

THE MAIL AND ADVOCATE.

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Teutons Draw Nearer Roumanian Capital

Teutons Have Full Control of Entire Line in Alt River in Roumania Running North and South Through That Country From Transylvanian Alps—Invaders Continue to Make Progress in all Directions—Von Mackenzen's Troops Have Captured Alexandria, 47 Miles East of Bucharest—Central Powers Captured Considerable Stores and Took Many Prisoners when Orsova Fell Into Their Hands

LONDON, Nov. 28.—The entire line in the Alt River, in Roumania, running north and south through that country from the Transylvanian Alps to the Danube, is now in the hands of the Teutons. In all directions the invaders continue to make progress, with Bucharest, their objective, becoming nearer. The southern and eastern drive in the Alt region has brought the Teutonic forces across the Topolog River, while south, between Rochi de Vede and Valeni, their line has been drawn considerably nearer the Roumanian capital, Alexandria, forty-seven miles east of Bucharest, has been taken by Field Marshal von Mackenzen's troops. Considering the swiftness of the advance of the Teutonic Allies through Wallachia comparatively few prisoners have been taken, although semi-official reports credit them with having captured considerable supplies and a lot of stores near Orsova, and with 23 officers and 1,200 men made prisoners, while in the Alt region, 10 additional officers and 4,000 men fell into the hands of the Teutonic Allies.

A big battle, extending over a front of about seventeen miles, is in progress north-west and north-east of Monastir, between Trnovo and Makovo. The Entente Allies, according to Berlin, have met with a severe defeat through the failure of their attack launched against the lines of the Central Powers.

READ THE MAIL & ADVOCATE

British Recapture Prize From Germany

LONDON, Nov. 27.—The Admiralty make an announcement of an incident which it says is interesting in showing what happens when a commander of a German submarine departs from his custom of sinking all ships he meets and follows in a particular instance the procedure of civilized warfare. On Nov. 18th, according to the statement, a German submarine captured the Norwegian steamer Older, bound from Newport to Gibraltar, and placed a prize crew aboard the vessel. For a time the sub. accompanied the vessel, and continued its acts of piracy on other ships, but eventually the Older separated, apparently intending to make for a German port. She was intercepted by a British warship and recaptured, despite attempts to blow her up, and brought to a British port where the prize crew are now prisoners.

Deported Ministers Reach Kavala

BERLIN, Nov. 27.—Advises from Sofia by the Overseas News Agency says the ministers of the Central Powers whose departure from Greece was demanded by the Entente Powers have arrived at the Bulgarian port of Kavala.

Roumanians Abandon Alt River Position

BUCHAREST, Nov. 27.—The Roumanians have retired from the line of the River Alt, the War Office announces.

Italian Progress

LONDON, Nov. 27.—The Italians continue to make progress in the region west of Monastir.

War Is Only Half Over

War Correspondents Who Return From France Say Germany Cannot Win, Despite Their Wonderful Fight.

NEW YORK, Nov. 27.—The Times this morning says: According to Will Irwin, war correspondent, who returned here yesterday from France, the war will end when France and Belgium have been cleared of German troops. For the Allies to make peace on any other conditions, he said, would mean the death of British and French nationality. Irwin said the Allies would continue the offensive along the twenty-eight miles of the Somme front all the winter every fine day. It was impossible to operate during the heavy rains, as mud was so deep that artillery could not be moved. There can be no question whatever as to who will win, said Irwin, but the war is only about half over. The Germans are putting up a wonderful fight, but they can't win.

INDIA SEES VICTORY FOR ALLIED ARMS

Whole of India Regards Victory for the Allied Cause as Certain—War Gifts are Still Coming in From Ruling Princes of all Classes—Crop Prospect Favorable

LONDON, (via Reuter's Ottawa Agency)—A special dispatch from Delhi says the Viceroy Lord Chelmsford has been making a tour of India lasting nearly three months, finding everywhere keen enthusiasm among all class to win the war.

The whole of India regards victory as certain, and somewhat naturally some of the sections of educated classes already are speculating on post war changes, urging domestic political reforms more keenly openly perhaps than they did when the issue seemed less certain.

Native officers of the Indian army who have returned from France are extremely optimistic and speak of the marked superiority of the Allies' military quality and resources over those of the enemy.

Throughout India generous war gifts are to be received from the ruling Princes of all classes.

The Calcutta and Bengal Chambers of Commerce are providing a motor machine battery for the front. In addition to motor ambulance unit already provided, the manufacture of munitions and transport wagons, etc., continues steadily throughout the country.

The condition of the northwest frontier is completely tranquil.

The crop prospect is generally extremely favorable. Wheat is promising well, cotton have been damaged by the late rains. Trade is booming although high freights are somewhat affecting exports.

"Pro Patria" Is Ashore

French Passenger Steamer is Ashore at Flat Point, Near North Sydney—Tugs are Proceeding to Her Assistance.

HALIFAX, Nov. 28.—The steamer "Pro Patria," with passengers and freight is ashore at Flat Point, near North Sydney. The tugs are proceeding to her assistance. The "Sable Island" has intercepted an S.O.S. message from the "Amerique."

Island Swept By a Cyclone

PARIS, Nov. 28.—The Island of Sardinia, in the Mediterranean, has been ravaged by a cyclone, according to a report received at Rome and forwarded by the Havas Agency.

Saw No Submarines

NEW YORK, Nov. 27.—Steamships arriving here to-day from European and West Indian ports reported they caught wireless warnings yesterday to watch out for belligerent submarines, but all brought word that no craft of that type had been seen.

OFFICIAL

BRITISH
LONDON, Nov. 27.—Bad weather. No special events on French and Italian fronts. Enemy continues to resist north of Monastir. In Roumania the enemy has captured Orsova and advanced beyond Craiova and crossed the Danube at two points. Six enemy destroyers approached the northern end of the Downs on Thursday night, and fired twelve rounds, hitting one drifter, and then steamed away.

BONAR LAW.
LONDON, Nov. 27.—Our artillery was active last night in the neighborhood of La Bassée, says to-day's official report of the Franco-Belgian front. Otherwise there is nothing to report.

RUSSIAN.
PETROGRAD, Nov. 27 (official)—In Dobrudja there has been an engagement between advanced infantry and cavalry detachments. An attempt of the enemy to drive away our detachments from the Isthmus between Lake Tachani and the sea was beaten back by our fire.

GERMAN

SALONIKI, Nov. 27.—An official bulletin from the Serbian headquarters, reads:—Yesterday the brave French Zouaves, co-operating with our troops, undertook a series of attacks against Hill 1050, which is of great strategic importance. The attacks were crowned with success. We carried the hill by assault. It was defended by picked German troops, Chasseurs of the Guard, who had orders to hold the hill at all costs. Several enemy counter-attacks with the object of retaking the lost positions were repulsed. The hill remained in our possession definitely. On the rest of the front inclement weather stopped operations.

Gerard Off On Dec. 5th

Will Return to Berlin Via Copenhagen—Has Secret Interview With Lansing—Submarines Issue Supposed to be Discussed.

Think They Ramméd A Submarine

WASHINGTON, Nov. 27.—Ambassador Gerard had a final conference with Secretary Lansing to-day, preparatory to sailing for Germany on December 5th by way of Copenhagen. The Ambassador and Secretary of State were silent about what was discussed at their conference, which lasted an hour, but in official quarters the impression prevailed that the delicate nature of the submarine situation and deportation of Belgians to Germany were discussed. As to the submarine situation Gerard will be able to say the position of the American Government is unaltered and that it expects Germany to fulfil her pledge.

Norse Ship In Trouble

SEATTLE, Wash., Nov. 28.—A radio message was received to-night from Captain Dietrichson of the Norwegian freight steamer "Meil Neilsen," which was early to-day reported as being disabled 250 miles off the Washington coast. It said the vessel was not in a dangerous position, and that the United States coast guard cutter "Snohomish" is proceeding to his aid.

Potato Crop

LONDON, Nov. 28.—The Board of Agriculture estimates the potato crop of England and Wales for the current year, with a decreased area of 35,000 acres as 350,000 tons less than 1915. However it is only 100 tons less than a ten years average.

What Mrs. Winslow Has To Say

NEW YORK, Nov. 28.—Mrs. Winslow, wife of Laurence Winslow, third Assistant Secretary to the American Embassy at Berlin, who arrived here to-day from Germany by way of Copenhagen, was reluctant to talk on conditions in Germany. She said rigid diet rules are maintained. A piece of meat three inches in diameter and one egg is allowed once a week. For the rest the food consisted solely of potatoes and cereals, Mrs. Winslow said.

To Dash North by Seaplanes

Amundsen Explorer Prepares For Another Dash in 1918—Machines Will Travel Over Smooth Ice as Well as on Water.

NEW YORK, Nov. 27.—Ronald Amundsen, explorer, is here to buy hydro-aeroplanes for his expedition in 1918, he said on his arrival here to-day on the Danish steamer Frederick 8th from Copenhagen. The flying machines, he said, would be constructed so as to travel over smooth ice as well as on water, and will be used in interior exploration starting from the ship, which will take the party into the Polar regions. The vessel will be so constructed that the planes can rise from and land on its decks. The explorer added that another purpose of his visit was to buy food supplies for the trip, because the price in Europe was prohibitive. Amundsen said the ship will be ready for launching in March. The work of equipping will begin in July, 1917, but no effort will be made to get away before the following year. The start originally was planned for 1917, but was delayed on account of the war. The exploration will take him this time north of the Polar regions.

REFUSES SAFE CONDUCT FOR NEW MINISTER

Britain Sends Note to U.S. Ambassador at London That She Refuses to Grant Safe Conduct to New Austrian Minister to United States—Refusal Surprises Washington Officials

WASHINGTON, Nov. 27.—Another controversy between the American Government and the Allies is in prospect as a result of the refusal of the British to grant a safe conduct to Count Tarnowski, the newly-appointed Austro-Hungarian Ambassador to the States. In the absence of official advices on the subject, officials state the department is not in a position to-day to discuss formally or forecast the course the government is likely to pursue. It was made evidence, the unfavorable action of the British Foreign Office came as an unpleasant surprise. It was learned the State Department so far had not made a formal request for his safe conduct, but has confined itself to the transmission of the request of the Austrian Government for such courtesy. Therefore, it is probable, if the issue is to be made up, it will be necessary for the States now to make such request on its own account.

Boy Hit By Motor Car

At 3 p.m. yesterday as Mr. John Clouston was driving his auto west along Military Road, opposite the Cathedral, a boy named Kennedy, son of Mr. Hugh Kennedy of Goodview St., aged 11, on seeing the car advancing, several times crossed and recrossed the thoroughfare in front of it. Mr. Clouston swerved his car to avoid the lad repeatedly, but as he shot past the last time the dasher of the car struck the lad full in the head, when the car was immediately stopped. The boy was knocked down and seeing that he was seriously hurt Mr. Clouston bore him to his arms to the Sacristy of the Cathedral, where all possible was done for him and Dr. Mitchell was called to treat him. The blow received rendered him unconscious and he was removed to the Hospital in the auto, and Mr. Clouston who is greatly concerned over the unfortunate affair, remained at the Hospital all the evening. Up to to-day the boy had not recovered consciousness and concussion of the brain is feared. Mr. Clouston did all possible to avoid the accident and had checked his car when it occurred. Those who witnessed the accident say that no blame can be attributed to him.

Strike Rich Copper Lodes

The Portia arrived at Bay of Islands this morning and the Prospero left Fortune Hr. at 5 p.m. yesterday.

The S.S. Sheba will leave here Saturday with general cargo for New York.

SEES HOPE FOR ROUMANIA

Military Writers Are Yet Hopeful Rumanians Will Extricate Themselves From Their Precarious Position—German Official Statements Lack Claims of Any Large Captures of Men or Munitions

NEW YORK, Nov. 27.—A News Agency despatch to-day from London says:—

News from German sources caused a renewal of hope here to-day that Roumania will, after all, extricate herself from the precarious position in which she was placed by Von Falkenhayn's brilliant strategic campaign. The prime basis for this hope is the utter lack in all German official reports of any claim to large captures of prisoners or war munitions. If the Roumanian army had been tactically trapped by the encircling movement around Orsova and the Turna river in reaching over Craiova, it was regarded as certain that the Berlin official reports would have chronicled big captures of men and supplies. It is known here that the Roumanians succeeded in removing their artillery from Craiova before that city fell into the hands of the enemy. The other source of hope was the report from a German correspondent at Von Falkenhayn's headquarters, that further progress beyond the Alt was delayed because of the conditions of the roads. Both these bits of news led military experts here to reconstruct the story of an orderly retreat of the Roumanian forces from the angle from which the two armies of the Teutonic forces are now exerting pressure. There was no disposition, however, to disguise the fact that the Roumanians are still in peril.

Another Zep Raid

LONDON, Nov. 28.—There was another raid on the north-eastern coast on Monday night. Bombs were dropped on several northern counties. No damage or casualties have yet been received.

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nov 28, 29, 30

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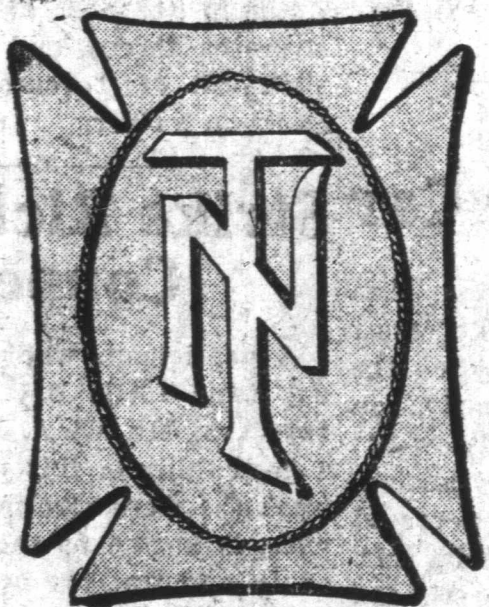
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War for Trade When Peace Comes; America's Position

Writing on what he calls "The War After the War," Isaac F. Marcossion warns the readers of the Saturday Evening Post that it is a war in which the United States cannot remain neutral. It will be a war for the trade of the world, the great reconstruction effort of the belligerent nations to retrieve some of their gigantic losses. Already commercial treaties and arrangements have been made among the Entente Allies which provide for "most favored nation" treatment among them; and the Central Powers are supposed to have a similar understanding among themselves. After the war is over the trade war will begin. It will not be necessary for one group of former belligerents to specifically make tariffs against the other or impose restrictions. By giving themselves favorable treatment they automatically discriminate against those not on this footing. Nobody will suppose, for instance, that when this war is over the United States will enjoy the same standing in the British and French markets as Canada and Australia. Therefore, the United States becomes involved in the war after the war.

The American Position.
Similarly it is unlikely that the manufacturer of American goods will be permitted to compete on even terms with the German manufacturer in Austria, for example, unless the present war should be followed by a revolution that will disrupt the present relations between the Central Powers. The United States, therefore, is likely to find itself discriminated against by both groups of belligerents. Of course, the United States can retaliate by tariffs that will keep non-American goods out of the country, but this will not solve the problem of her foreign trade, which is absolutely necessary if she is to maintain her present position among the great commercial nations of the world. She is likely to find, too, that the war has unfitted her to become the keen competitor of Europe. The war demands for American commodities, says Mr. Marcossion, paid for with gold, have raised the cost of production, and it will stay up.

Britain in Training.
On the other hand, the experience of the war has put Britain in training for the war after the war. The "speeding up" method has been accepted. The unions have abandoned their restriction upon output, and they are likely to find that this is an advantage to them, and not the peril they supposed it. Women have become skilled workers to the number

of hundreds of thousands. They are not going to be turned out of their jobs after the war. They have become a permanent part of Britain's industrial army. The writer says that efficiency methods have been adopted by almost every important British manufacturer. There has been in effect an industrial revolution in Great Britain. The old ways will never be brought back. What has been found necessary and desirable in war-time will be found equally necessary when the war is over. The manufacturing methods that have been found to get the best result with guns and shells will be found to be applicable to motor cars and table cutlery.

A Supremacy Tossed Away.
England has at last wakened up. Mr. Marcossion says that thirty years ago she was the workshop of the world. Her goods were carried to every port by her ships, but, convinced that her supremacy could never be successfully challenged, she relaxed her efforts, and was content to adopt a "take it or leave it" tone with her foreign customers. In the meantime the imitative and adaptive Germans were freely welcomed. They served their apprenticeship in English factories and took home the secrets of British arts and crafts. These they harnessed to cheap labor, and, backed by the German Government, presently were able to make goods in Germany more cheaply than they could be made in England.

Death of Free Trade.
Joined to her Free Trade idols Britons saw no peril in this development. Thanks to her shipping industry, she was able to make great profits by importing German articles and re-exporting them in her own ships. Some of her Mad Mullahs of Free Trade insisted that Germany was gradually ruining herself by making goods so cheap, and it was not until the war came that the people of England realized the position. Mr. Marcossion says, however, that the awakening was a thorough one. British men and women showed that they had not lost the old qualities which a generation ago had made Britain the workshop of the world. He thinks that there is a possibility that Britain will go to the other extreme and will disregard altogether the warning of her economists, who tell her that she cannot make a profit by banning Germany and refusing to trade with her, which recalls the solemn prediction of Norman Angell that there would never be a great war because it would not pay the belligerents. This prophecy was made about five years ago.

America Reborn in a New Democracy

The real significance of the American presidential vote is only now becoming apparent to the more thoughtful journals in that country. The New York Evening Post, for example, sees in the sudden assumption of electoral importance of the western states a hopeful sign for the future. Hitherto the eastern states have held the destinies of the political parties. Indeed, the conviction had assumed the importance of a party dogma that the organization which carried New York state won the country. This was not literally true, of course, but it was thoroughly representative of the solidarity and unity of purpose which caused all the eastern states to vote in like fashion when the control of the national government was at stake. And it is curious to note the effect of this development upon the party press. The Philadelphia Public Ledger, a journal which has supported the Republican machine in its hold upon Pennsylvania and Philadelphia as strongly as any Tammany organ upheld the control of the Wigwam in the metropolis, and has looked upon the Republican control of the eastern states as a wise dispensation of the political gods, suddenly awakes to the dangers of "sectionalism" as revealed by the new found power of the western states. But it is unlikely that the party press can return to the bottle the giant released by themselves.

Sectionalism, so long as it was confined to the one side, was a fine thing. There is nothing to show that it is not still a fine thing; not, it is true, in its old sense but in the newer, western form of expression. For the west, it would seem, has found its political soul. The west has revolted against partyism and all that such a fetich means. And that this revolt is not confined to geographical limits but permeates all the nation is shown by the dwindling majorities of the Republican party in the old rock-ribbed states. In the west, with less party tradition to shatter, the result has been more spectacular but the great fact is apparent that the party of privilege and of class interest has come to its inevitable end in the United States, unless it is regenerated from within, as Roosevelt proposed but as he afterwards failed to maintain. The truth is that the sceptre of political power is passing from the east to the west. Roosevelt saw the day coming and attempted to turn it to his own advantage. He had perception but lacked vision. Had he fought on he would have won. But in Wilson the Democrats produced a remarkable man, one who saw that Bourbonism was doomed in both parties and that the future held promise only to the party which would transcend materialism. While Hughes argued for the tariff, for privilege and all the material things of political power Wilson appealed to the spiritual. Wilson pictured a nation devoted to economic justice and social legislation, a nation reluctant to fight but jealous of its rights and not afraid to face the world in the arts of peace. Hughes foretold of the necessity of holding the trade gained by the quarrels of other nations, of the place of the country in the economic struggle and of the need of preparedness to uphold any position the government might assume internationally.

Wilson realized, what his opponents did not, that the awakening would come in the west. He spent little time in the east but devoted many thoughtful hours to the west and delivered some remarkable addresses in his tours in that section, addresses which are now coming to be regarded as prophetic of the new spirit of Democracy in the United States.

All this is of moment to Canadians. Many of the more thoughtful of the people of the Dominion are looking to the Canadian west to take the lead in the newer politics of this country. Already there are signs of the revolution as evidenced in the agitation against the tariff, the passing of social legislation and the development of the thinking element of the provinces. It cannot all be done in a day or a year, but the light is beginning to show in the west and many will watch its broadening until the time comes for successful co-operation with the east.

—Ottawa Citizen.

3 Men Who Proved To Be Brave Men

A world which gave generous and unstinted praise to Captain Koenig and the crew of the Deutschland for their success in navigating the North Atlantic in their undersea boat, must find greater cause for praise of the far more daring adventure of the three heroes who piloted the little tug Vigilant to her British destination. Deserted by their captain and twelve comrades, who abandoned their frail craft for the safety of an Atlantic liner, these heroes of the sea—a Scotchman, an Irishman and an American—took upon themselves, the herculean task of completing an ocean voyage which the others considered it unsafe to risk. The difficulties they faced and overcame can be surmised only by those who know the dangers of a fall Atlantic voyage in a top-heavy undermanned craft. The fact that one fifty-hour gale smashed in different parts of their little boat, broke their dynamo shaft, extinguishing their lights and kept Ferguson, the brave second mate, a prisoner in the wheel-house and his two brave comrades prisoners in the engine room without food, water or sleep, is one reminder of the hardships and perils they faced in the discharge of duty. They could have followed their captain and comrades to the deck of the great trans-Atlantic liner which answered the S.O.S. call and abandoned the tug to the mercy of the waves, but they had a different idea of what duty means, and in the discharge of it have given the world a sea story more extraordinary than any written by the most popular writer. More important than this, they placed at the service of Great Britain one of a needed fleet of sea craft. On that occasion the heroism of Robert Ferguson, Thomas Walsh and John Smith deserves more than passing notice. They did a brave thing, a thing worth while, because it will help in the great cause which should be the first consideration of every brave man to-day.

WHY WILSON WON

Although ten of the twelve states in which women have the franchise gave Wilson majorities, here does not appear to be any substantial ground for arguing that the women were for Wilson. It was not women's sympathy for the cry "he kept us out of war" that gave Wilson his election. He won by the votes of men as much as by the votes of women, and he won because American opinion was with him; because there was satisfaction with his administration of home affairs and a greater willingness to trust his foreign policy than to take on a new leader whose campaign utterances were so mystifying that not even his most ardent supporters knew his position on the great issues before the country. Wilson might have won, probably would have won, no matter what Hughes had said or done, but the failure of Hughes to make known his own attitude on those questions that he most severely criticized Wilson or must have cost him many thousands of votes.

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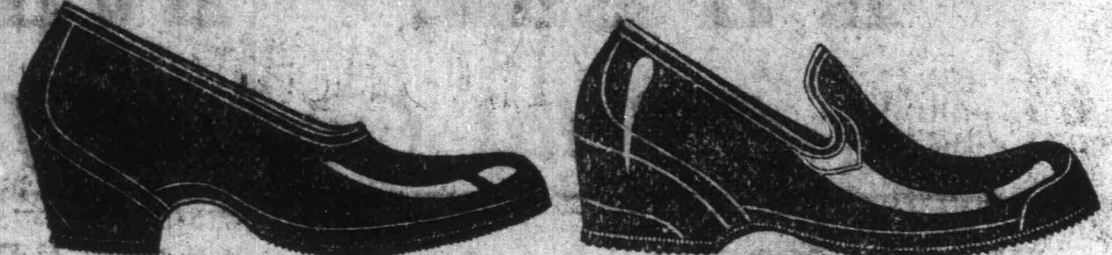
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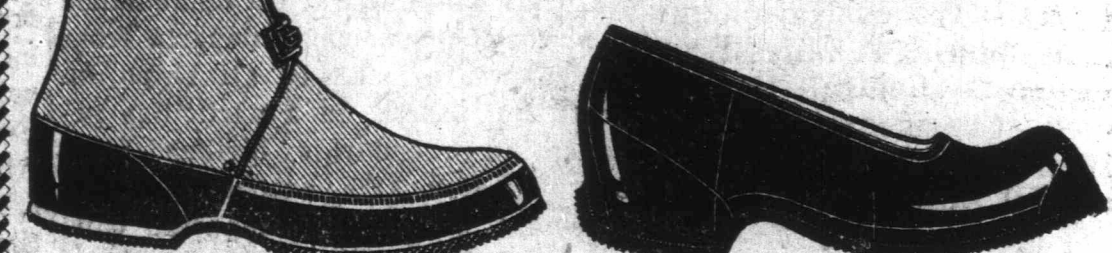
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The TEA with strength and flavor is **ECLIPSE**, which we sell at **45c. lb.**

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

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

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

The British Blockade is Having a Telling Effect on the People of Germany

As the days go by it becomes truer, the intensity of the preparations clearer that Lloyd George's being made in Germany to hasten warning to the effect that the delivery of raw materials after the Allies would not consider the well meaning offices of any of how severely the present lack of mediator in the present war was those materials must be felt in many well timed. From Germany come branches of industry. While substitutes are said to be probably in most cases of little practical value, some of the inventions may prove of real use, about peace, and predicting a future In the case of the artificial production of nitrates for use as manure and the United States. It is hard to get the real truth about the situation in Germany, but from all sources we learn that the talk of peace is growing, and that the pressure exerted by the British blockade is becoming imitated in other countries. Conditions in the textile and leather trades successes on the Somme and the entry of Roumania into the war have had a discouraging effect upon the German people, although great official efforts are made to minimize the importance of these events, and Germany's desperate attempt to destroy Roumania's military strength is dictated as much by consideration of its effect upon political conditions at home as by military reasons. A barrister recently returned from Germany talks of the spread of revolutionary tendencies, according to a correspondent of the New York Herald. He says there has been rioting in Berlin and Cologne, that Berlin is under martial law and that in certain garrison towns troops are retained for the purpose of quelling riots. From an absolutely reliable source it is learned that a formidable riot occurred in Hamburg on August 25 and 26, and the editor of an important Socialist organ has received trustworthy information that Dresden was the scene during the last week of August of a big riot in which 280 persons were killed and 160 wounded. A neutral Minister who has been in Germany twice in the last six months found on the occasion of his second trip, at the end of July, that the situation had undergone a great change for the worse. He was especially surprised to discover how bad and scanty food was in Berlin; but it was not so much the exorbitant prices as the actual shortage of everything that struck him most. Another neutral Minister says the Berlin Government is much preoccupied with the internal situation and has to weigh carefully the probable effect on public opinion of any contemplated action. A Dane who has lived in Berlin for six or seven years declares that "the spirit of the people is sinking rapidly, and the public begin to lose faith in final victory."

With respect to trade and industry, the delivery of raw materials after the Allies would not consider the well meaning offices of any of how severely the present lack of mediator in the present war was those materials must be felt in many well timed. From Germany come branches of industry. While substitutes are said to be probably in most cases of little practical value, some of the inventions may prove of real use, about peace, and predicting a future In the case of the artificial production of nitrates for use as manure and the United States. It is hard to get the real truth about the situation in Germany, but from all sources we learn that the talk of peace is growing, and that the pressure exerted by the British blockade is becoming imitated in other countries. Conditions in the textile and leather trades successes on the Somme and the entry of Roumania into the war have had a discouraging effect upon the German people, although great official efforts are made to minimize the importance of these events, and Germany's desperate attempt to destroy Roumania's military strength is dictated as much by consideration of its effect upon political conditions at home as by military reasons. A barrister recently returned from Germany talks of the spread of revolutionary tendencies, according to a correspondent of the New York Herald. He says there has been rioting in Berlin and Cologne, that Berlin is under martial law and that in certain garrison towns troops are retained for the purpose of quelling riots. From an absolutely reliable source it is learned that a formidable riot occurred in Hamburg on August 25 and 26, and the editor of an important Socialist organ has received trustworthy information that Dresden was the scene during the last week of August of a big riot in which 280 persons were killed and 160 wounded. A neutral Minister who has been in Germany twice in the last six months found on the occasion of his second trip, at the end of July, that the situation had undergone a great change for the worse. He was especially surprised to discover how bad and scanty food was in Berlin; but it was not so much the exorbitant prices as the actual shortage of everything that struck him most. Another neutral Minister says the Berlin Government is much preoccupied with the internal situation and has to weigh carefully the probable effect on public opinion of any contemplated action. A Dane who has lived in Berlin for six or seven years declares that "the spirit of the people is sinking rapidly, and the public begin to lose faith in final victory."

Increased British Maritime Losses Emphasize Menace of Submarines

LONDON, Nov. 24.—The recent raid on allied and neutral commerce in the West Atlantic lends special interest to some new figures relating to the war losses of the British mercantile marine, which have been given out by the president of the Board of Trade. He informed the House of Commons during the debate on the increase of food prices that Great Britain had actually lost; by enemy action and by marine risks 2,000,000 gross tons of shipping since the war began. Mr. Runciman was necessarily vague on this matter, but the round figures which he gave shows that of the 21,045,049 tons of shipping which the British Empire



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.

NEYLE'S

246 Water Street.
HARNESS
We manufacture all kinds of Slide Harness.

FELT SWEAT PADS
STABLE RUGS
for Horses.

HORSE SHOES
Snowball sharpened for winter use.

SHOT
4 and B.B.
CARTRIDGES
12 gage loaded with Black and Smokeless Powder.

BOLTS and NUTS
Slide Bolts, 3/4 x 27 inches. 3/8 x 31 inches.

No. 6 Horse Shoe Nails.
COOPERS' TOOLS
White's Adzes, Plain and Check Face Chamfer Knives.

NEYLE'S HARDWARE
In Stock

100 Cases
-Valencia Onions,-
200 brls. Apples.

and to arrive by S. S. Graclan
75 Kegs
Green Grapes

H. J. Brownrigg
Phone 469.

THE FIRST PAIR

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

Wholesale by
Cleveland Rubber Co.,
New Martin Bldg

WANTED!

Schooners
to freight Brick
from Trinity
Bay

Apply to
R. Templeton.

are suited to narrow channels and shallow waters obviously cannot be applied when the submarines work in large areas.
This extension to ocean routes makes interesting a comparison between the operations of, and the damage inflicted by, the cruisers employed in raiding on the one hand, and submarines on the other. The two classes are typified by the Moeve and by the U-53. The former, during the three weeks or more that she was at large on the Atlantic trade routes, sank or captured fifteen vessels of 57,835 aggregate tons. The submarine, in one day sank six ships of about 24,000 gross tons.
ADVERTISE IN
THE MAIL AND ADVOCATE

BIG HERRING SCHOOLS

Mr. James Norris of Three Arms, N.D.B., had a message last evening saying that herring in large schools struck in at Hall's Bay yesterday. Up to that time not a herring had appeared though the people were all ready to catch them. It is likely that a good herring fishery will result this year.

RAID FOR SMUGGLED GOODS

We learn to-day from reliable authority that the Customs people to-day went on board a ship which recently arrived from a foreign port and made a search for smuggled goods, cigarettes, tobacco, &c. We hear that certain parties on the ship have been under suspicion and this gave rise to the action of the authorities.

WAS SEVERELY HURT

While Mr. Mark Pike, foreman of Steer Bros. grocery store, was at work in one of the windows of the premises Saturday evening he slipped and fell and received painful injury. His left side came across a box and one of his ribs were broken while he was also severely strained. Mr. Pike was driven to a doctor's surgery for treatment and since the accident has been confined to his home. His many friends will be glad to learn that he is improving though it will be sometime yet before he can be about.

FROM RECRUITING CAMPAIGN

Capt. Thos. Fitzpatrick of Placentia and Sgt. M. Nugent, one of our returned soldiers, who had been over Placentia Bay on a recruiting mission, returned to the city yesterday. They were on the campaign two weeks or more and visited all the more important places. At each place visited the Captain and the Sergeant gave excellent addresses and many men offered to join the ranks.

"DOROTHY DUFF" HERE

The schr. Dorothy Duff, Capt. Deen, arrived here this morning, oil laden, from New York for the Imperial Oil Coy., after a run of 9 days. The vessel went from here to Bahia with fish and after discharging went to Bonara, Dutch West Indies, for salt with which she returned to New York. Captain and crew are well.

POLICE COURT NEWS

Mr. Hutchings, K.C., J.P., presided to-day and fined two stokers of the Elsvick Hall who were drunk and disorderly on the ship yesterday \$2 or 7 days each. Three other drunks were discharged and an assault case was dismissed.

The Florizel will sail for Halifax and New York Thursday and will take first and second class passengers to both places.

The S.S. Meigle left North Sydney at 6 p.m. yesterday for this port with a full freight for the Reid Nfld. Co.

Accurately and strictly speaking, there is no foundation in nature or in natural law why a set of word son parchment should convey the dominion of land. Alodial (absolute) property no subject in England has; it being a received and now undeniable principle in law, that all lands in England are holden mediately or immediately of the King (i.e., people.—Sir William Blackstone.

The political game, like football, is never lost till the whistle blows.

Wonder Ship in Italian Navy

The Tutt' Ali Travelled at Speed Three Times Faster Than Liner

ROME.—Tutt' Ali is the name of Italy's youngest battleship. The name means "All Wings," and it is not badly chosen, for this ship dashes through the ocean at the rate of the fastest train that speeds across America. The inventors are in the Italian navy, and she was built in Italian shipyards with Italian machinery and of Italian steel. The inventors' names, the ship's tonnage, its present whereabouts, are all a dead secret. But the fact remains that "All Wings" in her trial trip did 300 miles at three times the rate of the fastest transatlantic ship.

Outruns a Torpedo.
"During the trip," says an officer, "we were attacked by an enemy submarine. You would have laughed to see the torpedo fall several hundred yards clear of our stern, for we went

THE CRESCENT PICTURE PALACE

EVERY AFTERNOON 2.15. EVERY NIGHT AT 7.15.

Presenting Edgar Jones in
"Courage and the Man"

A Lubin Three Reel feature.
Helen Gibson in
"One Chance in a Hundred"

An episode of the "Hazards of Helen" railroad series.
Billie Reeves and Mae Hotely in
"An Artful Artist"

A Great Lubin Comedy.
PROFESSOR MCCARTHY playing the Newest and Best Music, Drums and Effects.

On Wednesday, "PRISONERS OF CONSCIENCE," a 3 Act Social Drama.

Rossley's British Theatre!

GRAND OPENING, CROWDS DELIGHTED.

"The Flirting Bride."
In three parts. Great comedy-drama by the Knickerbocker Co.

"The Collegian Who Tried to Get a Foothold."
The Lubin players.

"The Bridge of Danger."
Great Thriller. Kalem Players.

NOTE—Havalaugh Friday night. Rossley's original contest. Barrels of fun. 2 shows nightly—7.30 and 9 p.m.

BRITISH

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

PROTECTION in Material.
PROTECTION in Style.
PROTECTION in Fit.

Every Man and Boy Needs PROTECTION Have It!

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

625 Cases New Crop Tomatoes

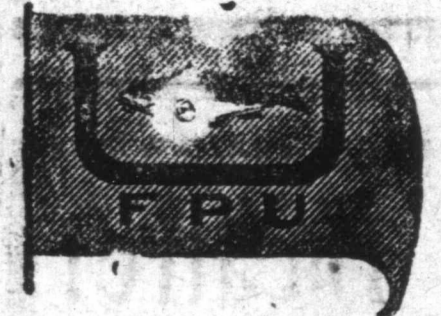
Due to arrive 1st half September. Get our Prices.

Job's Stores, Limited.

so quickly that no torpedo now being used could touch us. The torpedo catchers which escorted us were left far behind. In a few minutes all we saw of them was a bit of smoke."
This ship has stood her trials so well that more are in the stocks.
ADVERTISE IN
THE MAIL AND ADVOCATE
Making Mistakes.
We all make mistakes but more and more grievous ones are made by trying to tell others what we do not know ourselves than by illustrating folly by our example.—James Bellangee.
For forty-eight hours we almost forgot the bullets in watching the bullets.

--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. 28th., 1914.

The Submarine Menace

It is thought two German submarines have cut their way through to the Atlantic and ships on the New York route have been warned by a British warship patrolling the American coast to look out for danger. In our humble opinion any activity of German submarines off the American coast will eventually embroil the United States in the struggle. The American people cannot allow their coast to be bombarded with impunity, and probably Germany who is tired of the war wishes to embroil America in order to save her face to sue for peace. Be that as it may, we must look for submarine trouble on our own coast next spring, for there is no denying that conditions point to action by Germany next year that will produce results of piracy far exceeding any yet attempted by her. This Colony must not expect to escape from its full share of worries and annoyances incidental to the war during 1917. If German submarines appear, very few can estimate what consequences such a menace will entail.

Troublesome days are ahead of the Colony during 1917. Provisions will be scarce and very high in price. Rules must be made to prevent all waste. Every acre of land must be cultivated and every pound of vegetables possible must be raised. Men must be found for the Navy and Regiment, at least 2000 men must be forthcoming by the end of May unless peace prospects are brighter than at present. Recruiting has been killed by Reids' action in advancing freight rates so enormously, and by such conduct as big flour merchants have been guilty of. Reids grab on freight has reached every settlement in the Colony and there is one universal cry of indignation sweeping across the whole country. Winter's grab on flour and pork is known to every home and the result is the whole population stand aghast and all thought of coming forward to fight has been assassinated.

Mr. Coaker warned Sir Wm. Reid of the consequences of his action, and the Premier was expected to handle the flour and pork grab without gloves. No action to protect the public ensued and the harm that should never have come, now remains to be appeased. Recruits must be found. The Government cannot secure those recruits. It is powerless as they are, to enforce laws for public protection. It is helpless and impotent. Financial difficulties appear in the gloom; prohibition will cut off revenue; disabled soldiers must be pensioned; dependents of our fallen heroes on land and sea must be provided for; a general election must be faced; very small importation of goods must be expected owing to very high prices, scarcity of goods, and the expectation of importers that high priced stocks must not be carried over to the end of the war or big losses will be entailed; in-

terest on the \$5,000,000 new loan must be provided for; additional loans for war purposes probably amounting to \$2,000,000 will have to be provided to cover 1917 expenditure; all around, in every direction trouble is brewing—one bright spot alone glimmers through the gloom—fish will be worth \$10.00 per qtl. it can be exported.

Every sensible man should give those facts close attention and ask what the outcome will be, who is to carry the burden, shoulder the responsibility of getting the Colony over the huge crisis which the fourth summer of war will bring upon us and upon the whole world? The result of three years war on such a tremendous scale will stagger the world, financially, morally, physically and socially in 1917. Let there be no delusion, the year 1917 will entail suffering far surpassing all that has been endured during 1914, 1915 and 1916 combined. This country is in a very bad state, for its Government represent a minority of the electorate, and do not possess the confidence of 20 per cent of the electors. If strong action is necessary to tide the Colony over 1917, the present Government is incapable of such. Before the end of next January a crisis will surely come, that will demand the united consideration of all our public men. All will admit that the Government today is powerless to exert an influence, or to take action that conditions will demand.

What is to be done. Matters cannot be allowed to drift further. Reid must cut down those outrageous rates; Winter and others must hand over to the Colony those big grabs they have taken from the people's pockets; 2000 young men must be found for the Navy and Regiment; public expenditure must be reduced to the smallest minimum; the people must come forward and take up loans to carry the Colony through; and those who have reaped big profits since war came must put their dollars in the bonds of the Colony. Who is to achieve this? It must be done; unless action is taken by the Government the people will move. Mass meetings will come before New Year unless the public interests are fully safe guarded. The Governor, the Premier, the Government, will have to get busy immediately; but what can a moribund government accomplish, or what can a party torn asunder by internal jealousies and avaricious greed achieve?

National issues such as no government in the past ever dreamt of now confront the Colony. We venture to-day to put the question to all: What is to be done? Who amongst us can answer that momentous question?

Mr. Kennedy's Letter

MR. KENNEDY don't mention all the jobs he has done for the Government since 1909. We venture to say that no contractors holding seats in a party composing the Government of a British Colony should have any financial dealings with that Government. It is not allowed in Canada, England, Australia or New Zealand. Why should it be tolerated here. The public accounts of all departments show numerous payments to M. & E. Kennedy and a large proportion of such payments were made for work not covered by tender. The fact that the Government refused to pay Mr. Kennedy claims for extras is enough to convince the public that they are not tendering to erect buildings for their health.

We ask Mr. Kennedy if he will deny that since 1909 he has added more to his savings account than any other contractor who ever erected buildings for the Government? What will he make on the White Elephant under erection for Dr. Rendell? Surely Mr. Kennedy is not bold enough to expect that in addition to the grabs entailed in Government work performed at St. John's that he should also be given the grabbing at Hr. Grace and even in Twillingate District? It is hard to satisfy the cravings of some men for money making. Apparently Mr. Kennedy is one of them for he murmurs because he did not get the chance to make big hauls at Hr. Grace and Grand Falls.

In Tripoli

CONSTANTINOPLE, Nov. 27.—Advices say the Turkish administration in Tripoli is now being completely re-established as it was prior to the Turkish-Italian war. The Italians, it is declared by a despatch to the Overseas News Agency, dare not abandon the five cities they still occupy on the Tripoli coast.

Our Edward

THE ignominious ending to the ministerial career of Sir Sam Hughes reminds us that we paired him some time ago with our own grand bluffer, yclept Sir Edward P. Morris. Both were in England at the time, and both were making no end of noise about "patriotism" and other such like. Our own gentle knight cabled (at whose expense we know not) sundry learned and high sounding missives to the "people" of Newfoundland—the people in this case meaning evidently the little coterie of political cormorants who have been thriving on government pap for the last seven years; for the people—the great mass of our population, the fishermen and the working men, regarded Edward's performances as just another "cod" to beguile the public. These latter have sized up Edward; and they are now asking who is going to foot the huge bill of expenses piled up in junketings across the water.

Sir Sam also "talked" whilst on the other side, and even acted in an advisory capacity (off his own bat) to the British Military Authorities. He evidently talked too much for the good of his political party, and the result was that Sir Robert Borden gave the gentle and much-speaking Samuel his walking papers. Of course if we had any such thing as an independent body of men constituting the Government of Newfoundland, they would have demanded the resignation of Edward, and thus spared us further political ignominy. But they are too busy gathering up the loaves and fishes to think of such a thing. So E.P.M. remains at the head of affairs, awaiting the final application of the popular "git out" at the polls in the next General Election.

E.P.M. has failed and failed just as ignominiously as did Sam Hughes; but unfortunately for this distressful country the public must tolerate him for a longer period, though dissatisfaction is loud and deep throughout every constituency in the country. Morris began his regime with many promises; he has kept none of them—at least not kept them in the true sense. He has squandered millions in chasing rainbows; and he has placed upon the already over-burdened shoulders of the tax payers a load under which they must stagger as best they may.

He has kept a heterogeneous party together by doing out sops on all sides; and never before in the history of this Colony has such wanton extravagance been so brazenly carried on. In justification of his boodling policy he has even dared to state that IT IS A CRIME TO SAVE! From all quarters of the earth comes the cry of public men, economists, and heads of industrial enterprises—"Save! Save! Save!" Of course it would not be logical for Morris to pursue any policy other than that which he fathers: there would be no excuse for the expenditures which are being made for the benefit of the profiteer.

We have time and again warned the people of the doings of the corrupt body mis-called the Government of Newfoundland; but it so happens that circumstanced as we are the people have no redress except through the ballot box.

The Ottawa Citizen commenting on the Borden-Hughes mess says: "Sir Robert Borden must surely know that it does not pay to defend incompetent or unscrupulous colleagues in instances where they are deserving of public censure."

Miners Strike

FERNIE, Nov. 27.—Miners of Fernie, Michale, Blairmore, Coleman Hill, Crest, Frank and Bellevue all went out on strike this morning. Fernie and Michale coke oven employees are working, but those at Fernie are restless and indications are to-night or to-morrow will find the Fernie coke oven men on strike in sympathy with the miners. Drumheller is working to-day, and so far negotiations have failed.

REVELLE BY CALCAR

If one were to judge by Mr. W. L. Butler's letter on railroad matters which appeared in *The Mail and Advocate* of Saturday last the Reid Newfoundland Company is poorly advised by chiefs of departments.

Mr. Butler's letter shows a woeful condition of affairs that if only half true demands more than a mere cursory examination. It is a very serious charge that is made against the railroad operations and in the interest of the travelling public should be investigated by a competent authority. But who to get, who is the competent authority that the country would have strict confidence in, since it transpires that Mr. Hall, the Government Engineer, is not regarded as impartial or free from the suspicion of being too easy with the Reid Company. We are paying Mr. Hall to look after our interests. He is the one that is supposed to see to it that the road, the engines, the cars, the air brakes are in proper condition for service.

If we are to judge from Mr. Butler's scathing condemnation of the engines and air brakes they are in a fearful condition, a menace to life and limb and a warrant for unsatisfactory freight service.

Mr. Hall, the Government Engineer, must know of these things, then why does he permit them to be. We ourselves attributed the unsatisfactory service afforded by the railroad to the faulty construction of the road, and we still maintain this position, but plainly, if Mr. Butler's remarks are correct (and they bear the impression though he is a man with a grievance, he himself employed on the railroad) nevertheless his story seems to convey the idea that he knows something of the matter he has in hand.

His story might be a little exaggerated, but as we have said there appears to be more than a grain of truth in it. Certainly if things are quarter as bad as he depicts them the want of financial success which the Reids claim attends the operation of the road is not at all to be wondered at. And if we add to this the deplorable condition of the road itself, the wonder is that it keeps going even, at so unsatisfactory pace at which it does.

GLEANINGS OF GONE BY DAYS

NOVEMBER 28
 The London Times first printed by steam, 1814.
 John Brien Carbonear, aged 102, died, 1847.
 William O'Donnell, Irish lawyer, first admitted to Newfoundland Bar, 1859.
 Dr. F. Moran, Burin, died, 1873.
 R. J. Pinsent, father of Judge Pinsent, died, 1876.
 Steamer Arizona left for Liverpool, after temporary repairs by D. Condon, 1879.
 Capt. C. Fury, J.P., Hr. Main, died, 1882.
 Spain accepts America's terms of peace, 1898.
 Terrific storm on East Coast of United States; 180 lives lost, 1898.
 Press representatives refused admission to Supreme Court by Judge Norton, 1848.

If we had a Government that was not sold out and out to the Reids, a Government that had the least zeal for the welfare of the country, we should soon have some improvement. But the Government is there to serve the interests of the Reids, and for this reason we have the spectacle of the R.R. Company advancing their rates two hundred per cent. in an attempt to make the people pay for their mismanagement. We know that Mr. Burchell was unfaithful to the people who entrusted him to look after their interests when the trunk line to Port-aux-Basques was being built. He was too fond of the pleasant company of the contractors, and his desire to please his patrons was superior to his wish to see that the country got a fair show at the hands of those contractors. If this be not so, how account for the deplorable state of the road bed, its amazing curves and fearful grades.

Mr. Hall, the present Government Engineer, is a worthy successor of Mr. Burchell and is just as blind to the delinquencies of the Reids. The branch railroads are fearfully and wonderfully made, and Mr. Butler tells us

F. P. U.

CONVENTION.

Delegates to Catalina Convention travelling by the Railway can secure return tickets at ONE FIRST CLASS FARE, good going from November 28th and for return December 10th.

CONVENTION OPENS DECEMBER 4th.

Those travelling on Sunday's Express, December 3rd, will arrive at Catalina Monday morning before breakfast.

Delegates travelling by the Prospero on her next trip South will be due about December 4th. Delegates by the Susu will come along on the trip South, due at Catalina about December 2nd.

District Council Meetings for Trinity and Bonavista will be held on December 4th, should the Prospero not have arrived at Catalina.

Delegates from Bonavista Bay should connect with the Dundee on or about December 1st and entrain at Princeton or Bonavista if weather suitable.

French Aviators Bombard Guizancourt
 PARIS, Nov. 27.—The French announcement on the progress of hostilities on the French front, issued at the War Office this afternoon, reads as follows:—There has been the customary cannonading at various points on the Somme front and, in the sectors of Douaumont and Vaux. The night passed quietly on the remainder of the front. A group of French aviators last night bombarded the aviation fields at Guizancourt and Matigny. The missiles thrown reached their mark.

Turks Report Italian Defeat
 BERLIN, Nov. 27.—Arabs under Halif Ben Asker have defeated a force of Italians near Dehbat, on the frontier of Tripoli and Tunis, according to a despatch from Constantinople to the Overseas News Agency. The Arabs then penetrated Tunis and engaged the French forces. The message adds that the battle is still in progress. Losses of the Italians were heavy, says the message.

All Must Work
 COPENHAGEN, Nov. 27.—The Berlin correspondent of the Berlingske Tidende says the German government is considering favorably a proposal of the Conservatives in the Reichstag that the universities and other higher schools of the empire be virtually closed so that teachers and scholars may be embraced in the plan for mobilization of civilians.

Miners Strike For War Bonus
 LETHBRIDGE, Nov. 27.—Between 1000 and 1500 miners in Lethbridge district are on strike to-day along with others in District 18 in an endeavor to enforce their demands for further war bonus. They state they will remain out until their demands are complied with.

Theatrical Manager Joseph Brooks Killed
 NEW YORK, Nov. 27.—Joseph Brooks, theatrical manager, was killed to-day by a fall from his eighth floor apartment.

Reid-Newfoundland Co.

S. S. SOUTHLAND

will now sail December 6th from Halifax for Liverpool. Passengers now being booked from here via this ship.

Reid-Newfoundland Co.

Rugs and Carpets!

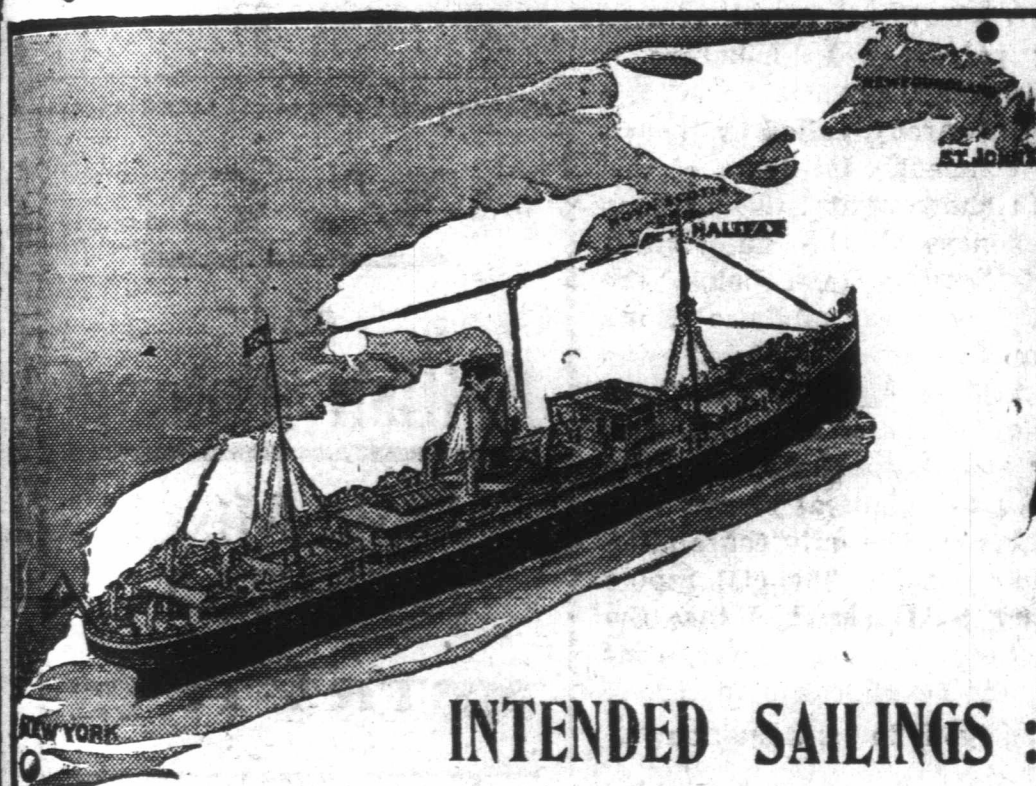
We announce the arrival of a new consignment of Wilton, Axminster and Tapestry Carpets, with Rugs to match.

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

Sizes and prices quoted on application.

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

Red Cross Line



INTENDED SAILINGS:

S.S. "FLORIZEL"

FROM ST. JOHN'S
S.S. FLORIZEL, Dec. 29th.

FROM NEW YORK
S.S. FLORIZEL, Dec. 29th.

Harvey & Co., Limited
Agents.

When next you require Roofing think of

CROWN BRAND ROOFING

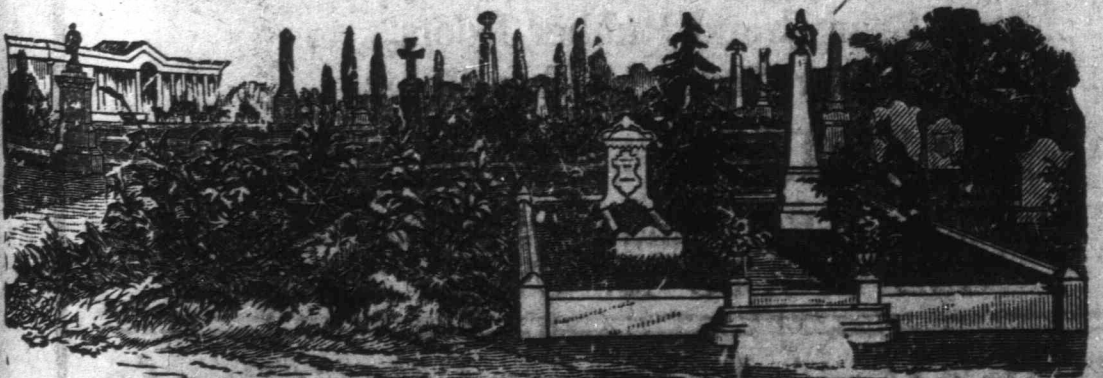
Quality first. Costs a little more than the cheap kinds, but **The Value is there.**

THE DIRECT AGENCIES, LTD.,
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SKINNER'S MONUMENTAL WORKS

Established 1874—and still growing stronger

St. John's, N.F. - - - 329 & 333 Duckworth St.



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

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

Shipwrecks and Loss of Life on the Coast of Newfoundland.

BY JAMES MURPHY.

"Oh for a soft and gentle wind,
I heard a landsman cry,
But give to me the snoring breeze
And white waves heaving high,
And white waves heaving high, my boys,
The good ship tight and free,
The world of waters is our home
And merry men are we."

This many years ago since Allan Cunningham penned the above verse, and since then many seamen have left their bones to bleach 'mid the waters of the broad Atlantic, and the coast of Newfoundland has been the scene where many a stately ship and hundreds of men and women of other climes have found their last resting place. In this country in by-gone days there was much superstition among the fisher folk, as regards the supposed apparition of vessels before they had come to their doom. They believed with the same recognized belief, as did the seafaring residents of Wales, that spectre ships were said to have been seen on that coast. Two verses of a song in relation to the appearance of such vessels, were first published a good many years ago, they are as follows:

"Oh mother see what's coming
Toward us upon the sea,
A sail I think is looming,
Our Willie it may be.
A ship it is, the one that came
To bear him from the shore,
Mother it is the very same,
He'll come to us no more.

"That night amid the darkness
The 'Charter' sought the land,
No opening harbour found she,
But wrecked upon the strand.
A fearful storm was raging,
And the billows rolling high,
When the mother sadly gazing
Saw her own dear Willie die."

Some time previous to the demise of the late Judge Prowse, he asked me to collect, all the names, or as many as possible, of these heroes of our Island home who had rescued the lives of seamen and others from the wrecks on our shores. The Judge, so he informed me, was contemplating the production of a book, comprising the heroic deeds of our countrymen, displayed in the saving of life. It is not a pity only, but it is a sin and a disgrace to us as Newfoundlanders that no records have been kept in book form, from which, not alone could the sons of Terra Nova take pride in reading about the bravery of their fathers, but they could be perused as well by the residents of other climes. There has been a great lot of valuable deeds of heroism, stories especially of the sea, lost to the present and to the coming generation. I have done what little it was possible for me to do. I have done it gratuitously. I do not wish to imply that I am a patriot, when I speak thus, but I want it to be understood that I have not asked, nor have I received one cent from the proprietors of newspapers for what I have contributed to the press in relation to the part of my native country. I declare this here, through the columns of the *Mail and Advocate*, I do this so as a few "know-alls" may know that despite their talk to the contrary that my statement is correct. But I would wish to explain and fearlessly also, that if the hand of friendship and of justice were given me, that I have capabilities within me, and the knowledge, through research of the past history of this land, if I were tendered only on half as much of the "glad hand" as those who have issued publications, I would be enabled to publish items of far greater interest to future generations than many now in existence in relation to Newfoundland. I wish to say further that my industry of research and my love of it as well, makes me secure against the charge of pilfering, of which I have seen so much done in my time.

The first production of wrecks and of less of life, which I propose to portray, will be the awful catastrophe which took place at Petty Harbour in 1848. From the survivors the following information was gleaned:—"The 'Omega,' a ship of 1227 tons, commanded by Capt. David Garrick, sailed from Liverpool on the 16th. January with a cargo of iron coals, salt &c., with a crew of about 30 men and boys and 315 passengers, bound to New York. The ship encountered a tremendous gale of wind on February 10th, in which she lost her rudder and sail, excepting her square sail. In this condition she remained unmanageable until the 12th, when a vessel appearing in sight, the Omega hoisted signals of distress, and the brig, Aurora, Capt. Scott, from Liver-

pool for St. John, N.B., having been down offered, on ascertaining the ship's disabled state, to take out her passengers and crew, which offer was gladly accepted. The Omega's boats were launched and engaged for several hours in conveying the passengers to the Aurora. The wind blowing hard, with a considerable sea on, rendered this a tedious operation, and by the time that about half the passengers were transhipped, the wind and sea rose to such a height that one of the boats in returning from the Aurora was swamped and the second mate and four hands were lost. The other boats were then necessitated to abandon the undertaking. Night coming on the vessels separated and saw each other no more. The Omega continued to drift about at the mercy of the winds and waves until the 17th of February, when she fell in with the Barbora, Capt. Skinner, bound from New York for Ireland, with a full cargo of corn. Captain Skinner immediately consented to take the remaining passengers and crew of the Omega on board his vessel and having thrown overboard a considerable portion of his cargo, in order to offer the people room below decks, of which there were from 130 to 140 persons, including about half the Omega's crew, with provisions and a couple of casks water, were transferred to the Barbora. When the vessels were separated as before, by the occurrence of a gale of wind, which continued during the whole of the succeeding night. On the following day the Barbora sailed to the probable direction of the Omega, but could find no trace of her. The captain, mate, mate eight or ten men and from 25 to 30 of the passengers were left on board the ship. Captain Skinner then shaped his course for St. John's. On Thursday, the 2nd Oct., the wind blowing strong from the westward, he came in sight of the land, but ignorant of the locality, being in doubt whether it was the Cape Breton or Newfoundland shore. On Friday the Barbora approached the land and perceiving a harbor sent her boat in for a pilot and a supply of water. The ship's boat was accompanied out of the harbor (which was ascertained to be Renew's) by a boat belonging to the place, one of the crew of which offered to pilot the vessel in if she would approach nearer to the shore. Captain Skinner, however, upon being made acquainted with the locality, and the wind being fair for St. John's, decided unfortunately on proceeding thither, and continued his voyage, which he expected to successfully conclude in a few hours. As night set in, however, the wind died away, and after a while it sprang up from the South East accompanied by snow, which fell so thickly as to prevent the sight from penetrating more than a dozen yards. The vessel became gradually encompassed by slob ice, which being pressed by the winds towards the land, carried the ship along with it, and as day broke she was discovered to be close to the rocks. All efforts to extricate her from her perilous position being unavoidably she shortly afterwards struck upon the Point, before mentioned near "the spout," and soon broke up the masts, having fallen against the cliffs. The more active of the passengers and crew jumped

from off them and the bowsprit on the rocks and those who were fortunate enough to gain a footing with great difficulty succeeded in clambering up the cliffs. Many a scene was, however, presented to the view of a heart-rendering description. The affectionate father or husband in endeavouring to rescue a wife or child might have been seen to miss his footing and fall, either mangled upon the rocks or drowned in the sea, together with the beloved object whom he sought to save. The great majority of those on board however perished in their berths as the vessel filled and broke up, carrying with her about 115 persons. Captain Skinner, his mate and steward, with a female passenger and her infant, took to the boat shortly after the vessel struck and were never heard tell of afterwards. The survivors, after wandering about for a considerable time in doubt which way to turn, at length, providentially met with a persons of the name of Chafe, belonging to Petty Harbour, who was out gunning. The man immediately proceeded to Petty Harbour accompanied by a few of the shipwrecked persons in order to obtain assistance, which being promptly secured, the whole of the remaining survivors were taken to Petty Hr., some on slides and some on the backs of the kind-hearted people. The people of this village were always noted for their kindness.

(To be continued.)

FAMOUS MEN

Sebastian Cabot, a celebrated navigator of Venetian descent, was born in Bristol, England, 1477. After accompanying his father in several voyages in quest of a north-western passage, during which they discovered Newfoundland, Cabot entered the Spanish service in 1524, made one voyage to America and then returned to his native country, where he was made Grand Pilot of England. He died in 1557.

Christopher Columbus, discoverer of America, on Oct. 12th., 1492, after two months of great peril and in the end mutiny of his men, was born in Genoa 1488. He went to sea at 14 and cherished, if he did not conceive the idea, of reaching India by sailing westward. He applied in many quarters for furtherance and after seven years of waiting was provided with three small vessels and the crew of 120 men. First touching land at the Bahamas he visited Cuba and Hawaii and returned with spoils of the land and was hailed and honoured as King of the sea. He made three subsequent visits, and on the third had the satisfaction of landing in the mainland, which Sebastian Cabot and Amerigo Vespucci had reached before him, but he became at last the victim of jealousy, and charges were made against him, which so cut him to the heart that he never rallied from the attack and he died at Valladolid in 1506, broken in body and in soul. Carlyle in a famous passage statues him across the centuries—brave sea captain, Norse Sea King Columbus, my hero royalist, Sea King of all.

James Cook an English circumnavigator, was born in 1728. He served in the merchant and naval service and attained a lieutenancy in the latter. He was in command of Lord Calville's flagship when she came to the relief of St. John's in 1762 and performed such conspicuous service, as to win the highest esteem of the Governor of that day. In 1768 he started on a voyage of discovery, he explored the coast of Australia and arrived home in 1771. In 1779 he doubled Cape Horn and visited Tasmania. In 1776 he discovered the Sandwich and other islands of the Pacific and explored the North West Coast of America as far as Alaska. Capt. Cook was afterwards murdered by the savages at Hawaii in 1779.

(To be continued.)

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

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.

TEAS

AT THE LOWEST PRICES, BUT UPON WHICH YOU CAN ABSOLUTELY RELY, AT **BLAIR'S.**

We offer:—
REAL GOOD TEA @ 40c. lb.
EXTRA GOOD TEA @ 45c. lb.
SUPERIOR QUALITY TEA @ 50c. lb.

We are enabled to do this as we import these teas in large quantities direct from Ceylon when the markets are at their lowest, and we give our customers all the benefits. We have on these values quadrupled our Retail Tea Trade during the past year, as all our customers find our teas are the very best they can get for the money. The above are all straight Ceylon Teas, but we can also give you the milder Blended Teas as packed by Messrs. Lipton, Ltd., London (and which have always had a large sale) at 50c. and 60c. lb. The other teas previously mentioned are put up by ourselves to suit a large portion of the Newfoundland market which does not care for blended teas.

However, we can suit you to a T no matter what your taste.

HENRY BLAIR

CANNED SALMON,
75 CASES
Janes' Pack. Just Received.

Recent Arrivals:
25 cases FRESH EGGS.
30 tubs CANADA BUTTER.
50 boxes CHEESE.
150 boxes EVAPORATED APRICOTS.
20 cases Citron, Orange & Lemon Peels,
30 boxes COFFEE—1 and 1/4 lb. tins.
25 sacks GREEN COFFEE.
25 cases CREAM OF WHEAT.
10 gross NERVILINE.
20 gross HERB SOAP.
50 kegs GRAPES.

'PHONE 647.

Steer Brothers

To My Outport Friends:

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

With best regards, I am,
Yours truly,

T. J. BARRON

BOYS' AND MEN'S OUTFITTER,
358 Water Street, St. John's, Nfld
One door west of Post Office

Lively Scene in Dutch Lower House

AMSTERDAM, via London, Nov. 20.—The usually calm proceedings of the Dutch lower house were disturbed by a scene of great excitement, on Thursday, when Deputy Nierstrasse, in a vehement speech, declared that various deputies, belonging to the commission for food control, were using their position for personal profit. The members attacked crowded around Nierstrasse crying "Throw him out."

The Socialist leader Troelstra climbed on a bench and hurled reproaches at the accuser. The president was finally forced to suspend the sitting.

(To be continued.)

OUR THEATRES

AT THE CRESCENT. Helen Gibson, the most daring woman of the screen, features in "One Chance in a Hundred," an episode of the "Hazards of Helen" railroad series at the Crescent Picture Palace to-day.

Canon Colley Recovering

We are glad to learn that the Rev. Canon Colley is now fully restored to health again and was leaving New York for home yesterday. This news will be received with much pleasure by the Rev. Gentleman's many friends in Newfoundland, especially in the Missions where he has so zealously laboured.

SHIPPING

The schr. Donald L. Silver with 2,700 qtls of fish cleared from Smith & Co. Ltd yesterday for Oporto.

The schooner Vanessa loaded 3,557 qtls. of codfish from W. and G. Hollett for Gibraltar.

The Barbona got away yesterday for Naples, taking 15,850 qtls of codfish, and the Handovera sailed at 5 p.m., taking a large cargo also.

The work of discharging the Florizel and Sheba was continued last night in order to get them away as quickly as possible.

The schr. Alma Nelson cleared from Durin yesterday with 2,806 qtls of codfish for Robin, Jones and Whitman of Halifax.

The S.S. Sheba will go direct from here to New York and will load the freight which the Florizel would be unable to handle, as she is taking a full cargo to Halifax.

The W. C. McKay sailed yesterday for Trinidad taking 2,436 qtls. of codfish, 9 tierces of salmon, 29 brls. of turbot and 18 brls. of herring from the firm of G. M. Barr.

HE WAS CONVICTED.

The trial of the man yesterday on a charge of stealing \$315 owned by a member of the schooner "Mabel G.," was continued before Mr. F. J. Morris, K.C., yesterday afternoon. A number of witnesses were examined and the evidence all pointed to the accused as being the perpetrator of the theft as he was alone with the captain in the cabin, saw him handle the cash box and there were other circumstances detailed that would tend to confirm the guilt of the prisoner; who once before was up for a theft of money committed in a city boarding house. Mr. Morris, K.C., in summing up believed the accused to be guilty and sentenced him to six months' imprisonment, after the expiration of which he is to pay a fine of \$100 or serve an additional six months.

OFFICIAL CASUALTY LIST

2021 Private Job James, Pool's Island, B.B. Shell shock, Oct. 13.

J. R. BENNETT, Colonial Secretary.

MANY DEER

STALKERS ABOUT

People who arrived by the express yesterday say that last week there were fully 100 men about Gaff Topsails and neighborhood looking for deer for a supply of fresh meat for the winter. These men came from Bonavista, Trinity and other Bays but found deer abnormally scarce, very few being killed. One man named Noscworthy and a friend were the only people who secured the legal quantity of deer meat and this man saw the tracks of a large moose deer in a place remote from where the rest of the deer stalkers were. They report rabbits very plentiful in this section.

CITIZENS' COMMITTEE MEETS

At the meeting of the Citizens' Committee held last night several members attended and Mr. W. A. O'D. Kelly presided. In the matter of the appointment of a board of adjustment in disputes between landlord and tenant, there was considerable discussion. The object would be to curtail the growth of slums and to control the hiring of houses, having a rental up to \$120. The further discussion of the matter was deferred until the building regulations come up for discussion. Section 237 dealing with the rates of taxation and method of determining the same was discussed for a while and definite consideration deferred.

A PECULIAR CIRCUMSTANCE

Two men were brought in by the express yesterday afternoon, father and son, from Little River to the General Hospital. Both are afflicted with paralysis and a strange feature of the case is that the father and son were stricken with the disease within 24 hours of each other. A doctor accompanied them to the city and thinks the case resembles the infantile paralysis which was so much in evidence in the States recently.

"NJORD" FOR SEALFISHERY

The S.S. Njord whose transfer to the firm of Baine, Johnston & Co. the Mail and Advocate exclusively recorded last week is now on the dry dock and will get a new rudder and stem post, with other repairs.

Letter From Mr. M. J. Kennedy M.H.A.

Take Exception to Our Statements That His Firm Has Received Favours From the Morris Government Amounting to \$150,000—What Work They Secured From Government Sources Was Secured by Other Building Firms

(To the Editor)

Dear Sir:—My attention has been called to a statement that appeared in your paper of the 23rd inst. that M. J. Kennedy received \$150,000 profits through favours bestowed on him because of being a colleague of Sir E. P. Morris. Now I want to explain that M. J. Kennedy or his firm received no favours from Sir E. P. Morris or his Government except to be allowed to tender on the public buildings, and if we are the lowest bid we expect to get them just the same as we would from any business firm.

Now one of the first public buildings we tendered for, was the Nurses' Home at the General Hospital and there were three bids received—Messrs. Davey Brothers, Thomas Brothers and M. & E. Kennedy—and the Thomas Bros. were awarded the contract, their bid being the lowest, but when asked to sign agreements they discovered they made a mistake and refused. Now the Government called on my firm to take them out of the hole and erect the building. We had the same right to refuse as Thomas Bros. did, and then the Government would have to call on the Davey Bros. and then give them \$5,000 more as their bid was that much over our firm; but we signed agreements and saved the Government that amount. Then the additions to the laundry and kitchen at the General Hospital was awarded to the Thomas Bros. although they would not sign for the Nurses' Home contract, and this work went on the same time that our men were constructing the Home although we had a verbal agreement with the Government Engineer that we were to get this work.

Now this came out in evidence in our arbitration, as we had to hold an arbitration to recover our extras, and the Government fought it to the last ditch, but the arbitrators gave us a verdict. Now this is one of the "grabs" that M. J. Kennedy gets by being a colleague of Sir E. P. Morris. The next building we tendered for was an addition to the Insane Asylum kitchen and laundry. The bids for this work were Mr. Walsh \$15,700, Thomas Bros. \$9,000, Davey Bros. \$9,250, and M. & E. Kennedy \$7,500. Of course we got this contract and saved the Government \$1,600; another "grab" for M. J. Kennedy, the colleague of the Premier. Now I can tell about the public buildings he did not get to build: The Harbor Grace Court House, costing about \$40,000, was given to Mr. LeDrew, and Grand Falls Court House, costing about \$25,000, was given to Mr. Walsh. The Mortuary Chapel at the General Hospital was given to Mr. Johnston, costing about \$5,000, and Government House Lodge to Mr. Harris, costing about \$3,000.

Now these are some "favours" bestowed on M. J. Kennedy, the colleague of Sir E. P. Morris. Now I want to state right here that M. J. Kennedy or his firm got no favours from this Government, nor do we expect any. If we are called to do any work in our line we do our best to give satisfaction to the Government and if they think they can do better by calling on anyone else we will not lose much. If we were to rely on the profits that M. J. Kennedy or his firm made out of the Government I do not think we would have a very big "grab. I did not have to go into politics for to make a living—nor our firm—as we were always able to look out for ourselves and get our share of what was going on in our line. I am a supporter of Sir E. P. Morris's party as long as I think he is doing right with the people, but if not I am going to oppose him just as hard as I fought for him.

Now Mr. Editor, I ask you to publish this in a spirit of fair play, as I would not take notice of it but for having a partner, and I do not think it fair to accuse him of the "big grab" when there is no grab. If at any time you can point out that M. J. Kennedy got any grab that he did not give value for than you can hit out as hard as you like and I will take my medicine.

Thankfully yours, &c., M. J. KENNEDY.

St. John's, Nov. 25, 1916.

LOCAL ITEMS

Mr. P. E. Woodford arrived in town yesterday from Mr. Main. He will return home to-night.

A much respected resident of Foxtrap in the person of Mrs. Selina Butler, wife of Mr. John Butler, passed away at her home on Sunday. She had reached the age of 68 years.

The Rev. Canon Bolt preached at Foxtrap and Hopwell Churches on Sunday past. He was accompanied by Mrs. Bolt. Both came in to town by yesterday's train.

The wives of several Newfoundlanders who have enlisted in Canadian regiments came by the S.S. Florizel. They will spend a while with friends of their husbands while they are at the front.

The volunteers had drill in the armoury yesterday and in the afternoon they were inspected by His Excellency the Governor, who was accompanied by Capt. Abraham.

The storekeeper to whom we alluded last week and who is charged with smuggling cigarettes will come before Court to-morrow. The man, a foreigner and relative of a dealer in coal, who informed on the other, it was alleged, will be one of the principal witnesses in the case.

The wedding of H. A. Winter, Esq., M.A., editor of the Evening Telegram, and Miss Florence Goodridge, for some time resident in New York, will take place this afternoon. The wedding ceremony will be performed at the residence of Hon. M. G. Winter, uncle of the groom.

Sergt. Thos. Peel has been admitted to Wandsworth Hospital to undergo a second operation and his chances of getting back to the front soon is not bright. There are several pieces of shrapnel yet in his leg to be removed. This news was contained in a letter recently received by his father, Head Const. Peet.

Miss Gladys Duley, accompanied by her Mother, Mrs. T. J. Duley, leaves by this afternoon's express for East Orange, New Jersey, where on the 20th of next month she is to become the bride of Mr. Jefferson B. Courtenay, late of the staff of the Imperial Tobacco Company of the city, but now of Lenoir, North Carolina.

ANOTHER BODY PICKED UP.

Yesterday evening Hon. H. J. Devereaux, M.H.A., had this message from Trepassay:

"The body of a man was picked up yesterday morning on the east side of Trepassay Reach. The head was gone. It is believed to be another of the crew of the Bonnie Lass. The body has been confined and will likely be taken to Salmonier for interment." It is thought that this is another of the crew of the ill-fated "Bonnie Lass," which came to grief at Trepassay Bar several weeks ago during the big gale which raged.

HELP FOR THE

C. E. ORPHANAGE.

Mrs. Gosling, Hon. Sect'y Church of England Orphanage, desires most gratefully to acknowledge the kind contribution of \$100.00 from the "Pansy League," towards the Orphanage Funds. This is the third similar contribution, making a total of \$300.00 for which the Orphanage is indebted to this League. To the Misses Diana and Daphne Davidson, the little daughters of His Excellency the Governor, and to their nurse, Miss Ayre, who has been indefatigable in promoting this successful work, the very hearty thanks of the Orphanage are due.

"MCNEY TO BURN"

At 6.25 p.m. yesterday officers Kelly and Brown doing duty on Water St. West found a butcher of Manuels gloriously drunk and unable to get either himself or his team along. They took him to the station and it was well they did for he had in his pockets the sum of \$396.65 which he must have lost if the officers did not come across him. A fisherman of Caplin Bay was also arrested by the police. He was also drunk and had on him \$109.48. Mr. Hutchings, K.C., who presided in court to-day let both men go.

ST. JOSEPH'S BAZAAR

The bazaar and fancy sale in aid of St. Joseph's new church, Holyveston, will open at 3 p.m. to-day and will continue open for 3 nights to conclude with a concert and dance. The ladies in charge have a profusion of the best of goods for sale and we bespeak for this worthy project a full measure of success.

NOT FAIR TREATMENT

(To the Editor)

Dear Sir:—If I mistake not it has always been the custom of governments when contracts for work of various kinds are being called for to ask for tenders for the same and this system is not only economic as far as the taxpayer is concerned, but is also giving those who may compete a square deal.

This system, equitable though it is, does not seem however to appeal to the present Governmental aggregation misnamed the "People's Party."

I have before me as I write a gross piece of injustice perpetrated on a deserving class of tradesmen, not long since—I mean the city plumbers. There was a job to be done for the Consumption Camps, located on the Topsall Road, water and sewage services to be instituted, and of course those interested thought the usual proceedings in such cases would be observed, and tenders called for, but nothing of the sort occurred. The contract was awarded an East End firm the principal of which represents the District of Ferryland, I mean Moore & Co., and no others got a chance to figure on the job. What the firm is doing the work for I do not know, but like every other unfortunate taxpayer, I suppose my slim pocket book will give me the answer by and by.

If I mistake not, many of the City plumbers were ardent supporters of Premier Morris and his government at the last election and are to-day, but in face of treatment like this, what must they think of him, and especially what must those of the West End think, and last of all, what must the unfortunate taxpayer, who is being bled white by the extravagance, corruption and dishonest tactics of the Morris Government think? This plumbing patronage to members is on par with other proceedings of this debauched oligarchy, called by courtesy a Government. Incidents of this kind go to show what is being done with the moneys of the unfortunate people of Newfoundland and the sooner they get clear of these "State paupers and legalized robbers" the better it will be for poor old Terra Nova, which is being despoiled with a rapidity and thoroughness which is appalling, by the political pirates now in charge here.

The only consolation is that their term of financial rapine and plunder is closing and that the pleasant prospect of a Government for and by the people can be desiered.

Thanking you in anticipation of publication.

I am, truly yours,

JUSTITIA.

St. John's, Nov. 27, 1916.

Rally was Well Attended

The recruiting meeting at the British Hall last night was addressed by Commander McDermott and Mr. H. Cowan. Mr. Geo. Adams presided. Splendid addresses were delivered, and the duty of all eligibles was clearly put to the audience. The appeal was directed, especially to the young men outside of the city. The Commander dwelt on the splendid work which the Regiment had already performed and state that at least 120 volunteers were needed to keep the Regiment at full strength. These should be forthcoming if we were to maintain our unit in the field.

Mr. H. E. Cowan, in his masterly way, graphically reviewed the whole war situation and made a most stirring appeal for recruits, and said that come what might we must maintain our reputation as a loyal daughter of the Motherland and Empire. The work of the land and naval forces were splendidly described by Mr. Cowan in a way calculated to create an impression on those present.

Mr. Adams in proposing a vote of thanks dwelt for some time upon the ravages made upon helpless countries by the ruthless enemy and said it was up to our young blood to see that the same would not happen any part of the British Empire.

After the close of the meeting the following came up and offered their service in the Empire's cause.

- Walters, Goulds. G. Adams, Harbor Grace. J. Murphy, Argentina. D. Manuels, St. John's. W. Morrissey, St. John's.

A boy suffering from diphtheria was removed from his home on the South Side to the Fever Hospital yesterday.

V. C.

and British Colonel

Dark, Mixed IS GREAT.

TRY IT

At the Royal Cigar Store, Bank Square, Water Street.

FOR SALE OR TO LET—

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

WANTED—Freight space for

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

RUBBER GOODS

We have in stock now a full line of all kinds of Rubber Goods, selling at old prices.

RUBBER SHOES

Child's and Misses' Low and High Cut Robbers. Boys' and Youths' Low and High Cut Rubbers. Ladies' Low and High Cut Rubbers.

RUBBER BOOTS

Child's and Misses' Long Rubber Boots. Women's Long Rubber Boots. Men's Bear Brand Rubber Boots. Youths' Bear Brand Rubber Boots.

BUDDY BOOTS

All Sizes in Boys' and Men's Buddy Boots. OLD PRICES IN EVERY CASE.

Nicholle, Inkpen & Chafe Limited.

315 WATER STREET 315

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

GOOD VALUE SMOKING TOBACCO

15c. per Cut

M. A. DUFFY, Sole Agent.

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.