announcement: "No wounded were aboard the Britannic on which there were only the ship's crew and hospital staff."

Villa Again Bobs Up At Chihuahua City

EL PASO, Nov. 23.—Francisco Villa began his attack on Chihuahua City at 11 o'clock to-day. A message received by Carranza at noon to-day stated that Villa was making an attack from the south.

The Bagdad Railroad

THE HAGUE, Nov. 23.—The last tunnel of the Bagdad railroad through Jamrus mountain has been blasted through, according to a Constantinople despatch received to-day.

OFFICIAL CASUALTY LIST FIRST NEWFOUNDLAND REGIMENT

1005 Private Francis Roberts 66 Prescott St.; admitted Wandsworth, pyrexia.

JOHN R. BENNETT, Colonial Secretary.

Supplies For Exiled Belgians

LONDON, Nov. 23.—Asked in the Commons to-day if, in view of the departations of Belgians, the Allies would reconsider the policy of allowing supplies to go into the territory in possession of the Germans, Lord Robert Cecil, Minister of War Trade, said there was no doubt the action of the German government constituted a deep blow to the agreement upon which relief work rests. "It is being considered in that light by the Allies," added Lord Robert, "and I trust also by neutral government, whose representatives and subjects were chiefly responsible for the work."

Appointments Confirmed

LONDON, Nov. 23.—Reuter's Amsterdam correspondent quotes a Vienna telegram as stating that the new Emperor of Austria-Hungary has confirmed Baron Burian the Austro-Hungarian Foreign Minister, and Genl. Ritter Von Krobatin, Minister of War, in their posts.

READ THE MAIL & ADVOCATE

Thanks States for Aid Given

Meeting Will be Held Throughout France to Carry the Story of What America Has Done For France.

PARIS, Nov. 23.—In the amphitheatre Sobornne to-day was held the first of a series of meetings which will carry throughout this country to civilians and to soldiers at the front the story of what America has done for France during the war. The meeting was held by official approval under the auspices of the association known as the "Efforts for France and Allies." Alexandre Millerand, former Minister of War, delivered the principal address. He spoke with great earnestness and feeling on American generosity and on personal devotion to the French cause. Thousands of individual Americans, many hundreds of whom, had come to France, imperilled their lives to serve the nation.

Turks Massacre 5000 Armenians

LONDON, Nov. 23.—A newspaper report from Baku, Transcaucasia, says Reuter's Petrograd correspondent in a despatch to-day, states that the Turks have massacred some five or six thousand Armenians at Sivas, Turkish Armenia.

British and Norse Steamers Sunk

LONDON, Nov. 23.—The British ship Grenada is reported sunk, according to an announcement by Lloyds Shipping Agency to-day. The sinking of the Norwegian steamer City of Mexico is also announced by the Agency.

LOCAL ITEMS

The Portia left Grand Bank this forenoon. The weather report from up country to-day is southwest, light and dull, snowing in some places.

The S.S. Diana is supposed to have left Halifax last night with a general cargo for James Baird Ltd.

The S.S. Erik arrived at Sydney Wednesday for bunker coal and proceeds to Halifax to load general cargo for James Baird Ltd.

The accommodation which left here at 12.30 to-day comprised 12 cars of freight besides the van, one of the largest trains for the season.

Mrs. James Gehan, an old lady of Topsail, died suddenly this morning at that place. She had reached the advanced age of 86 years.

To-day a message was received by the Marine and Fisheries Department from C. C. Pitman, collector at Lamaline, as follows:—"Boat Alice Mack of Burin from St. Pierre, ran ashore last night 2 miles west of Lamaline; crew saved."

The banking schr. Metamora, commanded by the veteran fish killer Capt. John Lewis of Holyrood, is now ready to go on a herring trip either to Bay of Islands or Bonne Bay and will sail Monday. The vessel will take her cargo of herring to Gloucester.

The Glencoe left Placentia at 7 a.m. last evening, taking the following passengers:—G. Elliott, H. Bonnell, W. J. Hellier, W. J. Brown, Mr. and Mrs. C. Ritchell and child, Mrs. Cluett, Mrs. Lodge, A. Gregory, Susie Mitchell, Mrs. Goddard, Mrs. Curtis, Miss Carter, J. Thornall and 11 second class.

The S.S. Prospero sailed north at noon to-day with a full freight and these passengers:—Rev. Tarrant, J. Reeves, J. Stuckless, Capt. G. Barbour, W. J. Hounsell, Capt. E. Bishop, R. Hallett, A. Callahan, F. Penny, F. Moulard, P. Coleridge, Rev. Parsons, C. Jacobs; Misses Jones, Barbour; Mesdames Sainsbury, Barbour, Blackwood, Winsor, Connolly, Rousell, Winsor and 75 steerage.

Sir Geo. White Dead

LONDON, Nov. 23.—Sir George White died last night. He established the first manufactory of airplanes in England and was a pioneer of electricity, being the first to introduce it in London.

Another Raid On Zeebrugge

LONDON, Nov. 22.—Another raid on Zeebrugge was made yesterday by British aircraft. It is reported a German destroyer was hit by a bomb.

ST. THOMAS'S M.B.C.

This class had its weekly meeting last night, when Mr. W. H. Jones was the speaker. His subject was "The Ragged Army" which he handled with exceptional ability, each sentence having as its basis narratives from the old and new testaments. The poor and lowly were the first followers of King David and the same were those who followed the Christ on this earth; and figuratively they could be designated the Ragged Army. The address was one which appealed to the hearts of all and the meeting closed with a short but fervent address by the Rector. "The story from the Bible" will be the subject of the address on Thursday night next.

TRAIN NOTES.

Wednesday's No. 1 arrived at Port aux Basques at 4 a.m. Yesterday's No. 1 left Quarry at 8.40 a.m. Yesterday's No. 2 left Glenwood at 7.10 a.m. To-day's No. 2 is leaving Port aux Basques after arrival of the Kyle.

Boy is Accidentally Shot.

Yesterday we referred to the fact that a boy was the victim of a shooting accident at Catalina on Wednesday. The lad, whose name is George Russel, aged 16, arrived here by the express yesterday accompanied by his aunt and Mr. Colridge and was taken to Hospital in the ambulance. The boy went out shooting with two companions to the rear of Burnt Point about 9 a.m. Wednesday. The lads used shot guns and Russel, with one of his companions, went ahead of the other and after going down into a hollow lay on his side with one hand behind his back, when the lad who had delayed behind fired at what he took to be a bird and Russel received the whole charge in his back, the shot passing through his hand. His companions were terribly frightened and feared that he had been killed. He was severely wounded and lost much blood and the others did their best to staunch the flow of blood, of which he lost a large quantity. They had much trouble in getting him to his home two miles away, where he was attended by Dr. McKay. The lad, it is believed, will pull through but will be a long while confined to Hospital.

FISH AND BREWIS FUND.

Table with 2 columns: Name and Amount. Includes entries like Harold F. Parsons, Carbonear 2.00, Dorothy Duff 10.00, Hunter Stentaford 5.00, J. P. Powell 10.00, Miss R. Quinton and Miss Moss, Gumbo 2.00, G. W. Clarke, Springdale 5.00, The Norris Family, Three Arms 10.00, J. A. Brancecombe 5.00, F. McNamara 10.00, M. & E. Kennedy 10.00, St. John's "Daily Star" 10.00, Employees of Job Brothers Co., Ltd. 10.00, T. J. Edens 10.00, Helen Gould, Carbonear 10.00. Total \$1,622.00.

REID CO'S SHIPS.

S.S. Aigyle arrived at Placentia 1 p.m. yesterday. S.S. Clyde left Lewisporte at 8.30 a.m. to-day. S.S. Dundee arrived at Port Blandford at 7 p.m. yesterday. S.S. Ethie is at Humbermouth. S.S. Glencoe has left Placentia. S.S. Home left Tilt Cove at 10 a.m. yesterday. S.S. Sagona left Port aux Basques at 9 a.m. yesterday. S.S. Kyle is due at Port aux Basques this morning. S.S. Neptune left North Sydney at 8 p.m. yesterday for St. John's. S.S. Meigle is at North Sydney. S.S. Wren left Clarendville at 4.55 a.m.

NEW PURCHASE ARRIVES

Baine Johnston & Co.'s new purchase, the iron barqtn. "John", arrived here this forenoon from Bermuda in command of Capt. Porter after a run of 15 days in water ballast. The vessel is a fine one and on the run up demonstrated her sea-going qualities in very stormy weather, and she came through without damage. The vessel is exceptionally well found, is fitted with tanks for water ballast, is 299 tons register and carries 600 tons dead weight. She has a crew of nine hands and her former owners were Sutcliffe & Sons, Grimby, Eng. She is classed A-1 at Lloyds and is a splendid addition to our mercantile marine. We congratulate the owners on the acquisition of such a fine ship.

THE BARBARA HERE

The Norwegian steamer Barbara arrived here this morning from Barre after a run of 17 days. The ship which will be loaded with fish for Europe had a fine run out and is being looked after by A. J. Harvey & Co. It will be remembered that a steamer of similar name was torpedoed coming from Barre and it was believed that this was the ship. This was not so however as it was a Greek ship called the Barbara which the gentle German sent to Davy Jones' locker. She left Barre on the 5th inst., and to-day's arrival left on the 8th.

Are You Looking For Value in Return For Your Hard Earned Dollars

?

¶ We have always claimed to give the best values for the least money and we've always done it. We propose to continue doing so

¶ We have a reputation to maintain. We must keep faith with the Public and give them more for their money than they can get elsewhere, or we cannot make our business grow. We want to sell you all the Household Furniture you and your family require. If you value the Dollars you earn and propose to spend your money where it will bring you the most value

COME HERE FOR YOUR FURNITURE

¶ If you buy your Furniture here you know you are getting full value for your money. We stand back of every article we sell and you will find us here each and every day, ready and glad to right any wrong at

The Big Furniture Store Where Your Dollars Go Farthest

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BEACON FALLS
Top Notch Rubber Footwear

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A Boot That's Different
It's patented, too—but we don't charge for that.

This Boot is Top Notch in quality as well as in name. It's a better boot than you have ever had. Made of the finest Para rubber by an entirely new process.

Top Notch Rubber Boots look different and are different from the boots you have always worn. And they will give much better service.

If you want the latest and best thing in Rubber Boots, purchase a pair at once. We recommend them so enthusiastically, because we know from experience that they will give you splendid satisfaction.

FOR SALE BY

Nicholle, Inkpen & Chafe, The Royal Stores Ltd., Fred Smallwood, Steer Bros., and Jesse Whiteway.

**NOV. 7th SAW A POLITICAL
REVOLUTION IN AMERICA.**

Whatever has carried the election, and whatever the precise complexion of the popular and electoral vote when all the returns are in, the United States stands to-day in the presence of something like a political revolution. It glares at one from the map. The Republican party is confined to a fringe of States in the East and North. Even in them its former hold is broken. Look at New England. The old assured Republican majorities are gone. Only by the narrowest of margins was victory won. And when we think of Ohio and Kansas lost, and the confident Republican ascendancy in a half-dozen other States of the Northwest imperilled or shattered, we can hardly be blind to what is going on.

The sceptre of political power is passing to the West in conjunction with the South and South west. It came very near doing so visibly in Bryan's first campaign. If he had not had a fatally weak issue, the thing might have been done then. Now it is virtually an accomplished fact. As clearly as Monroe marked the ending of the Virginia line of Presidents, or John Quincy Adams that of the New England line (Pierce was little more than a tool of the South), the election of the present year will be regarded by the historian as having written finis to a chapter of American political development.

Its significance is more than geographical. The alignment of States on the physical map of the country is only an accident. What really tells is the spirit, the sentiment, the attitude behind the grouping. The change is one of soul, not of region. This we see when we note how the shrunken majorities and low estate of the Republican party in New Zealand correspond to the astonishing returns from Western States. It is deep answering to deep. The verdict is in both sections against the stand-pat policy of the Republicans, and the sit-tight campaign of Mr. Hughes. Of him in certain portions of the West where he campaigned, the old cynical comment on Henry Clay might be revived—that more persons came to hear him and fewer stayed to vote for him than in the case of any candidate. The field was ready for tilling by Mr. Hughes. If he had in even one of his speeches risen to the height of his opportunity, and shown himself a flame of fire to light the path to the future, he need not have left the voters puzzled, alienated, dismayed. But he never once seemed to perceive that the great awakening of 1912, with the breaking up of parties which took place in that year, had any message for him. He could easily have won a mighty response from the progressive West; as it was he merely baffled and chilled it.

The chief lesson of the election is that the spirit born of the strivings of the past eight years could not be exercised by a Bourbon Republicanism. And in light of the present moment, the wedding of contradictories—Hughes and Roosevelt, Republicans and Progressives—celebrated at Chicago, reveals itself as the sinister and hypocritical thing it was—something worse than a marriage of convenience. Its evident effect in the true home of Progressivism was to inspire disgust. Another demonstration which we are grateful that Tuesday gave us is that the crass, mercenary, brute appeal of high protection has lost its power. In the old days the West used to answer to it unflinchingly. And Mr. Hughes attempted to renew it in the crudest form. Stout enemy of corruption that he is, he lent himself to a dogma that has been the source of more debasement of our political life than any other single cause. Daniel Webster warned against it on its first appearance in our politics. Other clear-sighted men of his generation declared that if a party undertook to distribute largess to favored individuals by means of a protective tariff, the purest and most profound statesmanship could not make head against it. And no longer ago than 1908, when Mr. Hughes was speaking for Taft, and was using the same unthinking language about the tariff that he has been repeating all through this campaign, William Lloyd Garrison, jr., wrote to him to express wonder that a man who hated corruption as Hughes did could be so blind to the insidious undermining of political virtue through log-rolled and purchased tariffs. Happily for the

country, that hideous spell is broken. When the West resists and resents this form of political bribery, as it did on Tuesday, we may hope that the day is not far off when superstitious notions about protection will be put in the way of ultimate extinction.

To this whole vast change coming over the spirit of the political dream of America, one man has all along been sensitive. No tribute to the political genius of Woodrow Wilson could be higher than that given by this year's election returns. His prophetic soul, brooding on things to come, had flashes of insight where Hughes saw nothing but dull materialism. And the bold way in which the President flung himself upon the free and marching spirit of the West, staking all his political fortunes there, has brought him great distinction and a great reward. For he has shown himself a veritable Pathfinder, not only for his party but for the nation. In revealing the true hiding of political power in the United States, Mr. Wilson has shown us all that we must roll up our political maps and make one entirely new.—The Nation, Nov. 9.

**YOU'LL SOON
WANT A DRINK!
READ THIS!**

PROHIBITION will soon be upon us, so it behoves all those who are now accustomed to partake of the sparkling goblet to try to discover a substitute. To those who are looking for something "soft," in the shape of a drink, we recommend the reading of the following:

Cocoa is acknowledged by all authorities to be the most wholesome beverage. In the extraction of Cocoa from the Cocoa Bean, however, harmful ingredients are sometimes used, detracting from the health-giving effects which should follow the use of cocoa. The user of CLEVELAND'S HEALTH COCOA can rest assured that nothing harmful is used in its manufacture. This Cocoa is made by a process used years ago with great success by the old Dutch settlers in America. Through this process all the nourishing properties of Cocoa are retained to the fullest, without the admixture of any proportion of alkali. The result is a delicious, nourishing and invigorating beverage, which you will want to partake of often.

Wholesale by
John B. Orr Co., Ltd.
New Martin Bldg., St. John's.

**Who Invented the New
British "Tank" Motors?**

Who deserves chief credit for the invention of the famous British "tanks"? In the opinion of the Pall Mall Gazette it is Commodore Sueter, whose name was mentioned with the names of two or three others by Mr. Lloyd George in the House of Commons. The Mail and Empire correspondent in London interviewed a Canadian who inspected plans which contained the germ of the "tank" idea and which had been submitted to the War Office some time ago, but it appears that by this time the tank had been worked out independently by other inventors. Commodore Sueter is a man who might well be expected to handle any problem in a highly original and successful way, and since he was concerned with the invention of the tanks, it is only natural for those who know his record to give him the lion's share of credit. A few years ago he was recognized as the leading British authority upon submarines, and his work upon organizing this branch of the service is still regarded as the standard. Later on he turned his attention to aeroplanes, and has been called the maker of the Royal Naval Air Service.

First an Armored Car.
The experiments which finally led to the perfected tank were begun early in the war by the naval authorities when they decided that it was necessary to have an aeroplane base in Dunkirk, with temporary bases as far inland as possible. It became necessary to devise some sort of armored support cars that could go from Dunkirk to the other bases with equipment and supplies, and successfully run the gauntlet of rifle fire. Experiments were at once begun by Commander Sampson, who has frequently been mentioned in connection with aerial work, to produce such a car. It had to be got together at once, to be built in fact almost overnight. Several were put on the road, but they were not successful, the steel plates not being thick enough to resist rifle fire at point blank range. Eventually, however, cars were built which were capable of making fair speed and carrying heavy enough plates to ensure the safety of the occupants from ordinary rifle or machine-gun fire.

The Turret Top.
The exploits of these cars attracted the attention of the War Office, which was then trying to devise something along the same lines, but apparently the army stuck to its own plans, and the navy was left to develop the "land ship." Commodore Sueter had seen the armored cars at Dunkirk, and had a mass of information concerning them. He knew their advantages and their defects and it became his duty to eradicate the latter. The most glaring weakness of the armored cars was their failure to offer any protection at all from snipers above them. Rifemen in trees or on housetops could pick off the occupants of the cars with ease. Commodore Sueter then thought of the turret top, which was accordingly recommended. This added materially to the weight of the cars, but it was found that there were several standard chassis capable of sustaining it, and so after much experimental work the turret-topped cars were produced.

A Serious Defect.
These cars carried only machine guns, and it was realized that they would be much more effective if they could carry a gun capable of hurling a small shell. This, of course, involved added weight and the strengthening of the whole structure of the car; but the naval authorities tackled the problem, and Commodore Sueter was presently able to produce a car that could carry a heavy gun, was mobile, and could resist gunfire, its occupants being absolutely protected. It seemed that the "land battleship" had been evolved, and Mr. Churchill and Lord Fisher both approved of it. Sir Percy Scott, however, threw cold water on the scheme, and argued that the size of the new car would make it an easy target for hostile artillery, and that it would be wrecked before it could be brought into action. It was admitted, of course, that against heavy artillery fire the tank could not survive.

The Pedrail System.
Instead of then abandoning the idea with which he had grappled for nearly two years, Commodore Sueter hit upon the notion of adapting the Pedrail system to the "land battleship." Immediately all information upon the subject was gathered from the British Isles and the United States, and it was not long before the builders of the tanks were able to give Mr. Churchill, Lloyd George and others a demonstration of the powers of the "caterpillar" in forcing wire entanglements and surmounting obstacles. It was then decided that the idea had been carried far enough to be of great practical value, and orders were given for the building of a large number of the tanks. They were constructed in England with the greatest secrecy, and when they appeared in France they astonished the British soldiers as greatly as the Germans. Whether they will continue to be effective after the Germans have learned all about them remains to be decided.

**GETS THE LIGHT
LATE IN LIFE**

New York, Nov. 11.—American foodstuffs are being sold to the belligerent countries of Europe at lower prices than the American public is being required to pay for them, according to a statement made by Jonathan Bourne, one-time senator from Oregon, and President of the Republican Publicity Association. On account of the nation-wide protest against the unprecedented rise in the cost of necessities of life, Mr. Bourne's charge aroused great interest. He quotes government statistics to substantiate his assertion.—Press despatch.

Jonathan gets the light late in life. As a Republican and therefore a high tariff man, he could have learned long years ago that the protected American manufacturer or producer sold abroad at a lower price than at home. Abroad, the protected manufacturer has to meet the world on equal terms; at home he can charge the unfortunate native "all the traffic will bear." And he does.

HAVING enjoyed the confidence of our outport customers for many years, we beg to remind them that we are "doing business as usual" at the old stand. Remember Maunder's clothes stand for durability and style combined with good fit.



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- | | |
|---|--------------------------|
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| Ladies' & Children's Dresses. | Boys' Underwear. |
| Ladies' Skirt Waists. | Men's Sweater Coats. |
| Ladies' & Misses' Costumes. | Men's Jerseys. |
| Ladies' Costume Skirts. | Men's Shirts. |
| Ladies' Under Skirts. | Men's Half Hose. |
| Ladies' Cashmere Hose. | Men's Ties. |
| Ladies' Showerproof Coats. | Men's Waterproof Coats. |
| Ladies' Sport Coats. | Men's Showerproof Coats. |
| | Men's Caps. |

General Goods:

Flannels, Flannelettes, Percases, Cheviots, English and American White Shirtings, English and American Unbleached Calicos, Gingham, Towels, Outing Flannels, Cotton Blankets, Ticks, Cotton Blankets, Blue Serges, Dress Goods of all kinds.

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British Aerated Water Co., Aerated Waters.

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Phone 696.

SUGAR and APPLES!

Due per S.S. 'Florizel' on Monday, November 27th,
400 Barrels GRANULATED SUGAR,
300 do LARGE RED APPLES,
50 Tierces SPARE RIBS.

GEORGE NEAL



CONFEDERATION LIFE ASSOCIATION.

JUST a small amount invested in a perfectly safe place, for the protection of our family, or ourselves in old age.

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Board of Trade Building, St. John's, Manager, Newfoundland. AGENTS WANTED.

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HALLEY & CO.

Mr. Merchant:

DO NOT FORGET that before you tell your customers that you cannot get what they want, that we have large supplies of everything pertaining to our line of business. We suggest that you always write or telephone us enquiring what we have in stock before admitting that it cannot be obtained.

We beg to remind you that we have now ready for your inspection our Fall Stock, bought under favorable circumstances. A visit will convince you of the values we are showing, and will be appreciated by us.

HALLEY & COMPANY
106-108 New Gower St.

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Get Our Price On

**Gunpowder
Shot
and
Caps**

Single and Dble. Brl. muzzle Loading Guns

Cartridge, and all kinds of Ammunition

MARTIN HARDWARE, Company



THE HEIGHT OF SATISFACTION
is reached at our market. You get the best of Meats, the right cuts, the correct weight, sanitary handling and good service. Can you ask more?
Come here when you are looking for satisfaction in
CHOICE MEATS.
M. CONNOLLY
Duckworth Street.

J.J. St. John

The **TEA** with strength and flavor is **ECLIPSE**, which we sell at **45c. lb.**

ROYAL PALACE BAKING POWDER
20c. per lb. Small Tins 5 cts.

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

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



YOU WON'T BE ANNOYED by long waits for papers you need in a hurry and serious losses of important documents will be averted if you invest in

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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.

WANTED!

Schooners to freight Brick from Trinity Bay

Apply to **R. Templeton.**

Battle Was Fought 5,000 Feet in Air.

Spectacular Aerial Combat on Somme, in Which 70 Planes Took Part—Allies Proved Victors—Fighting in Sky Much Closer and More Savage Than Formerly

LONDON, Nov. 18.—The News correspondent at British headquarters, giving the particulars of the great aerial battle on the morning of November 9, in which 70 aeroplanes were engaged, says:

It took place well over the German lines in the direction of Vaulxraucourt, north-east of Bapaume, whither certain of our aeroplanes were bound on a bombing expedition. With them were fighting machines and scouts, making in all a fleet of thirty. Near the Villa of Mory, just before reaching Vaulxraucourt, they sighted an enemy squadron somewhat outnumbering themselves, its actual strength being something from thirty-six to forty aeroplanes. We attacked at once, some of our machines flying at a higher level than the enemy, and they plunged headlong, joining in a general engagement, which was fought at an average height not much above 5,000 feet.

A 20-Minute Battle.
Of the melee which followed it is impossible to get any accurate account, for no man in it had time or thought for anything except the enemy machines, which he successively engaged, but for twenty minutes there ranged among the clouds such a battle as the world has never seen before. The inextricable tangle of single combats, of daring, swirling machines; the air filled with the roar of seventy propellers and the clatter of guns.

Four of our machines were lost, that is to say they were compelled to descend in German territory, the strong westerly wind drifting the battle as it raged more and more to the enemy's sail. In the ships which came home one brought a dead observer and two others arrived with wounded pilots, and had difficulty in beating up against the wind and landing in our lines. Of the enemy we know six machines were sent to earth, to which three are known to have crashed. What happened to the other three beyond that they were falling out of control is not known. In yet another the pilot was seen to be shot dead.

Germans Fled for Safety.
What further casualties the enemy suffered he alone was aware, but the best evidence that the victory was ours lies in the fact that the whole enemy formation was broken, and the scattered Germans fled for safety in all directions, leaving us in possession of the sky. Then we went upon our business. We punctually dropped our bombs on stores and ammunition depots of Vaulxraucourt, and then came home, proudly flying in regular formation, no German daring to interfere.

The Times has received the following despatch from its special correspondent with the armies in France: "The German airmen have grown bolder. They are making a more serious attempt to dispute the mastery of the air with us. This winter probably will see some bitter fighting. Air fighting now is much closer and more savage than ever it has been before. The old, leisurely combats are no more. Now it is a headlong plunge, a single shot, a dip, a swerve, another shot, a loop, a single shot again, a duel swifter, more breathless, more reckless than any fighting that ever was before on earth or sea."

Statesmen and The People.

The New Age (London)
Politicians tell us—the late Lord Salisbury was very fond of telling us—that nowadays, what with democracy and the growth of public opinion and what not, the danger to peace springs less from the plans of statesmen from the passions of the people. For my own part, I always felt rather skeptical about that view, and recent experience has not strengthened my belief in it. Up to the very eve of our government's declaration that it was necessary for England to draw the sword, I could see no signs of a bellicose spirit in this country. On Saturday, August 1, 1914, I happened to be going down to Dorset for the week-end. The European crisis had by this time reached to cash cheques, and I had to drive to the station on credit. My compartment (third class) was full of average Englishmen. The journey, owing to the incipient military preparations, was exceedingly slow. During all the five hours it took me to get to my destination, I can depose on oath, I never heard one word about war. My fellow-passengers talked about all sorts of things, told stories, joked about the jerks and halts of the train, but never once did they allude to fighting.



PUBLIC NOTICE.

UNDER the Provisions of the Stamp Duties Act, 1914, and the Act in amendment thereof and the Regulations issued thereunder, all receipts for any sum of money exceeding Ten Dollars must be stamped by the issuer thereof.

Any person issuing a receipt without a stamp for the amount of the duty payable thereon, shall be subject for the first offence to a fine not exceeding Ten Dollars. For the second offence to a fine not exceeding Fifty Dollars and for the third and subsequent offences to a fine of Two Hundred Dollars, and in default of payment of such fine shall be subject to imprisonment not exceeding One Month for the first offence, Three Months for the second offence and One Year for the third and every subsequent offence.

JOHN SULLIVAN,
Insp. Gen. of Constabulary.
November, 18th, 1916. nov18.61

CEMENT, BRICK, DRAIN PIPES, CHIMNEY TOPS & FIRE CLAY,
For Sale by **HENRY J. STABB & COMPANY.**

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.

(Under the distinguished patronage of His Excellency the Governor and Lady Davidson.)

Nfld. Poultry Association WILL HOLD ITS FIFTH ANNUAL EXHIBITION at the PRINCE'S RINK,

NOV. 29TH, 30TH and DEC. 1ST.
Birds for exhibition will be received at the Rink on Tuesday, Nov. 28th, up to 10.30 p.m. A nominal entrance fee of 10c per bird in any class (except that of trios, for which a fee of 50c) is charged to cover feeding expenses, etc.

\$140.00 in Cash Prizes, 11 Silver Cups, 3 Clocks (one for Outport Competition only), and several other prizes will be awarded.

The Association will be pleased to welcome a large number of Exhibitors from the Outports. The Reid-Nfld. Co. has kindly granted excursion rates to outport visitors.

Entries close Nov. 23rd. Entry forms may be obtained from **JNO. F. CALVEE,** Hon. Secretary.

160 Duckworth Street, nov8.11,12,13,21,24

Britain's Enormous Task in Clothing Her Volunteer Army

In a general way everyone has realized that the mere recruitment of men and the supplying them with arms and ammunition was only a part of the work required by the War Office to put the new British army in the field, but not one person in a thousand realized the enormous task and the multitude of incidents which go into the equipment of a force capable of taking its place in the field under modern war conditions. The War Office has been faced with the necessity of providing everything, from socks to uniform buttons, from mess spoons to greatcoats, for an army grown in 24 months from less than 200,000 to more than 4,000,000. And the success with which this situation has been met is one of the industrial romances of the war, says the New York Herald.

Keeping Down Prices.
Figures, as a rule, tell little, but the Government has compiled some statistics behind which can be seen the feverish industry, the unceasing toil, which has permitted the men at the front to take their place as an effective fighting machine beside the French and the Russians and the Italians; the labor which made possible the development of the little contingent which crossed to France in August, 1914, to the greatest volunteer army in the history of the world. These statistics are based on reports up to April 1. To avoid unduly enhanced prices for necessities, not only to the War Office, but to the population at large, the Government carefully guarded all information which might indicate in the earlier days of the war the real extent of the army's needs. Some prices have advanced, but considering the huge additions to the output of clothing, equipment, tools, drugs and all the other stores needed by the armed forces, there has been virtually no scarcity so far as the civilian population is concerned and only small increases in prices. The buying by the Government has been done on a definite principle that has kept the widest resources and requirements of the Empire always in view.

Woolen, Flannel and Cotton.
During the first twenty months of the war the amount of woollen cloth required for the army has been 90,000,000 yards, which would suffice to put a girdle twice around the earth. Shirt flannel has been bought to the total of 34,000,000 yards. These figures, it must be remembered, represent solely the army's needs. Here in a table is a comparison of the War Office's needs in textile products in peace years and in war-time in yards:

	Average	August
	in peace.	1914, to
	years.	April 1, 1916
Woolen and worsted ...	1,149,000	117,000,000
Tanned ...	1,234,000	84,000,000
Cotton cloth ...	632,000	194,000,000

To understand more clearly what this implies to the country's industry, however, it would be necessary to take twelve-twentieths of the amount shown in the second column to compare with the average demands in peace years. It will be found that the demand for flannel has been increased 41 times, for woollens 61 times and for cottons 175 times. It is estimated that about 25 per cent. of the woollens and worsteds and 20 per cent. of the cotton textiles manufactured in the country were for use of Britain's allies.

Making Uniforms and Shirts.
After the fabrics were turned from the looms there was the question of making them into uniforms and shirts. Of the latter more than twenty-six million have been required for field and training wear, apart from the further huge total needed in the hospitals. The soldier, whether in training camp or on active service, wears out his clothes rapidly, and the supply department at the War Office has found that the replenishment demands as much clothing now in a week as did the entire army in a year in the days before the war. It is not

ECONOMY.

A Gas Cooker saves time and temper. Where Gas Fires and Cookers are installed, it has been found that one servant can do the work of two as compared with a house where coal is used.

With a Gas Cooker the heat is utilised and directed just where and when it is wanted. There need be no waste. There is less loss of weight in food cooked by Gas than by old methods; meat cooked in a Gas Cooker loses one ninth of its weight; in a coal range it loses one third, thus the saving in 9 lbs. of meat is 2 lbs. when Gas is used. This more than pays for the Gas used.

St. John's Gas Light Co.

difficulties. Buttons might seem to be of small consequence, but more than eight hundred and forty million of them, in all shapes and grades, have been used since the war began; not an unimportant commercial factor in itself. In the actual work of making up uniforms and their accessories, the army clothing factory was soon swamped when the first contingent took the field. The great clothing contractors of London, Leeds and other cities were called on, and with the adjustment of the necessary labor difficulties the work of keeping the new army clothed was thoroughly systematized. This table will show some startling figures:—

Some Staggering Figures.

Articles	Annual Average in Peace Yrs.	Total for 20 Mths of War.
Cardigans and Boots, pairs ...	227,000	21,750,000
Service jackets ...	78,000	11,490,000
Service trousers ...	92,000	11,004,000
Khaki drill frocks ...	58,000	1,134,000
Khaki drill trousers ...	73,000	1,167,000
Pantaloon ...	13,000	2,507,000
Greatcoats ...	34,000	4,836,000
Service dress caps ...	222,000	11,038,000
Socks, pairs ...	980,000	54,684,000
Jerseys ...	77,000	7,555,000
Drawers ...	194,000	23,144,000
Vests ...	8,855,000	8,855,000

The new situation in regard to boots is especially interesting. In the vast total noted in the table ordinary marching boots alone are considered, and the millions of pairs of canvas shoes and hospital slippers are not included. About one-sixth were supplied in the allied armies, but the figures are exclusive of 7,000,000 pairs of boots made for Russia. Summarizing the clothing statistics, the Government finds that the army's needs in twenty months increased between seventy and eighty times the normal requirements. And to the clothing figures may be added properly between nine and ten million pairs of woollen gloves and 13,000,000 "cap comforters."

EVERY MAN AND GUN REQUIRED

London Times Military Writer on Question of Main Power—The Resources of Germany Are Still Considerable—Entente Allies Must Make a Great Effort

London, Nov. 15.—The military correspondent of The Times writes as follows on the question of the man power of the Allies and the Central Powers:

"Germany's wise economy of her young contingents and her constant re-examination of the medically unfit and her refusal to consider the claims of the 'conscientious objectors' and also of the civil service, her success in restoring to the colors a high proportion of the German wounded, the use of prisoners in factories and on farms, the forced labor of the population of the occupied territories, and finally the trap she has baited to catch the Poles, all enable her to maintain in the field units of full strength much longer than any one would have thought possible."

"She has been able to build up 100 field divisions, and cannot now safely be credited with less than 1,500,000 men in her field armies. On lines of communication, guards and reserves generally, owing to the measures Germany is taking, she cannot even now be reckoned to have less than 2,000,000 men."

"The situation broadly is that the Allies are faced with the necessity of straining every nerve to place in the field next year every man, gun and shell that all the countries can produce."

"We Allies are quite able to make this effort, and to overmatch Germany. We in these islands have still between three and four million men of military age, not counting men over 41. We are in far better position than Germany to maintain the war. Our gallant dominions have still large reserves of man power."

"Russia has still ample reserves and will produce larger armies each year the war lasts. Italy increases and improves the quantity and quality of her armies monthly, and France has been most successful in drawing more men from civil employments. She now excels in the field with relatively slight losses."

THE CRESCENT PICTURE PALACE
EVERY AFTERNOON 2.15. EVERY NIGHT AT 7.15.

Presenting Viola Smith, Jack Mulhall and Charles Berley in
"CELESTE."
A Biograph Mystery Drama produced in Two Reels.
"During the Round Up."
A Western Drama featuring Lillian Gish.
"LIFE AND TRAINING IN THE U.S. NAVY."—A Vitagraph Topical.
Plump and Runt in "ONE TOO MANY," a slashing Vim Comedy.
PROFESSOR MCCARTHY playing the Newest and Best Music. Drums and Effects.
DOUGLASS J. STEWART, Baritone, featuring the Latest English Song successes.
SEND THE CHILDREN TO THE CRESCENT'S BIG SATURDAY MATINEE—EXTRA PICTURES.

Rossley's British Theatre!

GRAND OPENING, Monday, Nov. 27th.
The Latest and Best Pictures From First-Class Firm.

Pictures will be changed 3 times weekly.
All entirely new.

BRITISH THE POWER OF PROTECTION
Buying a BRITISH SUIT Means PROTECTION from High Prices

PROTECTION in Material. PROTECTION in Style. PROTECTION in Fit.
Every Man and Boy Needs PROTECTION Have It!

The British Clothing Co., Ltd.,
Sinnott's Building
Duckworth Street, St. John's.

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

MAY DETAIN NEW AMBASSADOR

Paris, Nov. 13.—The Echo de Paris to-day publishes an article in which the allies may refuse to furnish safe conduct to Count de Tarnow Tarnowski, newly appointed Austrian ambassador to the United States to succeed recalled Ambassador Dumba.

The article says the Count may possibly be charged with efforts to stir up the Poles and anti-Catholic Slavs against the entente allies and that inasmuch as Tarnowski is an officer in the reserve his mission may be considered warlike.

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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. 24th., 1916

Another Piece Of Grabbery

THE Government has ordered the Police Department to enforce the tax on receipts and Inspector General Sullivan has issued the following order:

PUBLIC NOTICE.

Under the Provisions of the Stamp Duties Act, 1914, and the Act in amendment thereof and the Regulations issued thereunder, all receipts for any sum of money exceeding Ten Dollars must be stamped by the issuer thereof. Any person issuing a receipt without a stamp for the amount of the duty payable thereon shall be subject for the first offence to a fine not exceeding Ten Dollars, and for the second offence to a fine not exceeding Fifty Dollars, and for the third and subsequent offence to a fine of Two Hundred Dollars, and in default of payment of such fine shall be subject to imprisonment not exceeding One Month for the first offence, Three Months for the second offence and One Year for the third and every subsequent offence.

JOHN SULLIVAN, Insp't. Gen. of Constabulary.

This is the tax that the F.P.U. kicked against in 1915, which caused a discussion in the House. Every person who sells anything to the value of \$10 must issue a receipt and place a 2c. stamp on the same or be open to a penalty of a \$200 fine or 3 months in jail. There never was a greater piece of tomfoolery to raise revenue. The Surplus last June was \$460,000. Yet Morris is so determined to squeeze every ounce of blood from the people during this war that he has now informed the public that a fine of \$200 may be levied or imprisonment for three months may take place if any man dare refuse to issue a receipt for all transactions amounting to \$10 and over, and placing thereon a 2c. stamp as a tax to give Morris more money to hand out to the Gang of Greedy Sharks surrounding him.

Every fisherman can now very properly gauge what sort of men are ruling the Colony, when they realize that if they sell a barrel of flour and don't issue a receipt for the amount to the man who buys the flour, that if a policeman finds out the receipt has not been issued he can summons the seller of the flour and fine him for the 3rd offence \$200, and if unable to pay he must go to jail for 3 months. Whatever possessed Sir E. P. Morris to pass such a law in opposition to the wishes of the F.P.U. Party in the House, and in view of the silly character of the transaction and the inconvenience entailed thereby, must but convince reasonable men of the fact, that most of the Government's actions are very incompletely considered. Consider fishermen of Terra Nova, to what straits you have been placed, and what little common sense is exercised on the part of your rulers in preparing legislation.

That the Inspector General would issue a Public Notice enforcing such an outrageous law and threatening imprisonment of three months for a breach of the same, should set every fair minded man thinking and cause him to ask: What sort of Liberty the People now possess?

Morris was not so smart in enforcing the law compelling provision merchants to sell their flour at a reasonable profit. He is silent and dumb in the matter of Winter and others collecting profits of \$4 per barrel on flour and \$10 per barrel on pork; but he would send a poor fisherman to jail for three months, if he failed to place a 2c. stamp on a receipt for payment of one barrel of flour. It is no wonder the whole electorate is longing for hour to turn out the worst gang of rulers that ever governed a Free People.

Reid had his grab of 200 per cent. on freight rates and another big grab on passenger rates on some of his ships. It was not wrong, according to Mosdell and Pat Devine, for Reid to charge one dollar more for the freight of a puncheon of molasses from St. John's to the West Coast, than the highest advanced war rates on the same package from Barbados to St. John's.

Oh, no, it was not increasing rates, it was only an adjustment; but what an adjustment and on such a monstrous scale. We wonder if Mosdell and P. K. Devine would call it an adjustment if they had to pay the rates as the poor half starved people on the West Coast and other extern districts are compelled to pay?

It was only an adjustment of charges that gave Winter \$4 profit on flour; yet adjustment or increase, call it as P.K.D. may—the poor man who buys flour is compelled to make Winter richer by \$4 on every barrel of flour that is bought from his stock of 25,000 barrels.

The funniest part of all this is, "The People's Party" who rules the Colony, refuse to interfere, not even protest. Why is it they dare not? They sowed their wild oats so generously as to deprive them now of objecting to a crime as barefaced as highway robbery.

Last evening we exposed some of the little things going on here recently. We asked for information about Winter's White Elephant and we are informed that Mr. Winter offered it free rent. We hasten to inform the public, as it is an indication that his conscience is pricking him and he knows he will have to make some restitution for the grab on flour, or he fears the Coaker agitation will compel the enforcement of the laws concerning big profits on flour—and wish to forelead such action by becoming liberal enough to offer a White Elephant for hospital use without charging rent, until the Government sees its way clear to purchase it at a good value, in those times of world war sacrifices on the part of the masses.

The News declares that Sir E. P. Morris's country residence has not changed hands, nor will it be sold to the Government?

The report of the sale of "Baconfield" to the Government has been town gossip for the past two weeks and very generally commented upon. The News should have secured the Premier's denial of the sale, and published it a week ago, in order to set the story at rest.

It is gratifying to find **The Mail and Advocate's** utterances are becoming so effective, and secures the proper information for the public. The News might have gone further in its information and satisfied the public as to the exact amount of grab it has hauled in from the chest since 1909. We asserted the grab amounted to \$100,000. No doubt Mr. Currie would have denied it if he could, but he could not, hence silence sits supreme over The News' slice of boodle.

CONGRATULATES PRESIDENT.

The legislature board of the Brotherhood of Railroad Trainmen, which met this week in Ottawa, yesterday sent a telegram to President Wilson, congratulating him on his re-election to White House. This board is a purely Canadian body, but Mr. Wilson won the railwaymen's appreciation in passing the eight-hour act in the recent railroad dispute in the United States.

Pte. W. Crossman, who was recently invalided home has resumed his former position at the R.N. Coy's freight office.

We regret to learn that Mr. W. H. Tobin has been dangerously ill for some days. His recovery however, is looked forward to.

REVEILLE BY CALCAR

YESTERDAY in the course of our remarks we animadverted to the fact that people often pursue their own selfish aims so closely as to blind themselves to the fact that a broader view and more unselfish attitude would be the best way of conserving their own interests.

Now the Reid Newfoundland Company have ever been most selfish in their attitude towards the government of this country, and this is to-day coming back upon them with tremendous force, and there is very little sympathy for them. Their grasping, griping, greedy and unjust treatment of this country and their absolute indifference to the feelings of the people have done more than enough to turn the country against them and to make the people hyper-critical and suspicious of all their subsequent actions.

The country has not forgotten the infamous railway deal of ninety-eight and all that entailed of bitterness towards the robbers and their hired agents in the Assembly who sold the country to the railway contractors. We have not forgotten how the dock and the telegraphs went to the greedy monopolists together with vast concessions of valuable timber, agricultural and mineral areas.

This iniquitous deal or steal as it was ironically called involved in fact the virtual relinquishment into the hands of the Reids of all that we held in common. It left us nothing but the burden of administering the laws, and collecting taxes for the benefit of the men who held the country in fee simple, together with the people in it. Is it any wonder that there has sprung up throughout the length and breadth of Newfoundland an antagonism and mistrust that will not be laid, but which is ever ready to spring into life whenever the Reid Newfoundland Company attempt any innovation that is not pleasing to the people.

There is no use of trying to let bygones be bygones where such grasping and griping monopolists are the subject of concern. No, there must ever be a constant warfare between the people and such a corporation as the Reid Newfoundland Company, who possess such immense power by virtue of their wealth and position.

Let there be no mistake about it, any peace between the Reids and this country can only be of the nature of a truce. We must forever keep watch and ward along our frontier if we are to guard against any foray and swooping down upon us of this tireless and unscrupulous enemy. That the Reids have assumed the role of a dangerous and powerful enemy is a good deal our own fault.

We had in our power the means to control them and render them harmless, but a corrupt government in an evil hour sold the pass, and betrayed the country into their hands. We ourselves have built up this enemy, and Sir Edward Morris is largely responsible, for it is well known to the country that had Sir Edward Morris the honesty to stand by his party the infamous deal of ninety-eight never could have passed.

This is not of course what we are coming at. We were speaking of the inadequacy and inefficiency of the railway and its failure to meet the demands of the country's traffic. And this is just where the chickens are coming home to roost in the Reid backyard.

Corruption and disdain of the people's interests have been in evidence since the first days of the Reid contract with the Government of this country for the construction of the cross-country railroad.

To-day the Reid Newfoundland Company and the country as well are paying the piper, the former for their open and secret evasion of the strict terms of their contract, and the latter for permitting such evasion to go on. The people are suffering for the dishonesty of those in whom they confided, the Government of the day and the engineering department that should have seen to it that the road bed was properly laid.

Mr. Churchill, the then Government engineer, must bear a lot of the blame for the slighting of the most important item in the construction of a railroad, after the site had been established, and this item is the road bed. The Reids have suffered and are suffering grievously for the way in which the road bed was laid, and may be they wish now that they had been

From Our Sailor Lads

H.M.S. Heroic, c/o G. P. Office, London, England.

My dear mother: I am taking the opportunity with the greatest of pleasure to write you a few lines, hoping it will reach you safe and find you all in good health. I haven't much news to tell you only I am well and enjoying good health at present.

I guess you will be surprised to hear where I am now. I am something like 4,000 miles from home, out very near the Turks. I must say it is very warm weather out here, I hope I will be clear of it by next summer. We are on our ship now, we joined her in September. She is a very good ship and she got very good speed. I have got a chum with me, he is a fellow belonging to Trinity Bay. I get him to write my letters. We are getting on O.K. now, we are used to the routine of the ship. We have a very nice crowd of seamen on board. How did the people do with the fish at home? I suppose everyone secured very good voyages. I was delighted to hear of such good news, as I know good voyages are needed with such a horrible war raging. I guess everything is pretty dear at home now. I cannot tell you much news about the war, as I guess you hear as much as myself, or perhaps more anyhow. I can't say anything, as it is against the regulations to do so. I must now close.

From your loving son,
 JOHN J. HOBBS.

"More Coffins Than Cradles" in Germany.

Pastor, in Pamphlet, Sees Doom of Fatherland.

LONDON.—In a little book bearing the title "More Coffins than Cradles!" Pastor Edmund Krusch, of Karlsruhe, Germany, mournfully laments: "Will the great Death make solemn entry into Germany? Are we one of the dying nations, perishing from loss of vitality? A blush of shame comes over our faces at having to ask such questions while our armies are gallantly fighting against overwhelming hostile forces! These questions ought not to be necessary at a moment when hundreds of thousands of our sons are dying the hero's death in the bloom of their youth for the sake of the Fatherland! And just at a moment when we are taking our place as a world-power of the first magnitude! But it is statistics which force these questions upon our unwilling ears, and the answer must run: 'Our doom is approaching; the danger lurks at our door and shame is already within our gates.'"

Krusch gives some interesting figures to show that Germany really is in danger of having more coffins than cradles per annum. Her most fruitful decade was that ending in 1880, when the average birth-rate per thousand was 29. By 1910 this had fallen to 29.8. For the decade ending 1900 there were 8.5 marriages for every thousand of the population, but in 1910 it was a fraction over 7, so that before the war there had been a decrease of marriages and of births.

"MOST HATED MAN."

AMSTERDAM.—"The man most hated in Germany is the Tagohlis Rundash's description of President Wilson. It declares that for a long time its readers bombarded the editorial offices with protests when it endeavoured to expose the president's methods. But all that is changed," says the paper. "When we enumerate the men most hated in Germany, Wilson's name comes first."

a little more honest and a little more attentive to this important detail.

The narrow gauge is not a very serious draw back seeing that our road is not directly in touch with the continental system. A narrow gauge is of course some disadvantage but not a very serious one.

If the road bed were properly built and curves and grades eased off, the present road should be double the efficiency. Heavier trains could be pulled at greater speed. It may pay people for a while to be dishonest, but sooner or later the rebound comes and the crime must be atoned for.

For an explanation of the freight congestion on the railroad to-day we must go back to construction days, and this is why we say the selfish people are often the least conservative of their own interests.

READ THE MAIL & ADVOCATE

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.

F.P.U. Notes

Private Jensen, the popular soldier lecturer and recruiter, has been invited by President Coaker to deliver a patriotic address before the F.P.U. Convention on the evening of December 5th, and Pte. Jensen has accepted the invitation. The Delegates attending the Convention will therefore have the pleasure of hearing the popular lecturer and will be able to return to their Councils with first-class recruiting information.

Messrs. Mathews and Moulton of Burin arrived in town on Thursday and will represent Burin Council at the Catalina F.P.U. Convention. The Delegates were the bearer of an address from Burin Council, inviting President Coaker to become the Union Standard Bearer in Burin District next year, and also an urgent appeal to visit the Union Councils in Burin District in December of January.

Capt. Jas. Jones of Little Bay Islands is at present in town, and on returning to Little Bay Islands will probably dispose of his fine

two topmast schooner and enter the service of the Union Shipbuilding Co. at Catalina and prepare for shipbuilding next year. Capt. Jones is one of Green Bay's foremost schooner builders and will enter the Company's services in the capacity of foreman-builder. He visited the shipbuilding plants of Nova Scotia and Essex, U.S.A., last year with Mr. Coaker.

The coaster Heckman is at Greenspond loading for St. John's and the Paragon is at Seldom loading for St. John's.

A crew of 20 men will be employed at Southern Bay by the Union Shipbuilding Co. this winter securing shipbuilding timber. Mr. Samuel Yetman will take charge of the men.

Mr. John Moore of Dildo has 50 men employed at Chapel's Arm cutting witch-hazel timber for the Catalina shipbuilding plant—1000 pieces have already been secured.

About 200 men are at present employed cutting framing for vessels to supply the shipbuilding plant at Catalina, and contracts

GLEANINGS OF GONE BY DAYS

NOVEMBER 24

Tasmania discovered, 1642.
 Bishop Scalan preached sermon for benefit of poor of St. John's in "Old" Chapel, 1822.
 Lord Melbourne, Queen Victoria's first premier, died, 1848.
 Capt. Coen, governor penitentiary, died, 1878.
 George H. Emerson sworn Judge, 1896.
 Edward M. Jackman publishes open letter to R. G. Reid, on Railway Deal, 1898.

have been given for 30 schooner loads of shipbuilding timber, exclusive of plank.

Mr. E. Collishaw has contracted for the delivery of 100,000 feet of pine decking, to be used by the Catalina Shipbuilding Co. next year. This pine plank will be sawn at Mr. Collishaw's Badger mills.

READ THE MAIL & ADVOCATE

Reid-Newfoundland Co.
Allan Line Sailings from St. John, New Brunswick

CORSICAN	December 2nd for Liverpool.
SCOTIAN	December 9th for Glasgow.
CORINTHIAN	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.

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.

CLEARING AT 5c. each

These can be taken in pieces and will make Hat Trimmings of any kind.



LADIES' SCARVES Ladies' Silk Scarves

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

Selling 35 cents now

A SILK WOOL SCARF

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

Price 70 cents

HEAVY SCOTCH WOOL SCARF

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

\$1.80 to \$2.00

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

Terra-Nova's Honor Roll.

The following officially reported missing July 1st, are now officially believed killed in Action on that date.

(To the Editor)

Dear Sir,—I beg to enclose here-with copy of despatch No. 778, of the 6th inst., which His Excellency the Governor has received from the Secretary of State for the Colonies in relation to the men of the Newfoundland Regiment who were reported missing after the action of the 1st July last. Very exceptional efforts has been made to trace these men and, in view of the clear evidence that not one of them is a prisoner in German hands, I fear that we must assume that all these brave fellows were killed in action on the 1st July.

His Excellency the Governor remarks that, of those reported missing on July 1st, one (1470 Bennett) was subsequently reported as not missing. Twenty of the original list of missing were reported on the 7th October as killed in action on the 1st July and one other on the 8th October. The remains of these have been identified by scouting parties from other regiments who have been over the scene of action. In the correspondence two men are referred to as prisoners of war. These two men, 945 Barron and 747 Coombes, were lost in the night raid on the 28th June and not in the big attack on July 1st.

I shall be glad if you will kindly publish the enclosed correspondence in the columns of your paper. Direct notification in each case has already been made to the next of kin.

Yours truly,

ARTHUR MEWS,
Deputy Colonial Secretary,
Nov. 23, 1916.

SECRETARY OF STATE TO GOVERNOR,
NEWFOUNDLAND,
No. 779.

Downing Street,
November 6, 1916.

Sir,—I have the honour to transmit to you for the information of your Ministers, the accompanying copy of correspondence with the United States

request that the German Military Authorities differentiate between the members of the Newfoundland Contingent and the Canadian units.

London, October 17th, 1916.

American Embassy,
Berlin, October 6th, 1916.

Sir,—With reference to your communication of August 23rd No. 119 A, relatives to a request that the German Military Authorities differentiate between the members of the Newfoundland Contingent and the Canadian Units, I have the honour to transmit herewith a copy of a Note Verbale from the Imperial Foreign Office, No. 111 b 36050, dated October 4th, 1916, in the premises.

I have &c.,
(Sgd.) J. C. CREW,
Charge d' Affaires ad interim,
Irwin Laughlin Esq.,
American Charge d' Affaires,
American Embassy, London.
Enclosure copy of Note Verbale No. 111 b 36050, dated October 4th, 1916.

Note Verbale.

With reference to the Note Verbale of August 26th, 1916—F. O. No. 12276—The Foreign Office has the honour to state that enquires made at the Prisoners' Camps in which members of the Canadian contingent are interned have elicited the information that there are no prisoners of any Newfoundland regiment among them. We must assume therefore that such prisoners are not to be found in captivity in Germany.

Berlin, October 4, 1916.
To The United States Embassy.

FIRST-NFLD. REGIMENT.
CASUALTIES.

Second Lieut. George H. Taylor,
5 Maxse Street.
398 C.S.M. Robert B. Porter, Grand Falls.
274 Sergt. Thomas Carroll, Bell Island, C.B.
148 Sergt. Michael F. Kelly, 37 Le-Marchant Road.
95 Sergt. Stewart S. Ferguson, Clarendville, T.B.
325 Sergt. Edward F. Gladney, Fort Townshend.
871 Sergt. Charles Reid, 17 Cook Street.

1073 Sergt. William S. Elliott, New-man's Cove, B.B.
1475 Corporal Chester C. Guy, Burgeo.
443 L. Corporal John J. Ellis, 359 South Side.
1247 L. Corporal Edward J. Gardner, British Harbour, T.B.
204 L. Corporal Arthur J. Rendell, 18 King's Road.
1480 L. Corporal John J. Dunphy, 39 Flower Hill.
454 L. Corporal Arthur W. Gillam, Robinson's Head.
194 L. Corporal Augustus Lilly, Quidi Vidi Road.
571 L. Corporal Edward C. Rowsell, 49 Hayward Avenue.
807 L. Corporal Richard E. Hynes, Indian Island, Fogo.
1612 L. Corporal Frank Harnett, Seldom-Come-By.
685 L. Corporal Fred E. Snow, 116 Pleasant Street.
898 L. Corporal Edward A. Ayre, Channel.
1419 L. Corporal Horatio Barbour, Port Rexton, T.B.
979 L. Corporal Frank J. Spurrell, 41 Wickford Street.
1229 Private William Bennett, South Side, St. John's.
1597 Private Wilson Bishop, McCalm, F.B.
67 Private John Breen, Alexander Street.
1192 Private John Carsons, Bayfield, N.B.
1186 Private Harrison Crocker, Heart's Delight, T.B.
15 Private William Dunphy, 23 Princes Street.
1245 Private Henry Evans, St. John's.
65 Private George B. Hatfield, 17 Coronation Street.
621 Private Harry Hynes, Glenwood.
424 Private John A. Jeans, Catalina Bay de Verde.
292 Private Silas Jeffers, Freshwater Bay de Verde.
187 Private Thomas J. Kelly, Placentia.
468 Private David Linehan, John's Pond, St. Mary's Bay.
544 Private George Lukins, 21 Tessler Place.
616 Private Eric S. Martin, 294 Hamilton Ave.
1624 Private James R. Morris, Robinson's Head.
112 Private Edward J. Murphy, Mundy-Pond Road.
279 Private William R. McNiven, Portugal Cove Road.
1391 Private George F. Newhook, Dildo, T.B.

521 Private William J. O'Keefe, 28 Flemming Street.
1220 Private James J. Pike, Avondale.
125 Private Fred Garf, 27 Power St.
1239 Private Patrick J. Hayes, 4 Lyon's Square.
1648 Private Arthur S. Hayward, 34 Flower Hill.
1606 Private George Hawkins, Twillingate.
1133 Private Joseph Hollahan, South Side, St. John's.
1634 Private Michael J. Holland, 37 Freshwater Road.
560 Private James J. Howard, 52 Colonial Street.
602 Private Harold Hutchings, Greenspond.
541 Private Francis T. Lind, Little Bay, N.D.B.
1928 Private Robert Mercer, Blaketown, T.B.
587 Private George Miller, Topsail.
412 Private Kenneth M. Morris, Lower Island Cove.
546 Private Allan Moyes, Topsail.
196 Private Lawrence Murphy, 126 Water Street West.
1592 Private Charles Nelson, Simms Street.
551 Private Albert O'Driscoll, Tor's Cove.
391 Private James J. O'Leary, 21 Scott Street.
1471 Private Charles A. Parsons, Stephenville Crossing.
1535 Private John C. Piercey, Norman's Cove, T.B.
1534 Private Archibald H. Porter, Change Islands.
335 Private Edward J. Rodgers, 11 Sheehan Street.
1217 Private George P. Simms, St. Anthony.
298 Private Charles F. Taylor, South Side, St. John's.
1158 Private Stewart Pinsent, Dildo, T.B.
576 Private Robert R. Simms, St. Anthony.
253 Private George Sparks, Bell Island.
494 Private Harry G. Straithie, Bonavista.
1481 Private Frederick White, Durrell, N.D.B.
1242 Private George Abbott, Battery Road.
1119 Private Joseph Andrews, 249 Water Street West.
1442 Private Ignatius J. Butler, St. George's.
344 Private Rodger J. Callahan, 90 LeMarchant Road.

1400 Private Harold G. Colsh, Ladle Cove, Fogo.
209 Private James P. Connors, Mundy Pond Road.
1663 Private Lewellyn Cranford, New Harbour, T.B.
1435 Private John T. Curley, Wood's Island.
737 Private Edwin Edgar, Greenspond.
1964 Private John J. Duke, Fox Harbour, P.B.
892 Private Francis J. Galgay, 222 Water Street West.
1532 Private Thomas B. Hefford, New Harbour, T.B.
733 Private Michael J. Jackman, Bell Island.
1356 Private Joseph A. King Broad Cove, Bay de Verde.
629 Private Joseph P. Bartlett, Turk's Gut, C.B.
624 Private Allan Burge, Bonavista.
1897 Private Harry Butler, LeMarchant Road.
651 Private John J. Carew, 33 Patrick Street.
1495 Private Nathaniel Croucher, Long Island, N.D.B.
709 Private Ernest L. Chafe, 140 Casey Street.
731 Private Reginald J. Paul, Burin North.
655 Private Josiah H. Penney, Carbonear.
861 Private Michael J. Quigley, 128 Bond Street.
1258 Private Sidney Rideous, Moreton's Harbour.
1234 Private Patrick Richardson, 16 1/2 Duckworth Street.
1677 Private Josiah Smith, Hopeall, T.B.
1626 Private George S. Small, Lewisporte.
1559 Private Gerald Ford, Amherst Cove, B.B.
900 Private Alexander McDougall, Govan, Scotland.
810 Private Campbell W. Nichols, Deer Lake.
727 Private Michael J. O'Flynn, Grand Falls.
763 Private Michael J. O'Neil, St. John's.
675 Private Edward H. Winter, Ren-nie's Mill Road.
1632 Private William A. White, Rattling Brook, N.D.B.
1395 Private Augustin Whelan, 18 Boncloddy Street.
1069 Private Israel Anderson, Channel.
1314 Private James Atwill, 120 Corn-wall Avenue.

938 Private Charles Bowman, 60 George Street.
1485 Private John Barton, Bay Bulls Road.
1074 Private John T. Morrissey, 44 Wickford Street.
1530 Private Eric Moore, 16 Waldergrave Street.
1877 Private Thomas McLee, South Side, St. John's.
993 Private Edward Carrigan, Placentia.
1028 Private John J. Carew, 64 Livingstone Street.
1058 Private Norman Coultas, 80 Patrick Street.
1110 Private Michael F. Lannon, Placentia, S. E.
955 Private Malcolm C. Mahoney, Carbonear.
1068 Private William V. O'Brien, Avondale, C.B.
897 Private Alfred P. Taylor, 2 Cabot Street.
1150 Private James M. Power, St. John's.
1664 Private Aubrey Parsons, Cat Harbour, Fogo.
1399 Private Augustus Penney, Holy-rod, C.B.
895 Private John C. Snelgrove, 6 Belvidere St.
1021 Private Douglas R. Snow, 6 Mullock Street.
964 Private Garland Warford, Upper Gullies, C.B.
1627 Private Kenneth Woodman, New Harbour, T.B.
1460 Private Stanley West, Carmanville.
746 Sergt. William Ollerhead, Heart's Content.
1858 Private Gordon Etheridge, Champeys East, T.B.
63 Private John J. French, Brigus, C.B.
476 Private James P. Haney, 46 Barnes Road.
1571 Private Alfred Johnson, Teignmouth, Devon, England.
826 Private Richard J. Maddigan, 261 Water Street West.
1396 Private William Masters, Harbour Buffett, P.B.
1690 L. Corporal Edwin L. Shave, Fogo.
1202 Private Richard M. Short, New Bonaventure, T.B.
1923 Private John B. Snow, Water Street West, Harbour Grace.
1588 Private Edward West, Apsey Cove, Fogo.

ADVERTISE IN THE MAIL AND ADVOCATE

WEDDING BELLS

A very pretty wedding was solemnized at Gower Street Methodist Church on Wednesday November 22nd, at five in the afternoon, by the Rev. Hemman, the contracting parties being Mr. Alan M. Benson, son of Mr. Joshua Benson, merchant, Grates Cove, and Miss Josie Turpin, daughter of Mrs. Joseph Clarke, 2 Lyon Square, of this city.

The bride was very attractively attired in a pink satin dress, prettily trimmed with silk over-lace which, together with the bridal veil gave her the appearance of everything that a bride should look. She entered the Church supported on the arm of Mr. Geo. Lane, who also filled the position of father-giver.

The groom was attended by Mr. E. R. Clouston, who performed the duties of best man, while the bride was ably attended by Miss Jennie Hudson as bridesmaid.

After the ceremony the happy couple repaired to the residence of the bride's mother, followed by the guests in carriages, where a sumptuous meal was partaken of, after which the usual amusements accompanying such occasions were kept up till the small hours of the morning.

The groom's present to the bride was a grand upright piano, and that of the groom's father was in the form of a substantial cheque. They were also the recipients of many and various gifts which show the popularity and favor in which both are held. After a few days' stay in the city they will proceed to their future residence in Grates Cove.

SONS OF ENGLAND



An Emergency Meeting of Lodge Dudley, No. 27, S.O.E.B.S., will be held in Victoria Hall on to-morrow (Saturday) at 2 p.m., for the purpose of attending the funeral of our late Brother

W. H. GOODLAND, P.P. Members of Lodge Empire and transient brethren are invited to attend.

By order of the W.P., CHARLES W. UDLE, Secretary.

Society of United Fishermen

ST. JOHN'S LODGE, NO. 5. An Emergency Meeting of St. John's Lodge, No. 5, will be held in the British Hall to-morrow (Saturday) at 1.45 p.m., for the purpose of attending the funeral of our late Brother

W. H. GOODLAND, P.M. A full attendance requested. Members of outport Lodges invited to be present.

By order of W.M., A. E. WITHCOMBE, Secretary.

GRAND LODGE

An Emergency Meeting of the Grand Lodge, S.U.F., will be held in the British Hall on Saturday at 1.45 p.m., to attend the funeral of our late Brother

W. H. GOODLAND, P.M. By order of Grand Master, J. C. PHILLIPS, Grand Secretary.

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, Sec.-Treas.

INSURANCE AGAINST LOSS BY FIRE.

We are prepared to issue policies insuring property of almost every description, wherever situated in Newfoundland, against loss and damage by Fire. Our rates are the same as all other Companies doing business in Newfoundland. We aim to settle losses as promptly as possible. If you are not covered and want insurance, write to or see our Agent, MR. J. A. CLIFT, Law Chambers, Duckworth St., St. John's.

Caledonian Insurance Co. (The Oldest Scottish Fire Office) nov8, cod, 1m

Weekly Meeting Civic Board

Mayor Gosling presided at the meeting of the City Council last night. The East End employees of the Council wrote asking for an increase of 15 per cent. in their wages.

The matter will be fully considered. The Engineer will report on the application of the Reid Mfd. Co. to erect a coal shed. He will also report on Davy Bros' plan submitted for the erection of an annex to W. B. Frazer's House 101 Gower St.

The Solicitor reported on the claims of J. E. Savage and Robert Long, of Battery Road who alleged that their coal was washed away when a break occurred in the water main leading from George's Pond. The Solicitor says, they, and all citizens, have a right to public sidewalks in transit, but when they dump coal on them they assume all responsibility.

A copy of the letter will be forwarded Messrs. Savage and Long. The Health Officer reported that two cases of infectious disease occurred during the week.

Mr. R. C. Coleman made application to install a motor engine in Foran's Building, McBride's Hill.

The Engineer will enquire. The Engineer reported that owing to weather conditions work on the water extension service was delayed.

The reports of the Waste Water Inspectors were submitted by Supt. Rooney, which showed that 72 defective services had been located during the week. The East and West Road Inspectors, as well as the Sewerage Inspector gave notice in reply to a circular from the Council giving the number of men required for winter work. The matter will be considered by the Council.

Mr. J. Chowan's plan for projected addition to house on Lime Street was referred to Engineer.

A communication was read by the Mayor from Engineer Longley re the water system, after which the meeting closed.

RECRUITING RALLY LAST NIGHT.

Another recruiting rally was held last night and was largely attended. Squads of Volunteers and Naval Reservists paraded Water Street with a bugle corps at their head and the men at intervals sung patriotic songs. The procession wended its way to the British Hall, where the gathering was addressed by Lieut. Cyril Carter and Mr. W. R. Howley, K.C. Lieut. Carter, the veteran, who is permanently crippled owing to his devotion to the cause made a stirring address and related his experiences with Ours in graphic style, ending with a powerful appeal for more men to fill the place of our fallen heroes.

Mr. Howley extolled the patriotism and gallantry of Lieut. Carter and like him and last made an appeal to elegibles to enlist. There were not at all sufficient men showing up and too many cannot enlist. We can and will win but we must have men and still more men to do so and he appealed to the women folk also to influence brothers, sons or sweethearts to enlist. Another meeting will be held to-night.

Commander MacDermott, R.N.R. and Mr. H. E. Cowan, will be the speakers to-night at the recruiting parade which will leave the Court House about 7.30 and parade up Water St to Steer's Cove and then back to the British Hall. The S. A. Band will be in attendance.

Yesterday the Board of Trade had the following from Lind and Oporto, Oporto, under date Nov. 17th: "The position of our market continues satisfactory, and the demand for good qualities of large, medium and small fish, is good."

AT THE CRESCENT.

Lillian Gish is presented at the Crescent Picture Palace to-day in "During the Round Up," a great Western cow-boy drama. Vola Smith, Jack Mulhall and Charles Perley in "Celeste," a two-act Biograph drama of love and mystery. Plump and Runt in "One too many," a lively Vim comedy, and a Vitagraph topical, "Life and Training in the U. S. Navy. Professor McCarthy plays a new and class musical programme. Douglas J. Stewart sings a new novelty song. Don't miss this big show to-day. On to-morrow the usual great big matinee, extra pictures for the children's benefit.

On Tuesday there was a good herring fishery in the vicinity of Green Island, Pearl Island, and Big Island. Ralph Braffe, of Middle Arm, landed twice, securing in all about 50 tubs.

George Davis got 30 tubs herring from two fleets on Tuesday, and on Wednesday he took 13 tubs from one fleet. Around Green Island on Monday boats secured from 8 to 10 tubs herring per fleet.

At Bonne Bay. A strong, northeast wind with heavy sea interfered with the herring fishery at Bonne Bay on Wednesday and Thursday.

On Tuesday there was very good fishing at Bonne Bay, and boats secured from five to six barrels per fleet.—Western Star.

LOCAL ITEMS

A case of scarlet fever developed in Maxse Street yesterday. The sufferer was removed to the Hospital.

There was a clean docket in court to-day, not a solitary prisoner appearing before the Bar.

Capt. George Barbour, who has been in town for the last few days, is leaving by the Prospero to-day for home.

Work upon the construction of the new hospital at Bowcock's place is being suspended soon. The interior work will, however, continue.

Mr. Wm. Aspell, who has been caretaker of the Colonial Building for a number of years, and who has reached his 77th year, is now very ill. We hope, however, to see him around again soon.

Mr. Andrew Broaders, vice-president of the F.P.U., has been in town since Tuesday setting up his Fall business and is leaving for home by the Prospero to-day.

An inquiry into the death of the young man Cranford, who lost his life on Saturday last at Whitbourne, while engaged as a train hand, began before Mr. McCarty yesterday in the Magistrate's Court. Some witnesses were examined.

A number of men employed in the construction of the Imperial Oil Company's premises were to-day engaged in removing a heavy piece of plate glass up Water Street. It proved an undertaking requiring great care and was successfully performed.

The Marine and Fisheries Department were advised to-day to put up No. 4 storm signal. This indicates the approach of a storm, the wind blowing at first from a westerly direction.

Quite a number of country folk tre in town to-day with vegetables and meat, fearing to remain until their regular market day, which is Saturday, owing to the unsettled condition of the weather.

Mr. John Davis, of Fox Hr., Placentia Bay, is in town settling up his Fall business and will be returning home to-morrow.

A number of fishermen from the nearby outports are carting in their fish these days. Mr. J. T. Morgan, of Hopewell, experienced some difficulty in disposing of his fish yesterday, as none of the firms seemed disposed to buying owing to the condition of the weather.

Commander MacDermott, R.N.R. and Mr. H. E. Cowan, will be the speakers to-night at the recruiting parade which will leave the Court House about 7.30 and parade up Water St to Steer's Cove and then back to the British Hall. The S. A. Band will be in attendance.

Yesterday the Board of Trade had the following from Lind and Oporto, Oporto, under date Nov. 17th: "The position of our market continues satisfactory, and the demand for good qualities of large, medium and small fish, is good."

Mr. E. Whiteway has had three very urgent cases for treatment at the Hospital to-day. Their names are Michael McLaughlan, from the city, internal trouble; Chas. Neyhook, Norman's Cove, T.B. and J. Thorne of Torbay. All three cases are of a very serious nature. At present there are over 100 patients seeking admittance to the institution for which no room is available.



OUR QUESTION IS,

What will you do if you have a fire and haven't any insurance? Can you stand this loss?

IT'S FOOLISH TO TAKE YOUR OWN FIRE RISK

when our premiums are so low Don't take chances, but . . .

HAVE US INSURE YOU in one of our companies. Why not do it to-day?

PERCIE JOHNSON Insurance Agent.

Private Jensen at Portugal Cove

The C. E. Parish Hall was crowded to its full capacity on Tuesday night to hear the hero of Ypres lecture about 8 o'clock. Pte. Jensen arrived from town accompanied by Mr. John Browning, the Misses Sybil and Estelle Johnson and M. W. W. Blackall. Pte. Gladney, D.C.M. also occupied a seat on the platform. The Rev. Mr. Legge, rector of the Church of England, presided, and introduced the speaker.

Pte. Jensen on arriving was given a great ovation by the big audience present, who admire his brave and untiring soldier in his noble efforts to support the great cause of the Empire. His speech, which occupied over an hour, told of the great respect from every quarter of the great Empire where Britain's prestige was threatened. He told of the first recruiting rally in Canada, and took his audience through all the preliminary training, then across to the Old Land, and told of their reception there. He then took us in thought to the mighty conflict, vividly describing the actual conditions there—the great guns booming—the powerful searchlights, the flare of which in the sky reminded him of the aurora borealis; the beautiful cathedrals and churches laid in ruins; the devastated homes the desolated inhabitants; the deadly gas and liquid fire; the machine guns spitting out death at the rate of five to seven hundred bullets a minutes. He warmly praised the great work of the "Grand Red Cross" as he termed it—that Society to which he himself owned so much; and he exhorted all to give of their substance to the support of that Society. Many could not do to the war themselves, but they could all do something to help bring this terrible business victoriously to an end. Those who give their money to help on this war should remember that they are not making a present; they are paying a debt to the Empire—a debt that they ought to be glad to pay in that way, seeing that so many others were paying it in blood. He warmly extolled the work of the navy, reminding us that but for its existence the price of codfish in Newfoundland would not be \$2 per quintal. He closed by expressing his delight that so many men from Portugal Cove had responded to the call of Empire, and exhorted any who may still be hanging back to make up their minds, there and then, before conscription is put into force, and they are ignominiously dragged to the front. Those sweethearts who are trying to persuade their young men not to go and join the colours were "no good," and those young men who yielded to their persuasions were ditto. Mothers, too, should realize the awful position they are placing their sons in by refusing to consent to their enlisting. They were allowing their sons to be branded as cowards and shirkers.

The lecture was divided into two parts Miss Sybil Johnson entertaining the audience in her own inimitable way with a violin solo during the interval.

At the close of the lecture a hearty vote of thanks was proposed by Mr. Rose, seconded by Mr. Hussey and supported by Mr. Moulton and was carried unanimously. Cheers were heartily given for Pts. Jensen and Gladney, after which the meeting closed by singing the National Anthem.

A collection amounting to \$35.00 was taken up.

SHIPPING

The S.S. Kyle was due to arrive at Port aux Basques this morning.

The S.S. Prospero is expected to sail north at noon to-day.

The schooner Ophelia is now loading codfish at Smith Co., Ltd. for the European market.

The schr. Tulip, Capt. N. Kean, hauled into the F. P. U. premises to-day to discharge fish.

The schr. Cabot, Capt. Barbour, leaves the F.P.U. wharf to-day for home.

The S.S. Susu is taking on board a full general cargo and will sail north at 7 o'clock this evening.

The S.S. Florizel left New York at 4 a.m. Wednesday for Halifax and this port.

The S.S. Holeybury has arrived at Lewisporte to take on board pitprops for the Old Country.

The Clontonia took a cargo of 3,408 qtls. of codfish from A. Goodridge and Sons Ltd. for Gibraltar.

The S.S. Sable Island which left here recently, is due again next Wednesday with a cargo of cattle and produce from Charlottetown and North Sydney.

The Florizel, which is now on her Halifax only on her return trip. This return trip will load freight for arrangement has been made in order to clear off the great amount of freight which has accumulated at late.

The S.S. Shela, which is due about Sunday, will load freight for New York and proceed there direct.

ROAD IN BAD STATE

To-day the Messrs. Best and others came from the South Side to make protest against the condition of the roadway below Job Bros. premises on the South Side. At the present time it is highly dangerous to pass there at night and people doing so take their lives in their hands. Intense darkness prevails, there being only a couple of drain lamps, where at least 12 good lights are wanted and the place is filled with pipes &c. which are impediments to pedestrians. Both carpenters and doctors, if required, justly refuse to go to this section after night-fall and the people are put to great inconvenience. Some attention should be immediately given the place, it not serious accidents must occur.

CITIZEN'S COMMITTEE MEETING.

Mr. W. A. O'D Kelly presided at last night's meeting of the Citizens' Committee Executive. Consideration was given to the new charter sections 217 to 235 and there was considerable discussion on the matter that the Council, according to its provisions, are not limited as to the percentage on which taxes are calculated. The further consideration of the matter was deferred until section 237 is again debated. Clause 225, wherein rental value are determined in the cost of the erection of property was cut out. As to appropriations the committee favoured the continuation of the present triennial system.

FOUND DEAD YESTERDAY

The Minister of Justice had a message yesterday afternoon from Magistrate Hogan of St. Mary's saying that James Cahill, aged 48, had been found dead near the town of St. Mary's. The message stated that the man had been weak-minded and died as the result of exposure. Magistrate Hogan will hold an enquiry.

DAY OF INTERCESSION

Under resolution of the General Board of Missions of the Methodist Church of Canada, to-day has been set apart as a day of intercession for Missions and Empire all over the Island. In the city to-day special services for women will be held at Gower Street Church at 11 a.m. and 3 p.m. and a united meeting to-night at 7.45.

GOING TO QUEBEC.

By Sunday's express quite a number of young men from the city and outports will leave for Quebec to engage in some of the pulp factories working in that province. Several of the men are tradesmen who are not satisfied with conditions here at present, nor the outlook for the future. Good wages are offered and the passage of each man is paid from St. John's to his destination.

Quite a number of the outport volunteers were allowed to visit their homes yesterday. The usual indoor exercises were performed by the boys at the Armory.

OUR VOLUNTEERS

The following young men enlisted in the volunteers the past few days. H. F. O'Brien, St. John's. Wm. J. Coveyduck, St. John's. Jno. O'Brien, St. John's. P. Hisecock, St. John's. J. K. Malone, St. John's. Samuel G. Stanley, St. John's. Alex. Pusbie, St. John's. Fred. O'Dea, St. John's. Jno. Roberts, Bay D'Espoir. I. Gillam, Jackson's Arm. Dominic Fully, Moscov.

THE OPERETTA "GENEVIEVE"

The reproduction of this operetta by the pupils of the Presentation Convent of the Episcopal Library last night drew a large and most appreciative audience, amongst them being Rev. Dr. Carter and many of the Christian Bros. The operetta was given a splendid delineation, the various characters being taken by Misses Josephine O'Mara, Madge Meaney, M. and Kitty Croke, L. Shortall, Connors, Oilphant, Savage and Lawlor. A feature was the singing by Miss L. Brown at the interval. The operetta will be given as a matinee to-morrow.

A cable has been received by Mr. Jos. Miller from Cadiz, saying that the schr. Alameda went ashore in Cadiz Bay recently in a gale of wind and became a total loss. The crew escaped.

Teachers' Contest

In the month of April last I offered certain prizes to teachers for the purpose of stimulating their minds and thoughts in relation to Empire and Patriotism. The teachers were grouped for the purpose of competition thus:

Group A, Third grade and ungraded teachers, Group B, Second grade teachers, Group C, First grade teachers, Group D, Teachers of still higher grade engaged in College and similar institutions whom I classified for convenience as of Academic Grade.

I regret delay in making the essays and making the awards, but so much of my time has been taken up with patriotic work that I feel I may claim the indulgence of those interested.

I have carefully studied the essays and papers in the several groups, and my award is as follows:

Group A: First prize, \$5.00—Robert Plowman, Teacher of the Long Pond School. Second prize, \$4.00—Laura Elizabeth Hoffe, Teacher of the Red Rod Cove School.

Group B: First prize, \$3.00—George Edward Greenland, Teacher of the Stone's Cove School. Fourth prize, \$2.00—Cyril Haynes Stone, Teacher of the Lally Cove School.

Group C: First prize, \$1.00—Lorina Mercer, Teacher of the Spout Cove School. History of Settlement.

Group D: First prize, \$7.50—George Camp, Teacher of the Pushthrough School. Second prize, \$5.00—Emmie F. Morgan, Teacher of the Whiteway School. Third prize, \$2.50—Theodore Bugden, Teacher of Bay L'Argent School. Empire Day Catechism.

Fourth prize, \$1.50—Elizabeth Steed, Teacher of Preparatory Dept. of Bishop Field College.

Second prize, \$5.00—Conrad Cluett, Teacher of Middle Brook School. Third prize, \$2.50—J. H. Eustace, Teacher of Sandy Point School.

Group E: First prize, \$10.00—Amelia Calton Martin, Teacher of Heart's Content School. Second prize, \$5.00—Wilfred Verge, Teacher of Change Islands School.

Honourable Mention: H. C. Hussey, Teacher of Portugal Cove School; C. G. Jones, Teacher of Spaniards Bay School.

Group F: First prize \$15.00—Vincent Cluett, Teacher of Bishop Field College. Honourable Mention: A. J. Goodland, Teacher of Harbour Grace School.

The essays and papers were most creditable, those of Mr. Cluett and Miss Martin being of exceptional merit.

W. W. BLACKALL B.A., Supt. Education (C. of E.)

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.

A good sign of herring has been reported from Bonne Bay.

KEROSENE OIL For Sale at lowest market prices. SMITH CO. Ltd. Telephone 506.

GOOD VALUE SMOKING TOBACCO 15c. per Cut M. A. DUFFY, Sole Agent.

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. nov23,3i

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

FOR SALE—A First Class Trap Skiff, 30 feet on top, 7 feet wide, 30 inches deep, 21 feet keel; 5 years old, one summer in use, and well built. Further particulars apply to THOMAS CULL, Caplin Cove, Bad de Verde.—nov22,3i

FOR SALE AT A BARGAIN—Pianola and 55 Records. Instrument is practically new and has every appliance to produce best results. Apply to M. H. FINDLATER, Ordnance Street.—nov23,3i

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, R.B. Apply to N. KEAN, Brookfield.—nov24,6i

RUBBER GOODS We have in stock now a full line of all kinds of Rubber Goods, selling at old prices. RUBBER SHOES Child's and Misses' Low and High Cut Robbers. Boys' and Youths' Low and High Cut Rubbers. Ladies' Low and High Cut Rubbers. RUBBER BOOTS Child's and Misses' Long Rubber Boots. Women's Long Rubber Boots. Men's Bear Brand Rubber Boots. Youths' Bear Brand Rubber Boots. BUDDY BOOTS All Sizes in Boys' and Men's Buddy Boots. OLD PRICES IN EVERY CASE. Nicholle, Inkpen & Chafe Limited. 315 WATER STREET 315 Special attention given to Mail Orders. Agents for Ungars Laundry & Dye Works.