

# THE MAIL AND ADVOCATE.

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## ROUMANIA AGAIN BECOMES THE CENTRE OF INTEREST

Driving Eastward Through Western Wallachia the Austro-German Forces are Now Reaching Out for Craieva and the Town of Orsova in Hungary and Bucharest—Manoeuvre Places a Menace in Rear of Roumanian Fighting in North on Hungarian Soil—Retirement of Roumanians in Campolung Sector Continues—Petograd Says Roumanian Attacks Against Teutons on the Danube are Unsuccessful.

LONDON, Nov. 21.—With the end of the first stage in the Franco-Serbian campaign, which resulted in the capture of Monastir by the Bulgarians and Germans, and the diminution of hostilities in the Somme region, in France, except for bombardments and isolated infantry actions, Roumania has again become the centre of interest. Driving eastward through western Wallachia the Austro-German forces are now reaching out for Craieva, lying on the railway midway between the Danube and the town of Orsova in Hungary and Bucharest. This manoeuvre apparently places a menace in the rear to the retreat of the Roumanians fighting in north on Hungarian soil disputing with the Austro-Germans the passages of the Transylvanian Alps leading to the plains of Wallachia in the Jull Valley region. The retirement of the Roumanians continues in the Campolung sector. Petrograd reports further Roumanian attacks against the Teutonic Allies have been unsuccessful on the Danube front. In Dobrudja artillery engagements are in progress from Silistria to Oltina.

Fighting in the Macedonian from the Cerna river to Lake Prespa, ended in a complete victory for the Entente forces, says the Par's War Office. The Serbs have not as yet entered Monastir, captured on Sunday, the town having been virtually destroyed. According to unofficial accounts the Entente forces have occupied villages to the north of the town and are declared to be still in pursuit of the

Germans and Bulgarians. Berlin says, however, the newly-chosen positions selected for their retirement, north of Monastir have been entered by the Germans and Bulgars without pressure from their antagonists and also that new German forces have reached the fighting scene.

German artillery on the Somme front near Beaumont-Hamel and Guedecourt, and on the Verdun sector, near Douaumont has heavily shelled British and French positions.

Strong forces of Austrians in an assault on the summit of Hill 126, on the Carso front, in the Italian theatre, have captured Italian entrenchments.

Cold weather has set in on the Russian front and as a consequence little fighting is going on there.

### The Siege and Fall of Antwerp

Colonel Winston Churchill in the Sunday Pictorial Says Belgians Left Unaided Too Long Lost Confidence.

LONDON, Nov. 20.—Colonel Winston Churchill yesterday began in the Sunday Pictorial a story of the siege and fall of Antwerp. Churchill says that the Admiralty at the outset urged the immense importance of Antwerp and the need of vigorous measures for its defence, but that nothing was done during the entire month of September. Only when the German bombardment started and an insistent cry for help came from Belgians he says did the Anglo-French Government consult and decide upon measures of relief. Churchill explains his visit to Antwerp by saying it was a natural decision of a small group of Ministers who met at Kitchener's house at midnight, that some one in authority who knew the whole situation should travel swiftly into the city and ascertain what should be done. The article concludes with the statement that the situation could have been saved a week earlier but the Belgians left unaided too long, lost confidence.

## NEWFOUNDLANDERS HEROES OF THE SOMME FIGHTING

Advanced Superbly Into Death Trap When English Troops Were Cut to Pieces.

(Special Cable Despatch to The Sun from The London Times.)

LONDON, November 11.—In the course of a long article on the British overseas troops The Times correspondent at British headquarters writes under yesterday's date:

"Former despatches have paid tribute to the Newfoundlanders, whose record is as fine, though as tragic, as that of any troops who ever fought for England. In the first attack of July 1 the English troops overran the first German line, but were so terribly thinned in number that they could not make their way through the defences beyond.

"The Newfoundlanders advanced to support, and went superbly into what proved a veritable death trap. No soldiers in the world could have done better. They have the proud and melancholy distinction of having lost officers and men in larger proportion to the total strength than any other troops that day.

"Three months later the Newfoundlanders had their second chance. Conditions were more nearly even between the enemy and themselves. Less than half the normal strength of the battalion went into action over the parapets and reached a German trench 400 yards away. The trench was held in strength by the enemy, who stayed to meet them.

"When the trench was ours there was hardly a Newfoundlanders' bayonet which was not red with German blood. The trench was full of enemy dead. Those who were not dead were prisoners.

"Then came the counter attacks. The little force spread out, held the trench, which was normally a front for two battalions, and beat off counter attack after counter attack. When night fell the Newfoundlanders were very tired but very satisfied. To this moment when the battalion speaks of that day it is with great content."

The writer pays a fine tribute also to the Canadians, New Zealanders and Australians. "No history of the battle of the Somme can ever be written without the tale of the fighting for the Regina trench, named after a Canadian town, Regina, Saskatchewan."

Concluding, the writer declares: "I have heard English officers speak of the advance of the Australians as the finest thing they have ever seen. I have heard Australians speaking of English troops say, 'God, if we could fight like that!'"

[The above clipping from the New York Sun of Nov. 12th. was sent us by Mr. A. B. Morine, who says: "It makes me very proud of the Ancient Colony."—Ed.]

## ENTER MONASTER ON HEEL OF RETREATING BULGARS

Greeks Refuse to Comply With Request

ATHENS, Nov. 21.—The Crown Council has decided, in principle, to refuse to the surrender of arms and ammunitions of Greece to the Allies, as demanded by Vice-Admiral Dufournet.

King Constantine on leaving the palace after the meeting was cheered by a crowd, which was waiting the conference's decision. It is understood Premier Lambros will remain in power for the present.

### Socialists Cry Peace

German Socialists Who Support Kaiser Since Beginning of War See No Chance of Victory and Ask for Peace

NEW YORK, Nov. 21.—A special London despatch to the New York Sun this morning says much excitement has been caused in Germany by the publication in the Vorwaerts, a Socialist organ, of an exceptionally frank plea for peace by Herr Scheidmann, head of a section of Socialists in the Reichstag, who have upheld the Kaiser since the beginning of the war. The article is headed "Defence and Peace" and says: "An attitude of absolute victory is impossible for either side. It is as well we recognize this and make up our minds we must be satisfied if we can keep enemy at bay. Why, therefore, should peace not be made?"

Last Bulgarian Patrol Left the City at 9.30 a.m. Just as the Allied Advance Guard Entered—Women Showered Flowers on the Victors as They Marched Through the Streets—The Enemy the Night Before Piled all the Stores and Set Afire the Ambulance Barracks Garage Depots and all Buildings of a Military Nature—Bulgars Abandoned Quantity of Material

PARIS, Nov. 21.—Allied troops entered Monastir on the heels of the retreating Bulgarians according to a description of the fallen city telegraphed the Petit Journal by its correspondent on the Serbian front.

The despatch, dated Sunday, says: "The last Bulgarian patrol of seventeen troopers left the city at 9.30 a.m., just as the Allies' advanced guard entered. Women showered flowers on the victors as they marched through the streets. The night before, the enemy after three defiling through the main street pillaged all the stores and towards midnight set fire to the Ambulance Barracks, forage depots and all the buildings of a military nature. The retreat was begun about 3 a.m. Officials had evacuated the night before, and nearly three thousand Bulgarian families left in two days. The enemy was not clear of the outskirts until 8 a.m. The enemy is being closely pressed, but bad weather makes both pursuit and retreat difficult. The enemy will attempt to form one line seventeen miles to the north, which was prepared two months ago. The last two days he had been obliged to abandon an enormous quantity of material. We found among other things at Monastir a number of locomotives, which will be put to use."

## Canada is Determined Says Borden

Premier Says Canada is as Resolute and Determined to Maintain the Causes She is Fighting For as She Was on August 4th, 1914—Paid Splendid Tribute to Women of Canada

NEW YORK, Nov. 21.—Canada's determination to wage the war to a triumphant issue without truce or inconclusive peace was emphasized by Sir Robert Borden, Premier of Canada in a speech at a dinner of the Canadian Club held last night.

Outlining the cause for which the Canadians have thrown themselves into the struggle as one of humanity and civilization, the Premier said he had been commissioned to bring this message to Canadians in New York. "We are as resolute and determined to maintain that cause to the end as we were on the 4th of August, 1914." Prolonged cheers greeted this announcement. The Premier stirred his countrymen to high enthusiasm when he recounted Canada's sacrifice and endeavours since the war began. He paid unstinted tribute to the women of Canada for their part in raising funds for war relief and other necessities, characterising their heroism and devotion as an inspiration to the men at the front. "I reverence the women of the United States for what they have done," the Premier said, "but I shall bow to the womanhood of the world for what the women of Canada have done in this war."

### Neutral Hospitality For Invalidated Soldiers

BERNE, Nov. 20.—Nearly 20,000 French, British and German prisoners ill or convalescing, are now in Switzerland. Eight thousand additional French and 5,000 more German prisoners in similar condition are expected to begin arriving on Thursday. The Swiss Government is offering hospitality to all such prisoners who under mutual arrangements of the belligerents, can be sent to Switzerland. Many convalescents are among the number.

### Austrians Gain Ground On the Carso Front

ROME, Nov. 20.—Austrian troops have gained some ground from the Italians on the Carso front according to to-day's war office announcement.

## British Advance Was Made In a Blinding Snow Storm

Saturday's Advance is Described as Winter's First Battle in Snow—Stroke Was Delivered in Blinding Snow Storm Before Day-break—Canadians Especially Had Numerous Brisk Hand to Hand Conflicts in German Trenches Which Were Concealed From Observations by Heavy Snowflakes—Snow Replaced by Slush and Fog Halted Operations

LONDON, Nov. 21.—A special despatch from British headquarters in France describes the British advance on Saturday as the winter's first battle in the snow. The advance was swift following the victory at Beaumont-Hamel. The stroke was delivered in a blinding snowstorm before day-break. For three days the weather had been freezing so that puddles were frozen to a depth of three inches in the road surface. It was raining hard on Saturday morning and the advancing troops found the earth blanketed with snow. The advance was made by British and Canadian troops, and was preceded by a short, but fierce, bombardment. The Canadians especially, had numerous brisk hand-to-hand conflicts in the German trenches, which were concealed from observation by heavy snowflakes. Thaw began about 10 o'clock in the morning. The snow was quickly replaced by slush with a raw November fog, which halted operations.

### German Sub Sank Arabia

U. S. Officials Hear British Liner "Arabia" Was Sunk by German Submarine—News Makes Deep Impression in Official Quarters.

### Food Control Under Way

Board of Trade Begins Work Speedily Under New Food Regulations—Issue Two Orders to Take Effect Nov. 27th.

LONDON, Nov. 21.—The Board of Trade has begun work speedily under the new food control regulations. Two orders issued, which will come into operation Nov. 27th, deal with wheat and milk, one regulate the per centage of flour which may be milled from 73 to 78 per cent, and stipulates that after January first, only flour made in accordance with this schedule to be used for food. The milk order fixes the maximum price not exceeding the price which prevailed on Nov. 15th, or alternatively at a price that may not exceed by more than the specified amount the price which prevailed in the corresponding month before the war, this amount being twopenny per quart. The order doesn't apply to condensed or dried milk, or milk preparations.

Fingers were made before forks—but not your fingers.

## OFFICIAL

BRITISH

LONDON Nov. 20.—In the successful Ancre offensive we captured 7,000 prisoners, extending our line to the outskirts of Grandecourt and Serre. The French repulsed severe attacks north and south of the Somme River. The Serbians and Allied troops have defeated the enemy and occupied Monastir.

Despite stout resistance by the Roumanians the enemy continues to make progress in the Jull Valley and Rothentrum Pass.

There is little change on our front. British seaplanes have again bombarded Ostend.

BONAR LAW.

FRENCH

PARIS, Nov. 20.—The French official communication on the progress of hostilities on the front in France issued this afternoon reads as follows: "The night passed in relative quiet on all fronts." The Allied troops have been complete victors on the Macedonian front from the River Cerna to Lake Prespa according to another announcement.

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## Students Riot in Athens

Pro-Entente and Pro-Loyalist Students Engage in Fight as Result of pro-Entente Supporters Holding Mass Meeting to Ask King Constantine to Abandon Neutrality and Espouse Cause of the Allies

ATHENS, Nov. 20.—A number of students of Athens University comprised the principal portion of a gathering of pro-Entente supporters who held a meeting yesterday. They were headed by Prof. Patmezas, of the Law Faculty of the University, and an endeavour was made to secure a mass meeting of the students for the purpose of passing resolutions to King Constantine to favour abandoning neutrality and espouse the cause of the Allies. Loyalist students objected to this and a fight ensued which the police had to be called upon to quell and in the course of which several persons were hurt.

ATHENS, Nov. 20.—A Royal decree issued to-day, accepts the resignation of the officers of the Greek army who desire to join the Provisional Government at Saloniki, and orders their liberation from Syngros prison, where they have been confined on charges of desertion from the Greek Army.

LONDON, Nov. 20.—The Greek Government has ordered the University of Athens to be closed owing to the disturbances on the part of the students, Reuter's Athens correspondent cables.

### Peaceably or Forcibly

LONDON, Nov. 21.—Reuter's correspondent under date of Nov. 20th says Vice-Admiral Du Fournet has notified the Austrian, German, Bulgarian, and Turkish Ministers in Greece they must go aboard a steamer which has been placed at their disposal, otherwise they will be taken forcibly.

The American legation the correspondent adds, has undertaken the protection of Austrians, Turks and Bulgarians in Greece, while the Spanish legation will take charge of German interests.

READ THE MAIL & ADVOCATE

## Denies that Sub Fired on Life Boats

Germany Says the Submarine Did Not Fire on Life Boats Containing Crew of British Steamer Rowanmore—Says the Crew Owe Their Lives to Skill and Precaution Taken by Submarine

BERLIN, Nov. 21.—Secretary Grew of the United States Embassy, received to-day the German reply in regard to the sinking of the British steamer Rowanmore, and the three steamers which were lost in September.

In regard to the Rowanmore, the German Government denies that the submarine fired on lifeboats containing members of the crew and maintains that the men owe their lives to the precautions taken by the Germans and the skill with which their operations were carried out.

In respect to two of the remaining steamers in question the Government stated they were not sunk by German forces and maintains that the Antwerpen, the third steamer was destroyed in full accordance with the rules of international law. The Antwerpen was built at Newport News for the Standard Oil Company and was on her maiden trip to London when she was sunk.

### British Official

LONDON, Nov. 21.—During the night our line was heavily shelled southwest of Grandecourt, says to-day's official statement from the French front.

To the right of our new front a hostile patrol fell into our hands. Enemy trenches were successfully raided at Gommecourt and in the neighbourhood of Rocklinecourt and Ypres.

### Schooner Lost Off The Irish Coast

HALIFAX, N.S., Nov. 21.—The tern schr. Kenneth C., from Liverpool for Halifax in ballast, is wrecked off the Irish coast. The crew are saved.



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**What Canada Is Doing  
For Her Fisheries**

**Speech of Hon. J. D. Hazen, Canadian Minister of Marine and Fisheries, Delivered at St. John, N. B. Nov. 7-**

(Fredericton Daily Gleaner)  
 It may be here well to briefly touch on some of the things my department is doing to aid in the development of our fisheries.

The remoteness of our larger centres of consumption, such as Montreal and Toronto, from the seacoast has already been pointed out. It is also a fact that these centres are considerably nearer American than Canadian ports. This condition, coupled with the fact that before the department intervened, owing to the small shipments offering, the Canadian railways did not find it feasible to place proper facilities at the disposal of the shippers, and that the express rates were high—being \$1.50 from Halifax or Mulgrave to Montreal, as compared with 80c. per 100 lbs. from Portland—resulted in these markets being largely supplied from United States sources, and in some instances with fish that had first been exported to that country. All this has been changed, largely on account of the transportation facilities made available to the dealers. By arrangement with my department, the following special facilities are now available:—

1. A refrigerator fast freight service between Mulgrave and Halifax and Montreal, three days per week.
2. My department pays one-third of the express charges on l.c.l. shipments from the Atlantic coast to points in Quebec and Ontario, and from the Pacific coast as far east as the eastern boundary of Manitoba.
3. A limited express refrigerator service one day each week between Mulgrave and Halifax and Montreal.

With these facilities and rates not only has outside competition been more than successfully met, but there has been a rapid expansion of the markets, until now the business in fresh and mildly cured fish is one of serious importance to the railways. How the business is developing will be appreciated from the following: In 1909-10—the first full year the payment of one-third of the l.c.l. express charges was in operation, the department's share on shipments from the Atlantic coast amounted to \$15,162 and on shipments from the Pacific coast to \$13,541. In 1915-16 the amounts paid had increased to \$27,122 and \$34,872 respectively.

These payments indicate but a small part of the total business done, as in addition to the l.c.l. shipments, every week several carloads of halibut and salmon are now shipped from the Pacific to Winnipeg, Toronto and Montreal, and the fast freight service from the Atlantic coast has so developed that shipments for the Friday markets are now forwarded almost entirely by it, involving the forwarding of from one to three carloads per week while during the winter, the large quantities of frozen fish that are used throughout the country are usually forwarded by ordinary freight. Indeed, the business is growing so rapidly that the time is not far distant when it will be big enough to take care of itself.

This general development of the demand throughout the country, is naturally reflecting itself on the fishing industry itself. The fishermen are becoming more alive to their opportunities, and newer and better methods of operations are being adopted. As an illustration it may be pointed out that it is only a few years since motor boats began to be used in the fishery. Now there are more than 11,000 in use.

**Herring Fishery and Possibilities.**

While the herring that abound along our coasts are the equal of those caught anywhere, owing to inferior methods of curing and packing, and the use of cheap, shabby barrels, the demand for them has been small. Notwithstanding our proximity to the United States, the pickled herring markets of that country, and to an important extent, those of Canada, have been largely supplied from Europe. Hence, our fishery has not been prosecuted with any energy. Instead of following the schools of fish out into deep water, and capturing them when they are in the best condition, their capture has been limited to the time when they come inshore to spawn, and when they are in inferior condition. Before the war, while our best large split herring were selling in New York for from \$6 to \$7 per barrel, Scotch "Large-Full" herring were bringing from \$12 to \$15.

To remedy this state of affairs, the Fish Inspection Act was adopted two years ago. It came into operation on May 1st last year. Its aim is to bring into use strong, well made barrels of a standard size, and to raise the standard of curing and grading the

fish, so that the finished article will command the confidence of dealers and consumers, and so secure the highest ruling prices. In brief, to bring our pickled fish industry up to the standard of excellence and importance of that of Europe. Our geographical position should make it impossible for supplies from Europe successfully competing with us in the markets of this continent. If we do not secure these markets, it will be on account of the failure of our fishermen and packers to carry out their operations in accordance with improved methods. Every effort is being made to impress this fact on them, and every reasonable assistance is being given them towards the production of a perfect article. A staff of competent inspectors have been appointed, whose duty it is not only to inspect all packages submitted to them and to brand such as in accordance with the regulations free of charge, but to act as instructors to the packers and coopers as well.

These efforts are meeting with marked success. Last year, the initial one of the operation of the act, 1,328 barrels were presented for inspection, of which 1,211 were branded, and this year, to the end of last month, 5,307 barrels of herring, alewives and mackerel were presented for inspection, of which 4,441 received the brand. Sixty different packers put up goods for the brand this year, and many others received instructions from the inspectors and put up their fish in accordance with the regulations, thus producing a better and a higher priced article, though they did not receive the brand. Thirty packers, after receiving full instructions from the inspectors, put up herring according to the Scotch method this season, and about 5,000 barrels of herring were put in this style, about half of which were branded.

At the present time Canadian Scotch cured branded herring are selling in New York at from \$13 to \$16 per barrel, while our unbranded large split herring are bringing but from \$8 to \$8.50 per barrel. These facts should in themselves be a sufficient argument to our packers in favor of adopting the improved methods.

With a view to endeavoring to investigate schools of herring offshore in the Atlantic, my department last season fitted up a steam herring drifter and kept her prospecting throughout the season. While such a task for one boat is a difficult one, and no great results could be expected in one short season, a reasonable amount of success was met with, and much valuable information was secured concerning the size and quality of the fish on different grounds worked. A detailed report of the quantity and quality of fish caught on the different grounds is being prepared for general

distribution for the guidance of those interested in the industry. As once the off-shore schools of herring are located the quantities that can be caught will for all practical purposes be limitless. The value that this fishery alone may become will be realized from the fact that in normal times the herring fishing of the British Isles is worth from \$20,000,000 to \$30,000,000 annually, upwards of two-thirds of the present value of all our fisheries.

**Great Food For Our Soldiers At The Front.**

Added interest has been directed to the fisheries by the fact that they are forming such an important portion of the food of our soldiers, not only in the different camps in Canada, but overseas as well. During the past summer about 300,000 lbs. of fish per month have been forwarded to Great Britain for the use of our soldiers, and such have been received with so much satisfaction by them that the Imperial authorities have decided to try supplying fish to the British troops. To that end it has already ordered over one million pounds of frozen fish from Canada, which are now being got ready for shipment. There is every reason to anticipate that the experiment will prove successful, and that during the coming summer, when our fisheries will be in full swing, large quantities will be continuously needed for the British troops.

**Fisheries Exhibit at Toronto, Ont.**

During the past four years a thoroughly representative fisheries exhibit has been given at the Toronto Exhibition. A fisheries restaurant has been operated as an adjunct to the exhibit during the past two years. Both have been highly successful, and have admittedly done much to expand the demand for fish in our interior centres. The exhibit has each year been one of the most attractive features at the Fair, and has been awarded a gold medal on each occasion. Last year over 25,000 fish dinners were served at the restaurant, and this year over 35,000.

Also an attractive booklet, entitled "Fish and How to Cook It," containing comprehensive information regarding fish, and numerous recipes for cooking in a dainty and inexpensive way, has been issued and distributed freely throughout the country. The demand for this booklet has been quite extraordinary, and it is undoubtedly doing much to expand the demand for fish.

Indeed the time has already come when the problem of the producers has been changed from one of finding a market for their fish to one of supplying the ever growing demand. The need for increased production in our fisheries is therefore paramount, and it is hoped that the fishermen who have found it impossible to undertake military services will do their full part, by exercising every energy to make the harvest of the sea one of ever increasing abundance.

**THE SOUL OF THE NATION**

It would be interesting to know what the Bishop of Worcester, Eng., means when he says that the British people do not longer wish to be associated with the word "empire," but prefer to talk of the British "brotherhood" and the British "commonwealth." Does the bishop merely desire a change in the form of the term descriptive of the present aggregation of peoples comprising the empire or does he favor such social changes as will render the present term untrue in large degree? The terms "brotherhood" and "commonwealth" are not lightly to be assumed in a national sense.

If the bishop is in favor of radical changes which will make the terms he suggests more accurate than the term we now employ to describe the British system, it would seem that he could do much to bring these about by advocating the fundamentals of brotherhood and social as well as political reforms affecting the great mass of the people. To assume the titles the bishop favors, without right or title to them in fact or intention, would seem to be hypocrisy.

It is the duty of the thinkers of Britain to consider the changes that will follow the war in the empire. If these leaders, social, political and religious, bend their energies unselfishly and sincerely to the task the old order of things will be changed and a new era dawn for the empire and for civilization, in which the British people claim to be pioneers. The war and the consequences of the struggle have shown the artificiality and the injustice of institutions long regarded as typical of the British character. The soul of the nation has been dissected and a regenerated people awaits calling into life. It is the great privilege of the leaders to develop the new nationalism of the British people. Names are immaterial—the work is the thing, and by the results will the nation be judged. The Bishop of Worcester has the right view.—Ottawa Citizen.

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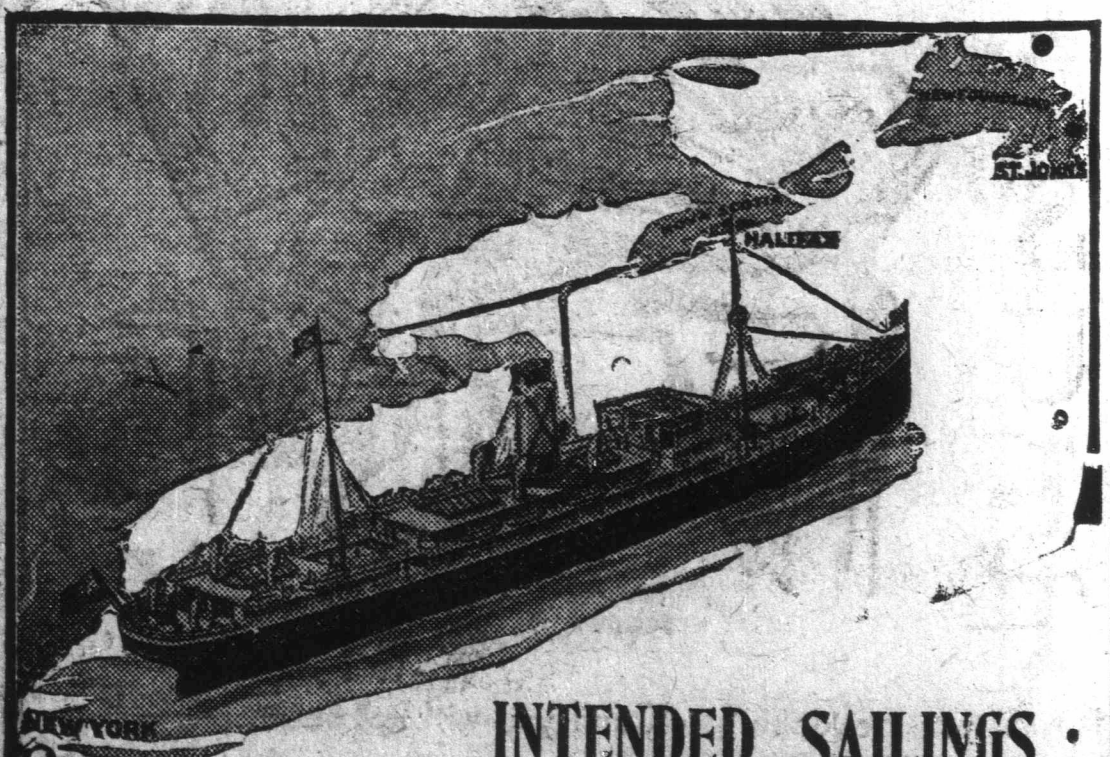
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PATNA RICE,  
JACOBS' BISCUITS,  
HARTLEY'S JAMS,  
1s. and 2s.**

**J.J. St. John**

Duckworth St & LeMarchant Rd



**WANTED!**

**Schooners to freight Brick from Trinity Bay**

Apply to  
**R. Templeton.**

(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. CALVER,**  
Hon. Secretary,  
160 Duckworth Street,  
Nov. 11, 13, 18, 21, 24

**KEROSENE OIL**

For Sale at lowest market prices.

**SMITH CO. Ltd.**  
Telephone 506.

**Just Arrived:**

A LARGE SHIPMENT OF  
**PRINCE ALBERT**  
Smoking Tobacco

In ½ lb and 1 lb Glass Jars.

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

**S. G. Faour**  
378 WATER STREET.

**RHODES' SCHOLARSHIP 1917.**

APPLICATIONS for this Scholarship must be lodged with the undersigned not later than December 15th.

All information concerning the Scholarship may be obtained at the C. H. E. Office, Colonial Building.

**A. WILSON,**  
Secy. C.H.E.  
Nov 16, 51

**Food Situation Becoming Serious in Hungary.**

A Swiss newspaper correspondent who has spent some time in Budapest reports that many people are starving to death, and that unless the Hungarians are able to get possession of a great store of provisions before the winter sets in, there will be wholesale famine. The only hope the Hungarians have now is that there will be a great victory in Roumania, and that Roumanian stores of provisions will be distributed among them. Some believe that it is with the hope of provisioning the Austro-Hungarian armies and feeding the civil population that such determined efforts have been made to overrun Roumania. Since the Swiss correspondent wrote his story the Teutonic hopes of conquering Roumania have been almost completely dissipated. If the food situation in Budapest was bad a month ago it must now be desperate.

**Waiting Hours for Rations**

It is said that the Hungarian Government wishes to appoint a food dictator, but can find nobody willing to undertake the job, for it would be upon his shoulders that the blame for the suffering that appears to be inevitable this coming winter would be laid. Hungary has, however, sent hundreds, if not thousands, of dealers to prison for unduly raising the prices of the necessities of life. Standing in a line before a butcher shop in Budapest the writer found the judge who had imposed the sentences. He, like the others, was obliged to wait his turn, and in chatting with the correspondent he said that in order for women to get a few potatoes it was necessary for them to wait for an hour or two; from two or three hours for a little sausage; from three to four hours for a quarter of a pound of sugar, and perhaps five hours for lard or fat. As the women wait in line it is common to see them knitting or otherwise employing themselves. On these food-hunting missions, the family usually divides, some waiting before the butcher's, others before the grocer's and at other stores where provisions and other necessities are to be had. These visits must be made every day, nobody being allowed to provide himself with a store.

**Eighteen Food Tickets.**

The citizen of Budapest must be in possession of no fewer than 18 meal tickets in order to get his supplies. The two latest tickets issued by the city authorities are a general ticket without which any of the special tickets for milk, bread, potatoes, sugar and so forth are not accepted, and a ticket entitling the holder to half a pound of beans a month. He estimates that in order to get the goods on any of the 18 tickets involves a half day's work. In the month previous to the correspondent's report food prices in Budapest had been advanced from 50 to 100 per cent, but he says that the price would not be so important if the food could only be obtained. The rich and the poor are on the same footing. Moreover, permission to buy food applies only to citizens of Buda-

pest and refugees from Transylvania. Visitors must either bring their own provisions or go without unless they have friends who can spare them part of their own scanty supplies.

**Germans Grab Supplies**

There is much dissatisfaction also. It appears, because the Prussians have appropriated much of the foodstuff that Hungary produces. It is said that soap, which is extremely scarce among all the Central Powers, only comes through from Holland in small quantities, and of this Germany takes 70 per cent, Austria 27 1-2 and Hungary 3 1-2 per cent. It is about in these proportions that other things are divided up. The correspondent says that the military are being fed on half rations. In Bohemia it is asserted that 10,000 munitions workers, though under military control, struck not long ago and refused to work until two wagonloads of flour had been divided among them. Twenty of the leaders were arrested and have not been seen since. Switzerland correspondents of Hungarian newspapers occupy themselves in sending home parcels of food and soap instead of telegraphing news.

**Nothing to Organize.**

According to statisticians cited by the Swiss newspaper, two years of war have shown that the productive powers of Germany and Austria are not equal to their requirements. The stock of cattle has compared with three years ago has been reduced by 70 per cent, and the fertility of the land has been reduced 40 per cent owing to lack of proper labor and the impossibility of importing fertilizer. "By organization, by resort to the ticket system, Germany has been able to go on," says the correspondent, "but no organization will help in Austria-Hungary, where there is nothing to organize." Germany will be the last to feel the pinch of famine but if Hungary is starved out Austria will soon follow, and Germany may be left alone to face the whole force of the Allies.

**Felix Diaz on the War Path**

New York, Nov. 11.—The following despatch has been received: On board the United States gunboat Wheeling off the coast of Veracruz by wireless to Pensacola, Florida, Nov. 11. The forces of General Felix Diaz, nephew of former President Porfirio Diaz, have captured Tehuetepec city and have invested Salin Cruz, on the Gulf of Mexico side of the Isthmus. The Felixistes are reported to be within six miles of Coahuales. A force of 700 Carranzists left Vera Cruz yesterday to take the field against the revolutionists.

Is your maid really an angel?  
"I hope so she lighted the fire with gasoline this morning."

**Japan Will Remain Faithful to Allies**

NEW YORK, Nov. 20.—That Japan will remain faithful to the Allies, no matter what the outcome of the war will be, was the assurance carried to King George from the Mikado by Marquis Mayeda, who arrived in New York to-day by the steamer New York of the American Line, en route to England. The Marquis is one of the wealthiest men in Japan, and the rank of Captain of the Imperial Guard. The Marquis would not discuss his mission beyond saying he bore a personal message which was one of assurance of Japan's faithfulness. He put at rest certain stories issued through German propaganda work to the effect that Japan and Russia would soon enter into a treaty with Germany.

**READ THE MAIL & ADVOCATE**

**FOR OUR MEN IN THE FIGHTING LINE.**

Messrs. James Pascall Ltd., the Manufacturers, have made special arrangements to send direct to Newfoundlanders serving at the front **SPECIAL PARCELS OF CONFECTIONARY** on which they will pay the postage without any extra charge. The following are suitable for posting and every article is handy for the pocket:

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

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

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

All orders will be forwarded without profit or charge of any sort by

**P. E. OUTERBRIDGE.**  
(Sole Agent for Nfld.)  
Commercial Chambers  
Telephone 60.  
Sept 7, th, sat, fues



**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



**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

**Globe-Wernicke**  
Filing Cabinets. We also recommend to you the safety, simplicity and security of the "Safe-guard" system of filing and indexing. Let us install an equipment for trial, free of expense or obligation.

**PERCIE JOHNSON LIMITED.**

**Sunard Liner Carmania Released From Admiralty**

NEW YORK, Nov. 20.—The Carmania, a former Cunard Liner, which was removed from the passenger service and converted into a British auxiliary cruiser arrived here to-day for the first time since the war began. It was the Carmania which defeated the German auxiliary cruiser Cap Trafalgar in the naval fight off Brazil. She has been transformed into a merchant vessel once more, and will sail as a Cunard Line freighter between New York and British ports.

**Libel Action Against The Deutschland**

NEW LONDON, Nov. 20.—Bonds covering a libel action against the Deutschland, also damage suit brought against the boat on account of the lives lost were filed this afternoon to a total of \$85,000. An additional suit for \$10,000 was brought to-day for the death of Eugene Gustant, a deck-hand on the T. A. Scott, Jr. The amount of the bond was settled at a conference of the counsel in the case. Four damage suits against the submarine aggregate \$175,000.

**Situation in Greece Serious**

LONDON, Nov. 20.—A Reuter despatch from Athens dated Sunday, says the situation in Greece is of the gravest importance. The Allied demands formulated on Saturday, says the correspondent, have been concealed, but it is inferred they took the form of an ultimatum expiring to-morrow.

**Beaumont-Hamel Shelled**

LONDON, Nov. 20.—The war office communication issued to-night says: On the Ancre-Somme battle grounds to-day the enemy shelled Beaumont-Hamel and the neighbourhood of Gueducourt. During the past 24 hours have taken 80 more prisoners.

**In Again: Out Again**

LONDON, Nov. 21.—A despatch to the Daily News from Rotterdam says the entire Brussels City Council with aldermen were arrested on the 17th for refusing to surrender lists of the city's unemployed. They were released after 24 hrs. when it was found that lists had been taken by the Germans. As far as is known in Rotterdam no deportation from Brussels occurred as late as Saturday.

**Another Protest From Greek Govt**

ATHENS, Nov. 21.—The Greek Government, it is expected, will formally protest this forenoon of the formation of a neutral zone between the two sections of the country in which only one Government officially exists. The French will guard the zone and also administer Seriva, Groverna and other towns in it.

**Norse Steamer Sunk**

LONDON, Nov. 21.—A Copenhagen despatch to the Exchange Telegraph Co. says the Government have received a telegram that the Norwegian steamer Joachim Brinch Bund has been torpedoed. Up to the present time there is no report of the rescue of the crew. The steamer was 1,603 tons.

**Will Not Recognize Kingdom of Poland**

PARIS, Nov. 21.—The Swiss Government has decided not to recognize the newly-created kingdom of Poland, according to a Swiss despatch. The despatch adds that the decision will not however be made public until after the war.

**Furness Liner Sunk**

LONDON, Nov. 20.—Berlin reports the Rappahannock sunk by a U-boat on November 8th in mid-Atlantic. There is no mention of the crew.

**STATE-WIDE PROHIBITION DEFEATED IN MISSOURI**

St. Louis, Nov. 10.—State-wide prohibition was defeated in Missouri last Tuesday by an overwhelming vote.

**The Aviator.**

"Come fly with me," he softly pleaded.

As he lit on her fathers grounds. She sadly sighed and shook her head—

She weighed two hundred pounds.

**READ THE MAIL & ADVOCATE**

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

Presenting Miss Nell Craig and Bryant Washburn in  
**"PIECES OF THE GAME"**  
A great Essanay Social Feature in Three Acts.

**"The Selig Tribune."**  
The World's Greatest News-Film—To-day's issue is a very interesting one.

Rose Melville as "Sis Hopkins" in  
**"When Things Go Wrong."**  
A side-splitting Kalem Comedy.

**PROFESSOR MCCARTHY** playing the Newest and Best Music, Drums and Effects.

**DOUGLASS J. STEWART,** Baritone, featuring the Latest English Song successes.

**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

**BRITISH**

**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.

**Passengers and Crew In Great Danger**

LONDON, Nov. 21.—The American steamer Siberia with forty passengers is lying helpless on the Goodwin Sands, suffering terrific pounding from an enormous sea. The steamer grounded Monday morning, and so far every attempt by life boats to rescue the passengers and crew has failed. It is feared that those on board are in distress and danger. They were visible during the day huddled on the bridge and exposed to the full fury of the gales. The ship is so far submerged that they are unable to go below for food, shelter or clothing. It is stated that there are some women among the passengers but no children. Life-boat men have had a rough time in their efforts to save the ship's company.

**DOVER, Nov. 21.**—The fifty-three passengers and crew of the American steamer Siberia, stranded on Goodwin Sands, were landed at Deal to-day by the Kings-down life-boat.

Remember those icicles you had to knock off the window ledge last winter?

**NEYLE'S**  
246 Water Street.

**HARNESS**  
We manufacture carriage, cart and sledge harness. We have all separate parts, leather reins, blinkers, traces, collars, slide pads, carriage and cart breechings, to sell separate.

**HORSE SHOES**  
Snow Ball sharpened for winter use.

**BOB SLED SHOES**  
4 3/4 feet x 2 3/4 x 3/4

**AXE HANDLES**  
\$1.70, \$1.90, \$2.20 and \$2.60 per doz.

**CARTRIDGES**  
12 gage black powder and smokeless powder loaded with No. 6, 4, 2 and B.B. Shot.

**TRACES**  
Slight: 42, 48, 54 inch. Heavy: 42, 48, 54, 60 inch.  
\$1.20 per pair.

**BACK CHAINS**  
**DOG CHAINS**  
4 1/2 x 6 feet.

**COW TIES**  
(Steel.)

**NEYLE'S HARDWARE**

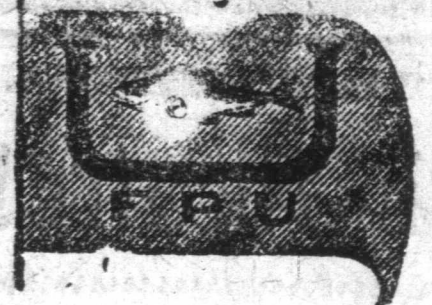


**--JUST IN--**

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

**J. J. ROSSITER.**

Our Motto: "Suum Cuique."



("To Every Man His Own.")

**The Mail and Advocate**

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. 21st., 1916

**Freight Congestion**

THE public cannot understand why the Reid Nfld. Co. have not been turning out rolling stock for the railroad. Since August 1914 the work of car construction has been abandoned and trained men turned out of employment and a few that remained kept on at three-quarter time. Why this was done in the face of freight congestion at Sydney and Port aux Basques would puzzle a very wise man. To-day the Company cannot handle one-third of the traffic offering at Sydney. The yards at Sydney are filled to their fullest capacity with freight awaiting shipment to Port aux Basques. It is evident that a large quantity of this freight will have to lay over until spring unless the Company bring it here direct. The Port aux Basques facilities are not equal to handling one-third of the freight offering. At Port aux Basques the sheds, wharf and yard up to the round house are blocked with freight awaiting rolling stock to move it to its destination. The Gulf steamers repeatedly arrive at Port aux Basques with cargoes and do not take off a hatch. They return to Sydney with mails and passengers taking back the freight loaded at Sydney a few days previously. When is this sort of business going to end? The Company's obligations compel them to handle all freight offering. They must under their contract find rolling stock sufficient to meet the trade requirements. For four years there has been congestion at Sydney and Port aux Basques, and freight that should have arrived here in November reached here the following April and May.

This is a matter in which the Government should have taken back the freight landed at the duty of the Government to demand that the Company meet its obligations under the contract and provide rolling stock to meet the demands of freight offering at Sydney for Newfoundland. The Government should have seen that there was rolling stock on the line and facilities at Port aux Basques to meet the requirements of traffic offering at Sydney. They have done absolutely nothing and for four years the public have been deprived of freight facilities that the Company was bound to provide. The Colony will have to file claims for heavy damages against the Company in respect to this shortage in rolling stock and congestion of traffic. It is useless for the Company to argue that conditions were abnormal. They should have realized that the opening of the war was their opportunity to develop traffic. They should have realized what was about to happen at Sydney and prepared as sane business men for the growing traffic. They instead, dismissed their trained car builders and stopped building engines and hung up the wheels of progress and kept a few men at work on three-quarter time. Now they complain after three seasons of war conditions of losing money in

operation and add as much as 200 per cent. on rates under the pretext of making two ends meet. They operate not more than one freight train daily across the country where they should be operating four. Hence freight necessary for the country's trade from day to trade is held up for months for want of rolling stock and facilities for handling freight at Sydney and Port aux Basques.

The Colony has endured this process of trade strangulation at the Company's hands for four years with silent contempt. The Government knowing all the facts have absolutely been too cowardly and tame to protest and the Company has been allowed to treat their public obligations under the contract with contempt and the Colony's trade has suffered to the value of at least \$3,000,000 thereby. This freight was accepted by the Canadian railway, believing that the R. N. Co. would make some effort to handle it. Owners of the goods have been waiting for two months for most of it. Yet in summer weather only one-third of the traffic can be handled while God only knows when the balance will reach the owners. What in Heaven's name is the Government for? What has it done since 1913 but place taxes on taxes and squander them upon the boddlers in the party. Not one action of benefit to the people have been attempted by the Government since the war came. They have not moved a finger to protect the People's interests in the latest grab on freights. The people have been outraged by those rates and have protested to the Government and Members of the Party, but without effect. One of the Government's strongest supporters on the West Coast recently wired the Premier:

To Sir E. P. Morris, Prime Minister, St. John's.

"Had four puncheons of molasses from St. John's. Reids demanded six dollars freight instead of two as formerly. Are you going to allow Reid to rob the public in this manner? I am sure you can prevent this outrage. Please look after the interests of the public, not the capitalists." To which there was no reply. The Premier dare not answer such an appeal from one of the strongest Morris men on the West Coast. Another message was sent from the West Coast to Hon. M. P. Gibbs which read thus:

"Reids demand for freight now at the rate of 7c. gallon for molasses; all other freight accordingly. Are you going to sit on the Executive and allow yourself and fellow countrymen to be robbed in this manner?" To which the sender received no reply. There are more than Mr. Gibbs concerned. What about Messrs. Piccott, Young, Parsons, Goodison, Woodford, Kennedy, Devereaux, Walsh, LeFevre, Cashin and Moore? Will those gentlemen representing districts that have been outraged, sit silent and dumb and support a Government that dare not protest against such a public outrage? How can they continue to support a Government that dared not move a finger to protect the public interests? How can they support a Government that for three years has looked on and beheld under its very nose freight congestion that has damaged the trade of the Colony to the value of \$3,000,000 at least, and allow it to pass with impunity, without protest, without making any attempt to ensure compliance with contract obligations? Verily the Morris Government must be bidding for a fall, for surely no men who regard the interests of their constituencies and country before private interests can longer tolerate a continuance of those outrages upon the people and Colony.

**Fish and Brewis**

A COMMITTEE is working to collect \$2500 to pay the cost of a Xmas present to our soldier lads at the front of 100 qtls. of fish and a quantity of hard bread to enable the boys to enjoy once more a meal or two of good old Newfoundland fish and brewis. Fish and brewis is a Newfoundland dish and is a general favorite with all foreigners who have been fortunate enough to taste it. For hundreds of years the fishermen of Newfoundland have partaken of this meal on Sunday mornings. Go where you will in Newfoundland one will be sure to find fish and brewis placed before one on Sunday mornings. Our boys at the front have written home expressing their longing for this national meal. Friends are therefore endeavouring to supply the needful and the first supply will go forward by first steamer and it is hoped will reach France by Christ-

**REVEILLE  
BY CALCAR**

THE following, taken from The Trade Review of Saturday, Nov. 18th, is a good thing, too rich and rare a joke to suffer the obscurity which its appearance in The Trade Review is calculated to consign.

**Reid-Newfoundland Company's Freight Rates.**

"There is a good deal of criticism in reference to the new schedule of freight rates made by the Reid-Newfoundland Co. Most people believe that it is a raising of the rates all round. This is not so.—It is simply a readjustment of the schedule based on the principle of mileage, the same as in use on the Canadian and United States railways. To many local points the rate has been lowered and the business people are well pleased with a change from a system which they always regarded as an anomaly. The man whose goods is now carried over the least mileage pays the least freight and vice versa.

"The levelling up that brought this about should necessarily effect the people living at a long distance, but, even now it does not do so to the extent of the R. N. Co.'s contract. As a matter of fact, the Company has been favoring the public in the transportation of goods all these years, and now when their cost of coal and wages, etc., is gone up twenty-five p.c., it is only natural to expect that the R. N. Co. should readjust their tariff to meet the additional expenses. Every transportation company in the world has done so, and it is unreasonable to expect that the local railway company should go on doing business at a loss. Our own opinion is, after seeing the contract tariff and new schedule, that it should be wise to 'leave well enough alone.'

Or is it a joke or was the man drunk when he wrote it. Although we are but too painfully aware, that never an attempted outrage but found its defenders, never a tyrant but had his tools to fawn and cringe and extol his virtues. If it were not for this shameful fact it would be impossible for the tyrant to have his way. It would be impossible for corruption and oppression to exercise themselves upon a people if there were not curs to lick the feet of the tyrant or fawn upon him for his favors. No man can to-day usurp authority or oppress a people unless he first bind to his cause those despicable things to be found in almost every quarter who have no higher ideals than those which prompt them to consider only their own selfish desires.

Men who are willing to tramp upon with hob-nailed boots every generous impulse or noble sentiment are all too common. And this, as we have said makes tyrants possible. They are all of the one breed, the tyrant and the tool, differing only in the amount of power they possess to make their cruel and selfish wills effective. We are loathe to place in this hateful category the gentleman who edits The Trade Review and is willing to believe that whimsical and ironical humor alone, is the motive of this play of words. If the first premise of The Trade Review be accepted as true, that there has been no raising of rates but rather a readjustment of rates according to mileage, there remains a very awkward position to be cleaned up, and we should be exceedingly obliged to The Trade Review for an elucidation.

If it is as stated that the new schedule is but a readjustment of the rates it does not detract in any way from the justness of the criticism that has been levelled at the Reid Newfoundland Company for it is quite plain that

mas. The idea of the Committee is to make the gift a national one and it is hoped that the public generally will respond to the appeal and as many as possible be included in the list of subscribers. If this endeavour turns out satisfactory it is possible further supplies will be sent from time to time while the war continues. Canada is supplying a million pounds of fish weekly for Canadian troops which article of diet is generally appreciated by the soldiers. It is therefore desirable that Newfoundland should not be behind in supplying our boys at least with fish and bread to provide an occasional meal of brewis. About \$1000 of the \$2500 has been subscribed to date. Those willing to aid should do so at once and remit to Mr. C. P. Ayre, Treasurer of the Fund.

when rates are too high between certain points it is no vindication of those rates to make them proportionately high to all other points.

If it is unfair to charge eighty cents on a parcel to Deer Lake from St. John's, does it make matters any better to raise the rate on a similar package from North Sydney to Little River from twenty-five cents to ninety-six cents. This has been done. People on the West Coast who formerly paid twenty-five cents for a barrel of flour from North Sydney have for months past been paying ninety-six cents a barrel. At this rate we dread to figure out what it would cost to send a barrel of flour from St. John's to Little River, if the mileage explanation of The Trade Review is considered.

Again how can any story however plausible in respect to 'levelling up' as The Trade Review states is the aim of the new tariff justify a charge which makes the rate on a puncheon of molasses from here to Little River mount up to seven cents a gallon. Can any 'levelling up' justify this? The datum line is clearly too high. If this is the mileage to Little River, it is equally as high a rate per mile to a lesser distance. If seven cents a gallon to Little River is unjust the scale which makes it so applies to all intermediate stations, therefore the rate to all other stations is too high.

Six cents a gallon on molasses is too high also, and The Mail and Advocate in a leader a few days ago quoted this rate to points in Bonavista Bay.

As to the favors which the public have been receiving from the Reids, we fail to see them. The Reids are not running that railroad for the especial benefit of the people. Nobody wants the Reid Nfld. Co. to do business at a loss, but on the other hand people do not want to shoulder all the burden either.

It is not a justification to say that the Reids are not demanding all they might under their contract. As for this the people have not demanded all they might under the terms of the same contract, and any apologists for the Reids had better keep this in sight, and be a bit more circumspect in their language. The advice to 'leave well enough alone' is untimely and an unwarranted insult and an attempt at intimidation.

If there are curs and sneaks in this country who fear the Reids the people have no dread of them. The people seek no patronage crumbs from anyone. And it is time that the Reids be told once for all that the people yet aspire to run this country their own way and not at the dictation of the Reids or their apologists.

**Outport Opinion**

(Bay Robert's 'Guardian')

Strong protests are being uttered by one newspaper in St. John's—The Mail and Advocate—against excessive charges on foodstuffs and the increase in freight rates to the outports by the Reid Newfoundland Co. But as far as we know the protests have been unheeded.

The government has been asked to interest themselves in the matter. The people are also urged to take action. What will be the result? We do know that some thing very desperate has got to happen before the people are moved to action. This may be, to a large extent, because the people consider they have elected representatives who should be looking after their interests. But they find that these same representatives are usually very little concerned about them. How can they be concerned when they are out of touch with the people's interests?

The matter of looking after the interests of the public should not be left entirely to the press. The representatives of the people should be the first to take action and see that the interests of their constituents are safeguarded.

For this purpose were they elected? To this end did they obtain a majority vote of the electorate? Not merely to assist in making laws for the general well-being of the commonwealth were they selected, but to be interested and active in seeing that justice is done to those whom they are especially elected to see to.

A great war is raging. Our Empire is engaged in the vast struggle. Newfoundlanders are doing their bit. We do not expect to escape a certain amount of suffering and inconvenience. But we do expect that those in power will see to it that in every possible way that suffering and inconvenience will be reduced to a minimum, and that no undue advantage of the public will be taken by any single individual.

**GLEANINGS OF  
GONE BY DAYS**

NOVEMBER 21

Big fire in St. John's; 260 houses burnt, 1817.

Harbor Grace Standard first issued, 1859.

First outport packet mail service started in the steamer Victoria, 1860.

Five schooner s belonging to Bonavista lost along the coast, 1880.

Thomas J. Murphy and Frank J. Morris admitted to Bar, 1887.

John W. Smith, first manager Union Bank, died, 1896.

Labrador shermen paid off today, made from \$240 to \$412 a man, the highest known, 1876.

Rev. William Pilor received degree of D.D., 1891.

Torchlight procession in honor of arrival of Sir Wm. Whiteaway and Hon. A. Harvey, French Shore delegates, 1890.

Meeting in Court House this day to start Empire Fund for relief of widows and orphans of British soldiers killed in Boer War, 1899.

ment to do their duty without fear or favor. Will they be disappointed? Time will tell.

The Ethlie on her last trip North met with some ice in the harbours in the Straits. It was not heavy and she made all ports of call.

**F. P. U. NOTICE.**

Owing to the Prospero being sent by Bowrings to Sydney for coal, the F.P.U. Convention at Catalina will open December 4th, instead of November 27th. All Councils will please act accordingly.

By order of the President,

W. W. HALFYARD,

Secretary.

St. John's, Nov. 17, 1916.

Advertise in The Mail and Advocate

**Reid-Newfoundland Co.**

**SOUTH COAST SERVICE.**

S. S. GLENCOE

will sail from Placentia on Wednesday, Nov. 22nd, after arrival of the morning's train from St. John's, for ports of call between Placentia and Port-aux-Basques.

**Reid-Newfoundland Co.**

**LADIES' COATS**

For FALL and WINTER

Now showing at

**BLAIR'S.**

Our Values are absolutely the best obtainable.

This year's style in Coats is distinctive. The Coat with the Flare (or Wide) Skirt is the Fashion. Coats this year are either without belts or come with a belt effect. This is quite different from last season's Military Coat which had a belt all round and was much tighter in the Skirt. Despite increasing cost of Coats, through rising prices of materials, and the Fashions demanding more cloth in each, we are able to offer you the newest goods at the lowest prices. This we are enabled to do by our early contracts and consequent good buying as also by the moderate margin of profit we put on these goods which has built us up such a successful coat business, as it is well known our values are the best procurable. Our Prices for the Newest Styles (we don't talk old styles) or jobs are:—

**\$4.90, \$5.90, \$6.90, \$7.90 and upwards.**

We are also opening a Full Selection of

**Misses', Children's and Infants' Coats,**

which you can depend on will be the best values obtainable.

N.B.—Customers by mail for Ladies' or Misses' Coat, please specify height, bust measurement, and length of sleeve from under arm, and enclose extra money for postage.

**HENRY BLAIR.**



## Makes Plea for Our Local Potato Crop

(To the Editor.)

Sir.—In your issue of Saturday you made reference to the fact that some of our local business firms have recently bought 4,300 sacks of P. E. I. potatoes at a cost of \$1.00 per barrel more than good local potatoes could be purchased for, and this in spite of the fact that one of the best crops grown for many years are available in the outports at reasonable prices.

Now, sir, this is one of the most miserable transactions which our commission merchants have been responsible for for many years and clearly demonstrates the glaring fact that those business men, who owe their existence as such to the poor of this country are ready to starve, yes, sacrifice the toiler in any occupation when it serves their own selfish interests to do so.

The names of some of those creatures who are the prime movers in this latest shameful business are well known and every farmer along the south shore of Conception Bay will know who their enemies are. They may be some justification in boycotting the local farmer if any advantage could possibly accrue to the poor consumer in the City, but the opposite is true. These fellows will stock in five or six thousand barrels of the foreign stuff and sell at exorbitant figures to the people, while the severe winter weather keeps the local potato

off the market. There is no redeeming feature in the matter. It is a glaring, barefaced outrage on all sides, and will lead to the farmers organizing to protect themselves in future by boycotting the miserable, unpatriotic gentry who attempt to introduce such unfair competition. I say unfair, because if judged from the standpoint of quality, generally speaking, the local is far superior to the imported potato. Very true, our agricultural experts introduced a couple of Canadian varieties of soft and inferior flavour a few years ago, which were discarded by our farmers after discovering their nature, and it is only because of the weakness of our people in being prejudiced against anything produced in their own country, that enables those importers to fleece them \$1.50 per barrel more for the Canadian than for the Newfoundland potatoes. I ask the importers of those potatoes, is it fair or just for you to exercise your power as a factor in the business of this country, to assist the well-to-do P. E. I. farmer to get richer, while your poor over-taxed countryman are denied a market for his potato crop on account of your action? Do you think it patriotic or even manly, on your part to discriminate in this way against the products of your own country? Can you honestly say that one barrel of imported potatoes are worth two of the Newfoundland raised? Is this the way

you assist the poor old father, whose boy is out in the trenches fighting that you may continue to live in comfort and luxury? Can you expect the man who tills the soil in this country to purchase your goods, when you persistently refuse to buy his potatoes at \$2.00 per barrel while you pay \$3.00 per barrel for stock grown in P. E. I. and sell the same on the strength of local unpatriotic prejudice for \$4.00 per barrel? Is this your idea of keeping the home fires burning? Would the Germans, whom we so strongly condemn, treat their countrymen in this way? If he did, we would have him beaten long ago.

We find in Saturday week's Trade Review an article on the Potato Question, which shows conclusively the indifference and ignorance displayed toward this important branch of our industry by the man in the City whose business it is to deal in this commodity. One of those dealers is quoted as saying: "You will never be able to do any considerable trade in home-grown potatoes unless there is uniformity of size. People will continue to prefer to buy the P. E. I. potato as long as conditions are as they are, and while our local potato growers continue to mix their potatoes as they do. They should be all as near as possible of one size and absolutely of one quality in the sacks and barrels before we can hope to run in competition with imported potatoes. When people are buying P. E. I. potatoes they know exactly what they are getting. They are sure of the size as well as quality, whereas they are always in the dark in the purchase of the Newfoundland product—this is the reason why P. E. I. potatoes today are \$3.80 and ours \$2.20." Now the

writer has no hesitation in saying that the true situation is very much the opposite to what this commission man would have us believe. I have handled over a thousand barrels of local potatoes annually for a number of years and I have never had cause to utter as much complaint over the size of the stock offered, as I have heard from dealers in the P. E. I. potato. This year in particular, it will be difficult to secure sufficient undersized tubers for seed purposes.

If I speak to the average householder in St. John's he will not bear out Mr. Dealer in his misrepresentations of the local potato, but simply because of that thoughtless inclination to patronize and cater to anything that does not bear the trade mark of home, coupled with the fact that the dealer can often realize bigger profits by importing his winter stock and then extensively advertising same in the Press as a superior article, and the people of the City are misled into paying a 50 per cent. higher price for the same reason Mrs. Vokey paid the peddler \$4.00 for a 30c. brooch.

If sufficient encouragement was given to the farmers of this country they would grow abundance of first class potatoes to supply our requirements, and if the Government had the slightest intention of promoting this class of industry a prohibitive tariff would be placed on all foreign grown potatoes this year, and the price of local potatoes regulated not to exceed, say, \$2.75 per barrel, and in this way both the producer and the consumer would be protected, and the money which goes to P. E. I. could be distributed at home. The Canadian authorities would not allow a barrel of Newfoundland potatoes to enter any Canadian port, to-day, as they fear we may send them back some of the canker which they sent over to us a few years ago when our agricultural experts bestowed Tory blessings in this form. And where are those officials to-day? Are they compiling another Agricultural Report? No doubt they will take credit for the big crop which Providence bestowed upon the country this year. Will they also state how much sleep they have lost in helping the producers to market his crop? I wonder.

OBSERVATION POST.  
St. John's, Nov. 20, 1916.

News girl inherits \$17,000. Will there be a rise in chewin' gum?

Many a man of means is the meanest man in town.



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.



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.

## Pte. Fred Snow's Chum Writes His Sister

In the Field, 23/10/16.

Dear Miss Snow:

Your letter of Sept. 25th. came to hand to-day. I am sorry that I can not give you some definite information regarding your brother. Originally we were in the same platoon, No. 10, and while in training at Stobbs we occupied the same tent. I do not know just how it was, but Fred always seemed to take me into his confidence, and after we went on active service were very much together. I always admired his fearless manner and considered myself lucky to have him on patrol with me. He remained cool under all circumstances and I do not believe he knew what fear was. When he came to France, after recovering from wounds received on the Peninsula, he was in my section for a time, but owing to lack of N.C.O.'s he was transferred to No. 9 platoon and even then whenever nine and ten were billeted together he always came with us. I remember quite well the last night we spent together; we had a nice room in what was a convent before the war, and as we were going over the top in a few hours from then naturally enough part of the night was spent in talking about what we were going to do. There were eight or nine of us in the room and as we realized full well the task set us was by no means an easy one and our chances of coming out of it none too great, I remember saying I never expected to get in their lines. He laughed at me and said I know you do not mean that, and then he said something to this effect:—"Never mind boy we shall be dining at their expense this time to-morrow night." He did not seem to mind it any more than if he was going off for a day's trouting.

I could not begin to describe to you what it was like on that day. I have read several accounts of it in the home papers but I may say none of them did it justice. Our boys were splendid. It was a sight I shall always remember. If there were any who were afraid to die none showed it. You could hardly give account of the men in your own section, so it was almost impossible to know what became of any person not in your platoon unless he was wounded and you happened to meet him at the dressing station. I did not know Fred was reported missing until I came back from hospital. I inquired from several persons, whom I thought would be likely to know if they saw anything of him, but none of them could tell me anything about him. This, I am sure, he was not suffering anything from the wound he received in Gallipoli. It is very hard to get any information regarding persons missing. There may be fellows now in hospital who could tell but it is difficult to get hold of the right person. I have been trying to find out what really happened to my brother, but so far have failed to do so.

We have had quite recently another little scrap with the huns and this time I may tell you we got back some of our own. In one sense I do not think the enemy is much indebted to me. If we could at it in this way—an "eye for an eye" sort of business. I feel sure the balance would be very much in my favour. I was very fortunate and never received a scratch. Like all bullies, the Hun is very cowardly when it comes to close quarters, with anything like equal odds. I never thought a lot of men could act as these fellows did. It was great sport, they would not stand up to us at all, and quite a number of them left their trenches and ran when they saw us coming.

I shall have to close now as that "Mr. Consorman" will be getting after me. If I hear anything about Fred I shall let you know. Trusting he may be still alright.

SEND US THE NEWS  
Do you know of a wedding, a death or an accident?  
Has there been a concert or entertainment of any kind given in your locality?  
Has there been a lodge or any other meetings in your locality?  
Has anyone moved in or moved out?  
We would like to tell our readers all these things, but we are not mind readers.  
If you tell us we will do the rest.  
SEND US THE NEWS  
READ THE MAIL & ADVOCATE

## BUDDY BOOTS



The greatest Rubber Boot ever manufactured.

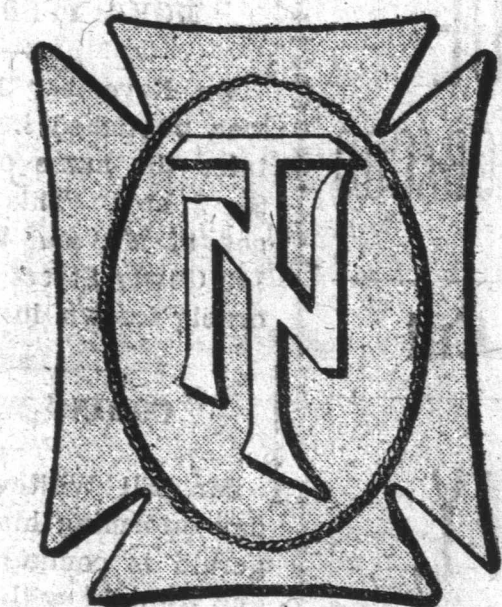
By test will outwear any other Rubber Boot.

A positive guarantee that every pair will give satisfaction.

A light weight perfect fitting boot, not wool lined.

BUDDY BOOTS were worn extensively on the Labrador this year by many Fishermen who recommend them highly.

Hear what Captain John Matthews, of Grand Bank, says:—"The best boot I have worn in twenty one years fishing."



## BUDDY BOOTS

Are the LATEST New Process Boots. The color of BUDDY BOOTS is GREY from top to bottom.

Sold in St. John's by

NICHOLLEE, INKPEN & CHAFE.

ROYAL STORES LTD.

FRED SMALLWOOD.

STEER BROS.

JESSE WHITEWAY.

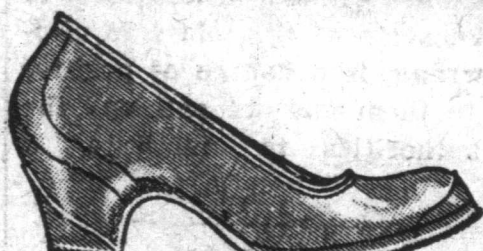
SMITH CO., LTD.

## Rubber Footwear

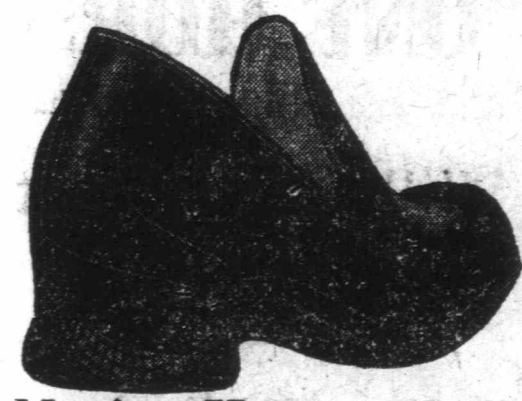
We carry a large and well assorted stock, Men's, Ladies', Boys', Misses' and Childs'. Best Brands.



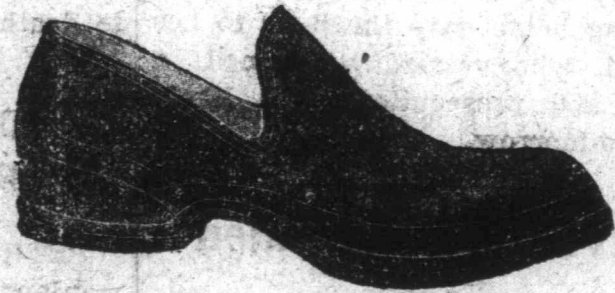
**Ladies' LOW RUBBERS.**  
55c., 60c., 70c. & 75c. per pair.



Ladies' Low Rubbers, high heel. . . . . 75c. & 80c. per pair.  
Ladies' Storm Rubbers. . . . . 65c., 70c., 80c. & 95c. per pair.  
Ladies' Storm Rubbers, high heel. . . . . 85c. per pair.



**MENS'**  
Men's Low Rubbers—\$1.00 & \$1.05 per pair.  
Men's Storm Rubbers—85c., 90c., \$1.00, \$1.10, \$1.20 per pair.



Men's Heavy Dull Storm Rubbers, Hipress, red sole and heel. Best obtainable for hard rough wear—\$2.00 per pair.

**Childs' and Misses' LOW RUBBERS.**

Sizes 6 to 10—52c. to 60c. per pair.  
Sizes 11 to 2—64c. to 72c. per pair.

**STORM RUBBERS.**  
Sizes 4 to 10—51c. to 65c. per pair.  
Sizes 11 to 2—58c. to 75c. per pair.

**BOYS' LOW RUBBERS.**

Sizes 11 to 2—65c. to 85c. per pair.  
Sizes 3 to 5—90c. to \$1.00 per pair.

**STORM RUBBERS**  
Sizes 11 to 2—64c. to 90c. per pair.  
Sizes 3 to 5—76c. to \$1.00 per pair.

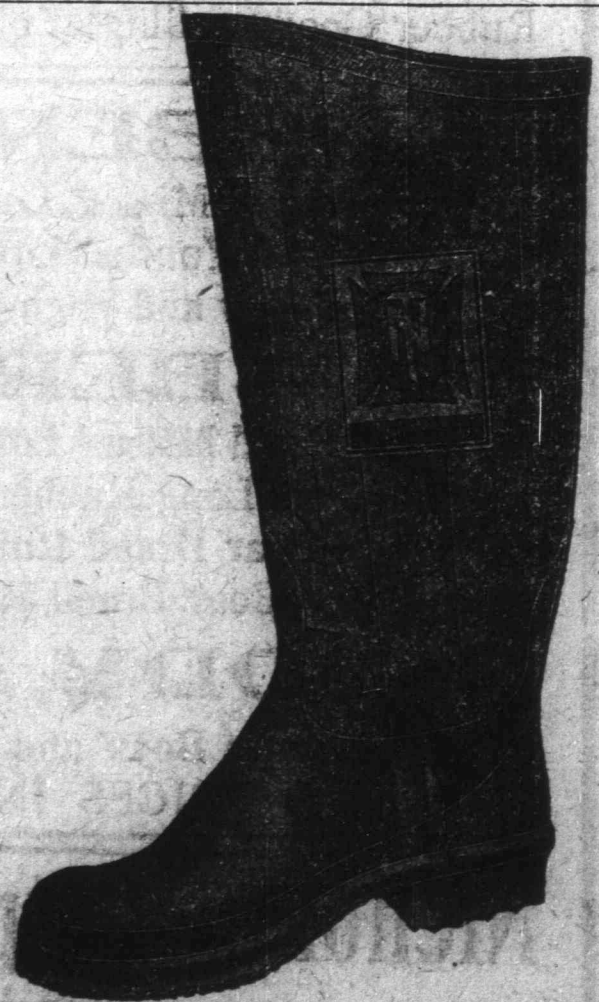
**MENS' Long Rubbers**

We sell the famous "BUDDY" and can recommend them from personal testimonials—\$5.50 per pair.

Black Rubber Boots, first quality—\$4.50 per pair.

Red, patent process—\$5.30 per pair.

Brown Gibraltar—\$4.70 per pair.



**Ladies' Long Rubbers**

Ladies'—\$2.40 per pi.

Childs, 6 to 10—\$1.60 to \$1.80 per pair.

Misses', 11 to 2—\$2.00 to \$2.20.

Boys', sizes 9 to 13—\$2.15 to \$2.35 per pair.

Boys', sizes 1 to 5—\$2.70 to \$2.90 per pair.

Ladies' and Childrens' Spats.

## STEER Brothers



**Notes From New Bonaventure**

(To the Editor)  
Dear Sir:—Winter weather made its first appearance here last night, snow having fallen to the depth of eight inches, accompanied with severe frost. Most of our schooners are at present at St. John's and unless weather conditions prove more favorable their return is not expected yet.  
Mr. William Short of Old Bonaventure passed away to the great beyond last Wednesday. He was 58 years of age and was engaged at the Labrador fishery the past summer. He was buried at the C. of E. Cemetery last Friday under the auspices of the Orange Lodge. A large body of Orangemen attended which showed the esteem in which our deceased brother was held. He leaves a wife, 2 sisters and 4 brothers to mourn their sad loss.

CORRESPONDENT.  
New Bonaventure,  
November 15, 1916.

**PRESENT TO PRIEST**

Rev. Father Cacciola, Pastor of Bar Haven, P.B., was recently presented by his brother, Mr. Walter Cacciola of New York with six cases of beautiful ornaments for the interior of the new church of St. Francis Xavier at Bar Haven. The church is a model of ecclesiastical architecture and will be opened for Divine Service next summer. In the ceremonies which will mark the opening one of Fr. Cacciola's brothers, an excellent tenor singer, will be heard on the occasion.

Bonne Bay reported to the Marine Department here that Wednesday only 800 lbs. of herring had been taken there. There are a large number of vessels there and stormy weather prevents the handling of the nets.

**DON'T FORGET**

The Sale of Work at the Congregational Lecture Room on WEDNESDAY next, the 22nd. One of the special features will be the FISH POND where everyone will have a chance to land something good. Sale opens at 3 p.m. Admission Ten Cents.—Nov. 18, 21, 22

**GOOD VALUE SMOKING TOBACCO**

15c. per Cut  
**M. A. DUFFY,**  
Sole Agent.

**OUR THEATRES**

AT THE CRESCENT.  
The Essanay Company presents Miss Nell Craig and Bryant Washburn in "Pieces of the Game," at the Crescent Picture Palace to-day. This is a great society feature, produced in three acts. "The Selig Tribune," the world's greatest news film, shows, amongst other interesting items to-day, Russian recruits in training for the front. Rose Melville, as Miss Hopkins, is featured in a very funny Kalem comedy, "When things go wrong." Professor McCarthy plays a new programme of music, and Douglas J. Stewart sings "All the Boys in Khaki, get the Nice Girls," the latest London song hit. Don't miss seeing this big show to-day.

**ROSSLEYS LEASE BRITISH THEATRE**

Theatre patrons will be pleased to know that the popular Rossleys have taken a long lease of the British Theatre, and intend opening Monday next after the alterations are completed. The British Theatre will be an ideal house for the Rossleys' entertainment. The Rossleys have always given the people of St. John's clean, clever and refined shows at all times and will again. Mr. Rossley is securing first class pictures. There will be many novelties and surprises for patrons as time goes on, and Mrs. Rossley starts her rehearsals for Christmas this week. Something new with beautiful costumes. A great shipment of music and songs arrived by the S.S. Tabasco. Brand new. Right off the press.

**More Of It**

Loading of three British schooners at Commercial wharf, Boston is being carried on with all possible haste, for each of the vessels is confronted with the possibility of being prevented by ice from reaching its destination in Newfoundland. The schooners are the Jorgina, a former New England fisherman; the Carrie and Nellie and the Chesley Raymond. The hold of each is being crammed with provisions and other supplies intended for Newfoundland shore settlements, whose inhabitants depend to a certain extent upon the shipments to tide them over the winter. A fourth schooner, the Dorothy Melita, now having a gasoline engine in stalled at the wharf, will also load and sail as quickly as possible for Newfoundland—Halifax Herald.

**MORE NfldRS. WOUNDED**

On November 17th, a casualty list was published in Ottawa which contains the name of J. H. Peckham of St. John's. This young soldier is a son of Mr. and Mrs. M. Peckham of 149 Gower Street and is well and favorably known in the city.

**COMING WITH LUNATIC.**

Mr. Eli Whiteway had a wire to-day informing him that Const. Fitzgerald is coming along by the train due to-night with a violent male patient for the Lunatic Asylum. The man is being brought from Brooklyn, B.B.

**A Word From Placentia**

(To the Editor)  
Dear Sir:—I am glad to see that *The Mail and Advocate* is taking up the cudgels on behalf of the people against the Reids and their heels. It would seem that everybody who has to do with the governing of this country is a friend of the Reids. There are a lot of people in the country who want to know how it came about that Reid is getting three hundred dollars a day for the old tug boat "Petrel" for the patrol service while the Government steamer "Fiona" was taking the Governor and his friends around on a holiday cruise. Everyone knows that the "Fiona" is a better boat than the "Petrel" and if the Governor must have a holiday there should be some cheaper kind of a holiday while the country is in debt and the people beat up with taxation.

Yours truly,  
"ECONOMY"  
Placentia, Nov. 17, 1916.

**"FISH AND BREWS" FUND**

Already acknowledged	\$760.00
M. H. A.	5.00
W. A. Munn	25.00
J. C. Marshall	25.00
U. T. Co.	25.00
J. Morcy	10.00
Job Brothers & Co. Ltd.	50.00
"Woolies"	2.00
Hon. J. D. Ryan	10.00
R. F. Horwood	20.00
W. J. Herder	10.00
James Dawson, Gambo	3.00
Edward Morrissey, Gambo	3.00
C. Blackburn	10.00
George W. B. Ayre	10.00
Henry P. Winter, New York	10.00
George M. Barr	50.00
"Daily News"	10.00
Hon. James Angel	10.00
Friend	5.00
T. M. McNeil	10.00
Sir E. P. Morris	10.00
J. O. Hawvermale	10.00
Misses Browning	10.00
J. Sellars	20.00
A. Harvey & Co.	50.00
J. J. Maher	5.00
M. S. Sullivan	10.00
H. Gear	5.00
	\$1,223.00

**MAGISTERIAL ENQUIRY HELD.**

Yesterday afternoon a Magisterial Enquiry was held by Mr. John McCarthy J.P. into the drowning of Seaman John R. Cummings, of the Nascope, whose body was found yesterday near A. J. Harvey & Co.'s premises where the ship lay. The deceased belonged to Tignemouth, Devonshire, England, and his mother is dead, though his father is still alive. He resides with his aunt and the naval authorities will advise his relatives of his death. His clothing and effects will be sent home. There were examined yesterday two stewards of the ship, Engall and Alexander, and two seamen, as well as the Captain and Head Const. Dawe, who recovered the body, which was prepared for burial by Undertaker Carnell and will be interred in the Church of England Cemetery.

**REID CO'S STEAMER REPORT**

Argyle leaving Placentia to-day on Merashen route.  
Clyde left Lewisporte 8.30 p.m. yesterday.  
Dundee left Port Blandford 6 p.m. yesterday.  
Ethie left Port au Choix 2.30 p.m. yesterday, inward.  
Glencoe left St. Jacques 8.10 p.m. yesterday, coming east.  
Home left Lewisporte at noon yesterday.  
Neptune is on her way to North Sydney to load freight.  
Kyle left Port aux Basques 10.20 p.m. yesterday.  
Sagana due at Port aux Basques this morning.  
Melgite at St. John's.  
Wren left Clarendville 9.10 a.m. yesterday.

**CHARGED WITH STEALING \$700.**

Yesterday Detective Sgt. Byrne arrested a girl belong to the West Coast on a charge of stealing \$700, the property of Mr. D. Smallwood, in whose house she has been a domestic for some time. Before she died, Mrs. Smallwood, we hear, had this money in a bag and it mysteriously disappeared. The girl appeared before Mr. F. J. Morris, K.C., and was remanded till to-day.

**SENT TO HOSPITAL.**

The man Cole, to whom we refer elsewhere, had all the fingers of his left hand taken off in the accident which occurred to him yesterday afternoon. He was sent to Hospital for treatment.

**Naval Lads Home on Furlough**

A number of our Naval Reserve men arrived home by yesterday's express and were met at Railway Station by the Ladies Reception Committee and the Premier, who gave them a hearty welcome back. After being addressed at the Station by Sir Edward Morris the returned heroes boarded motor cars and were driven to Government House, accompanied by the Ladies of the Reception Committee, where His Excellency the Governor received them. All the boys looked well and must have felt proud to be home with friends once more, with the consciousness of having performed their duty so nobly in the North Sea. To one of our returned heroes fell the privilege of being on one of the ships, which was successful in netting a German submarine. This certainly was an experience to be remembered through life. Of all of them it can truly be said they played the game and played it well, and their presence and the honour they have won should be an incentive to many more of our young men to take their places on the deck of Britain's navy.

The names of the Naval men who returned by yesterday's express are John S. Parsons, Bay Roberts, on leave. Nicholas Lane, Tilting, Fogo Dist. Thos. Smith, Chapel Arm, T.B. Chesley Behin, New Chesley, T.B. Arthur Whalen, Point Leamington, all time expired. John Legg, Heart's Delight, T.B.; invalided. Reservist John S. Parsons was one of the crew of the British warship which netted the Hun submarine, which must have been a thrilling experience for our young hero.

**NO ROOM FOR PATIENTS.**

We learn to-day from Mr. E. White-way that there is not a bed or cot available in the Hospital for male or female patients. There are here now over 100 people of both sexes waiting to obtain admission. Some of these suffer from very trivial ailments and are kept in boarding houses here. They should remain at home until operations. Despite this condition of affairs, daily, new patients come along, sent forward by doctors and magistrates and confusion, annoyance and unnecessary expense result owing to this. Something should be done to obviate the difficulty.

**ENLISTED IN THE NAVY**

Twenty-six young men offered their services in the R.N.R. during the last week. Their names are as follows: Peter Brown, Ferryland. W. J. Kinsella, Ferryland. A. Aylward, St. John's. H. Pensten, St. John's. H. Rendell, St. John's. W. Ivany, Smith Sound, T.B. A. Woodfine, St. John's. V. Mullet, St. John's. A. Callahan, Pilleys Island. A. J. Twine, White Bay. Thos. W. Twine, White Bay. R. Hollett, Twillingate. J. Ogdun, St. George's. A. Spruce, St. John's. W. Cluett, Fogo. D. Mills, St. John's. D. Hibbs, Portugal Cove. B. King, Bauline. F. A. Stone, St. John's. J. H. Burrage, St. John's. L. Byrne, St. John's. W. Bcnnell, Lamaline. H. Bcnnell, Lamaline. W. Hilliar, Lamaline. C. Butler, Lamaline. P. Hall, Port au Port.

**MOVEMENTS OF SHIPPING**

Mr. LeMessurier, C.M.G., had the following messages to-day: The Mary Lewell arrived at Woods' Island from Bucksport, Me., to load herring for T. M. Nicholson. The Tipperary arrived at Woods' Island from Lunenburg to load herring for Cunningham and Thompson of Gloucester. At Woods' Island yesterday the boats had from 5 to 20 tubs of herring. The weather is very stormy there the past week. The schr. F. M. Torro is loading at Burin for Oporto. The Passport arrived at Woods' Island from Halifax with a cargo of salt to load herring. The Minnie D. arrived at Sandy Pt. coal laden from Sydney. TRAIN REPORT. Monday's No. 1 arrived at Port aux Basques 7.05 p.m. yesterday. Yesterday's No. 1 left Millertown Jet 8.45 a.m. To-day's No. 2 leaving Port aux Basques after arrival of Sagana. Misses Emma and Eleanor Bartlett of Brigus who were on a visit to the city left for home by this morning's train.

**Cape Charles Co-operate Stores**

Mr. George Sellars, manager of the above company, left here for Battle Harbor by Sunday's express. He is to settle up his year's business and the season has proved to be a very successful one. This is the first year the company has been in business and the directors are surprised at the volume of trade done the past year, while the prospects appear very bright for the future of the concern. During the summer the schooner "Northern Light" carried down a full load of provisions, groceries &c. and returned with a cargo of prime Labrador fish. During the season at Cape Charles and Battle Harbor quite a quantity of old time Labrador herring were put up and the C.C.C. Co. expect to ship a large quantity of this splendid fish next year, as they will be better fitted to handle the business. Mr. Sellars is manager of the company, Mr. P. H. Cowan is St. John's agent and the directors are made up of fishermen belonging to Cape Charles. The shareholders of the company have united in making the business a success.

**AN UNJUST PROCEEDING**

Yesterday a young woman named Clarke was arrested on suspicion of having stolen \$700, the monies of Mr. Smallwood and was to-day discharged there being no evidence to convict her of the theft. Yet this innocent young person, evidently a respectable and cleanly girl, even if she is a domestic was subject to the indignity, inconvenience and hardship, innocent to her, of spending a night in the common cells in the lock-up, where all sorts and conditions of male and female prisoners are lodged. We think that this is not alone unjust but an outrage on decency and is a source of positive danger to people who may be similarly treated in future. Right here we wish to say that we are not blaming the police authorities but we do tax authorities higher up with callousness in this respect. Surely some more decent place of incarceration should be found for females in the plight of Miss Clarke. The system of jailing suspects of this class is altogether wrong, is a source of positive danger to them and we call on the proper authorities to institute a charge.

**RESPECTABLE (?) SCAMPS ANNOY LADY.**

Saturday night last as a lady, the wife of a Water Street business man was passing down Water Street she was held up and insulted by a scamp of respectable appearance, when she, recognizing the fellow, called him by name he quickly banished. Later, she was surprised to be similarly annoyed by another who was partly under the influence of drink and who followed the lady to a down town store and waited till she came out. Both are known to the lady, who on returning home gave the facts to her husband, who yesterday retained a lawyer and prosecutions will likely occur to-morrow.

**Service Discontinued**

NEW YORK, Nov. 20.—The Evening Sun to-day says: "The Plant Line, which for many years maintained regular services between Boston, Halifax, Hawkesbury, and Charlottetown, will discontinue the winter service at the end of the year, and may not resume sailings in the spring. It was admitted by officials of the line that the steamers Evangeline and Halifax are for sale."

**Newspapers to Increase Rates**

LONDON, Nov. 20.—A resolution was passed to-day at a meeting of representatives of British newspaper proprietors held in London, recommending newspapers throughout the country to raise their prices by a half-penny. A despatch of Nov. 12th reported an increase in the price of the London Times, beginning November 20th, to three half-pence, or a half-penny above the ordinary price.

**Lieut. Harmsworth Killed in Action**

LONDON, Nov. 20.—Lord Rothermer's second son, Lieut. Hon. Vere Sidney Tudor Harmsworth, has been killed in battle. Lieutenant Harmsworth was a nephew of Lord Northcliffe, owner of the Times, Daily Mail and other papers. He was born in 1895.

**Franco-Belgian Front**

LONDON, Nov. 20.—The War Office announced to-day that the situation on the Franco-Belgian front is unchanged.

**LOCAL ITEMS**

The schr. Muriel E. Winter, taking 3,104 lbs codfish, sailed for Gibraltar yesterday for Bowring Bros. Ltd.

Passengers going to the S.W. Coast will make connection with the S.S. Glencoe on leaving here by to-morrow morning's train.

Some of our local fishermen took some herring in their nets yesterday afternoon. The fish were of small size.

Mr. Hutchings, K.C., presided in the Police Court to-day and fined a drunk and disorderly \$5 or 14 days. In the Central District Court he adjudicated in several civil cases.

The funeral of the late Brakesman Hy. Cranford who was killed at Whitbourne Saturday took place from Gilbert Street at 2.30 p.m. to-day and was largely attended by railway employees and other citizens.

The funeral of the late John R. Cummings, Naval Reservist of H.M.S. Briton, who lost his life by drowning, takes place from that ship at 2.30 p.m. to-morrow, Wednesday. The funeral will be conducted with full military honours.

While working in the car shops of the Reid Nfld. Coy. yesterday afternoon a man named Cole had his hand caught in some of the machinery and was seriously wounded. He will likely lose some of the fingers and was treated by a doctor.

Some of the ponds are now filled with ice fully a half inch thick. Boys were on them yesterday skating and ran a great risk of falling through and being drowned. Parents should keep their boys from such dangerous sport until there is frost sufficient to make ponds and rivers safe.

As the cold weather is now with us the "burning question" of the day is coal, which is such an expensive item in the household catalogue that the question of our local deposits is revived. Will the day ever come when our government will have the courage to test the possibilities of our coal deposits.

**Espionage**

AMSTERDAM, Nov. 20.—According to the Telegraaf, the intervention of the New Nuncio at Brussels on behalf of the Pope, resulted in only four persons out of 18, who had been condemned to death at Hasselt, for espionage being executed. Those pardoned include the Burgomaster of Namur and two priests. According to Les Nouvelles Manstricht correspondent, the espionage trials at Hasselt have not yet been concluded. Six Belgians including two women, were condemned to death there during last week.

**Roumanians Retiring Before Austro-Germans**

PETROGRAD, Nov. 20.—The Roumanians are still retiring southward before the invading Austro-German troops in Jul Valley region, the War Office announced to-day.

**Last Night at Gower St. Church**

At Gower Street Church last night proceedings were of a most interesting nature. Lady Davidson who arrived at the Church at 8 o'clock was received by Rev. D. B. and Mrs. Hemmeon, Mr. R. Hearder, President of the League and Miss Wornell, V.P. The service began with the hymn, "O God of Bethel," Mr. Hemmeon giving a short prayer. Miss Flora Curtis, by request, read Florence Barclay's story of the making of the Red Cross Flag and Miss Clare Woods gave "Mother Machree." A hearty welcome was then extended to Lady Davidson to Gower Street by the Chairman after which delivered a most interesting address on "Women and the War." Lady Davidson eulogized the work done both in England and other sections of the Empire by the women folk and also praised the efforts of the women of the whole Christian world in their propaganda to extend aid and comfort to the soldiers. She paid a special tribute to the women of Newfoundland. A vote of thanks was moved by Rev. Mr. Hemmeon, seconded by Mr. Hearder and was accorded Lady Davidson by acclamation. A collection for the W. P. A. Fund was taken up and a cheque for the amount received handed Lady Davidson. The piano accompaniments to the hymns were rendered by Pte. Roy Kendall of "Ours," organist of Gower Street Church.

(On account of whom it may concern)

**AUCTION**

On WEDNESDAY, the 12th inst., at 12 o'clock, at the premises of Messrs Harvey & Co., Limited.

**about 200 BRLS. FLOUR**

Landed in a damaged condition, surveyed and ordered to be sold by Public Auction for the benefit of whom it may concern. nov20,21

A. S. RENDELL, Notary Public.

**For Sale**

**ONE HORSE**

Kind and gentle in any harness. Will be Sold at a BARGAIN

Apply to the

**Royal Cigar Store**

WANTED—5000 Ox and Cow Hides: highest cash price paid. J. J. MacLEAN & SONS, Tannery, Water Street West. nov20,21,22

**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.**

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Special attention given to Mail Orders. Agents for Ungars Laundry & Dye Works.

**A Request From the Trenches.**

NUMBERS of letters from those of our boys fighting in France contain the request that a small quantity of GOOD Tea be sent them for their private supply.

IN the dreary watches of the night, or as a "mug-up" between meals, there is nothing so invigorating as a cup of GOOD strong Tea—especially when made from the famous

**OLD HOME TEA**

A PACKAGE should be included in your boy's Christmas parcel. It's sure to be appreciated.

IT is put up in airtight lead packets—most suitable for mailing—and conforms strictly to the Military Postal Regulations.