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J. J. Rossiter

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("To Every Man His Own.")

The Mail and Advocate

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Political Grafters

GRAFT seems to have become epidemic amongst Canadian politicians; and the chances are that if we could only get to the bottom of things here, we would be found to be rowing in the same boat. The grafting that has been carried on here for the last five or six years is known to practically everybody; but yet we are so dreadfully callous about it that it is now being conducted "according to custom," so that there is no longer anybody on the Government side of the House who cares a whit as to what is being done.

In two of the Western Canadian provinces, Saskatchewan and Manitoba, graft has been rampant to an extent previously unheard of in Canada's political history. Wholesale frauds of the most brazen and systematic character have been perpetrated on the provincial treasury; an ex-Premier and several prominent men are now facing trial. The disclosures made show the greatest laxity on the part of the Ministers of the Crown who have permitted political heeblers to defraud the Government at will. Similar conditions exist here; yet we do not seem to regard such things as stealing.

High subsidies are being grabbed by men high in the Councils of the land; excessive charges are being made for services ill-performed; bonuses are being raked in without warrant; and tens of thousands are being handed out to the camp-followers of the Morris Party; and we assert that conditions here differ little from those in the Canadian provinces, except possibly in the size of the "haul."

It is time that those in authority would insist on a straightening out of the Government end of our colonial economic system. Let this thing go on, and we must inevitably face bankruptcy.

Some time ago the Manager of the Bank of Montreal in this city during a visit to Montreal stated that the Colony was in a very prosperous condition. This may be true; but how long can it continue so with the reckless extravagance that is now so characteristic of our public men.

The toilers of the sea are struggling hard to gather the harvest from the sea; but, with the handicap which confronts them now in the matter of increased cost of living, they will find it difficult to make the two ends meet. We say it is about time for those higher up to realize just where we are tending.

OUR ARMY'S EFFICIENCY

London Daily Mail:—Tactics, as Napoleon has said, must be changed every ten years. It is proof of the fast-growing efficiency of our Army that it is now able to fight, on even terms, a perfectly organized enemy, who started the war prepared with novel and murderous weapons.

Tourist Traffic

WE hear a great deal these days about the "tourist" traffic on certain sections of the coast; and the ordinary reader would be led to believe that we were reaping a wonderful financial harvest off the visitors who come to our shores.

We are told that Nova Scotia and certain sections of New Brunswick gather in large sums annually from this traffic.

Now, if we examine this traffic from various angles we shall find that its importance is, from a financial standpoint, very exaggerated. Further, there is no parity whatever between the tourist traffic in the Maritime Provinces, and ours, as we shall demonstrate.

The tourist who visits the Maritime Provinces generally spends from two weeks to a month, if not more, in some sections of the country, put up at hostels, and spend money freely in sight-seeing.

This means that the butcher, the baker, the cabby, and other such local institutions gather in a very respectable harvest. It means the circulation of a good deal of money and it helps business to a very marked extent. In fact, there are certain sections of Nova Scotia that depend almost exclusively on the summer tourist traffic for most of their business. The same thing applies to New Brunswick and, to a certain extent, to the Province of Quebec. In fact we know one section of Quebec which depends exclusively upon tourist traffic for its existence.

Now, we ask very respectfully what does tourist traffic amount to in St. John's? The "tourists" who arrive here are housed, fed, and amused on shipboard. So the hostels get nothing. The cabbies get a certain amount of patronage; and possibly the knick-knack stores. But beyond this we fail to see where the advantage arises.

We realize, of course, that the steamship companies are doing a very prosperous business; but from what we have been told by certain store-keepers in the city, the amount of purchases made by the "tourists" would not give them a vacation to Topsail. Of course, we are delighted to see visitors in our city; but we should not be laboring under any delusion as to the financial phase of the tourist business.

Things are different on the West Coast. Practically all the visitors to the West Coast spend from two to three weeks, or longer there; and, if they are not "campers" they put up at some of the hostels where, by the way, they get the best of accommodation and the best of attendance. The campers hire guides, and in many instances, buy their supplies locally. The tourist traffic to the West Coast is an asset worth while.

We have heard it said repeatedly that one of the reasons why we do not attract more tourists to St. John's is the lack of good hotel accommodation. Possibly, we do need more hotels; but hotels need patronage to keep them running. We have some very excellent hotels in this city; we have no Waldorf-Astorias or New Manhattans, or anything of that sort; but we have just such places as a summer visitor would patronize. The rates are low comparatively; and from some guests who spent weeks here at the — and the — we have learned that the accommodation was all that they could wish for. So the hotel argument means very little, as far as the city is concerned.

What we do need, however, is more and better accommodation in the outports, especially along the West Coast, in Notre Dame Bay, Bonavista Bay, and in Trinity Bay. The accommodation in all these sections is limited. We do not want "Log Cabins," but we need nice attractive hostels with modern appliances and good service. Our outports generally are lacking in decent hotel accommodation.

With such features as these and a good advertising campaign, we might hope to be able to secure tourist traffic that would be worth while.

DOG FISH SELL AT NEW YORK

The U. S. Bureau of Fisheries states that dogfish have been put on the New York market and brought good prices as a food fish. In large lots the price was five cents per pound and in small barrel lots to 150 pounds these fish have sold for \$3.75 a barrel. The bureau also states that resellers engaged in the fisheries in New York landed in March 131,100 pounds of that fish and it found a ready market. — Gloucester Times.

READ THE MAIL & ADVOCATE

Genl. Zeiller Skiddadles

A TELEGRAPHIC despatch to The London Daily Mail says: "General Zeiller, who commanded the Austrian forces at Gorizia, stole out of town with all his staff, leaving his troops to sacrifice themselves in the last fruitless resistance."

Evidently the Austrian commander believes that

"He who bluffs and runs away May live to fight another day."

Before General Zeiller left Gorizia, carrying with him all military documents, he gave orders that the civilian population should be removed and sent to Laibach, forty-five miles to the eastward of the doomed city. Non-combatants had attempted to escape toward Tarnova, northwest of Gorizia, driven on by the Austrian military police, but encountering an Italian curtain of fire, they were forced to retreat. There were tragic scenes. Old women and children ran across the country seeking for shelter in ruined houses and dug-outs, panic stricken, bewildered, and shrieking agonizing appeals for help. In the end they regained the town, which was not under fire, and ran and hid themselves in cellars until the hour of "deliverance" came.

When the Italians entered Gorizia, there was great rejoicing, notwithstanding the fact that the Austrians had made every effort to banish all who were in sympathy with the Italian campaign.

Gorizia is the chief town of the Austrian crown-land and is beautifully situated in the fruitful valley of the Isonzo, twenty-five miles N.N.W. of Trieste by railway, and before the war, had a population of about 22,000. It has several excellent educational establishments including a deaf and dumb institute and an agricultural school. The industries include cotton and silk weaving, sugar refining, brewing, the manufacture of leather and the making of wine. It has also a considerable trade in wooden work and fruit. For some years, owing to its delightful climate, Gorizia has been much resorted to by invalids in winter.

The capture of Gorizia is one of the greatest events in the history of the war; and Austria's doom is sounded.

Historic Paradoxes

THIS war has proved that there are no irrevocable verdicts in history; its chapters are now under constant revision. The Turks are back in Hungary after one hundred years of absence; for Austria, which was in deadly conflict with Germany half a century ago has called them to her assistance, as she called for aid from the Poles when the Turks threatened all Christendom in 1683. When the Turks face the Slav troops on the eastern frontier will be witnessed the strange spectacle of Islam attempting to preserve the one power that stood between her and the conquest of Europe and changed the whole course of events for two hundred years. But for Austria the Turks would have been masters of Europe, if not of all the continent outside of Russia.

It is a singular spectacle to see the Poles (there are many in the Austrian Army) fighting with the Turks; for it was the Poles under Sobieski that rolled the Turkish hordes back from the walls of Vienna and dispelled forever the dream of Kara Mustapha.

The arrival of the Turks to aid the Austrians is said to have a more immediate significance. Germany, it is said, induced the Turks to enter Austria because the Bulgarians could not be induced to fight the Russians. With all their faults, the Bulgars are perhaps the most grateful of the Balkan peoples. They have not forgotten that it was Russia who freed Hungary from Turkish rule. The nightmare of horror under which Bulgaria existed for centuries was dispelled by Russia and Bulgaria does not forget that fact, though for nigh half a century Russia has not exhibited any particular regard for the national feelings of her adopted child. It is said that no Bulgarian commander could give his men an order to fire on the Russians with any certainty that such order would be obeyed. The greater the Russian advance in Galicia, the more uncertain becomes the hold of the enemy on the allegiance of Bulgaria and her people.

Singular complications are now arising for the Central Powers; and it is difficult to forecast what is likely to happen within a week.

Few of us show discretion in the selection of things to be left unsaid.

REVELLE BY CALCAR

HOW is it that not until the pinch of financial and other economical embarrassment is felt that the spectre of Confederation rises. Is there any connection between this invocation of political alliance with Canada and the reckless mismanagement of the Morris Party. There is strong suspicion that there is. With such an inviting port to leeward those who have the management of the Ship of State, if they be corrupt enough and so degraded, so bereft of the spirit of patriotism have a fine prospect before them of plunder without entailing any great risk to their own previous carcasses. We hold with the writer of The Star, "R. U. Right," that it is best to have this matter of Confederation forever settled and settled at once and in such a way that will compel us to either trim our course for the broad open sea of nationality or enter the port we have so long been keeping under our lee.

Until this question of our determination to either put to sea or go into harbor is decided there will be the prospect for us of getting on the rocks. Our position to-day is that of a looted ship. A pirate crew has stripped us and left us in a very embarrassing position. Are we able to put to sea or must we by stress of unfortunate circumstances seek the safety of Confederation.

It is inimical to our welfare to have this port to leeward. This keeping of a port in sight is a direct invitation to unskillful and dishonest men to assume command. If we were on the high seas with no prospect of making a port in the event of disaster there would be less likelihood of unskilled men attempting to take charge, and those in control would be apt to exercise due caution so as not to jeopardize the ship. There should be no need for this country to seek Confederation unless it were sought in order to fulfill a higher destiny. In that event it would be quite honorable, but to seek it as a release from the consequences of our folly is disgraceful, especially as we have kept the last refuge constantly in sight.

Morris has disavowed any leanings towards Confederation. He is not the one who would risk his political skin by any declaration either for or against, but he has been dishonest enough to risk the probability of this country having to seek that safety by his unpardonable excesses. He sees the port to leeward and "carries on" in spite of all warnings.

Our financial sails have been blown to ribbons and now at last it is a question of our being able to avoid having to drop anchor in Ottawa.

Only honest, capable and earnest men, men of patriotic mould, can save us now, if it is desirable to again put to the test the seaworthiness of the old ship. Only clever seamanship can ever make a course under such shreds of canvas as are left of the once broad sails we flew.

Let us have this question of Confederation settled once for all, for it is plain that with it as a safe retreat from the waves that threaten through unskillful sailing, there is forever a premium on incompetence and dishonesty.

What matter to the corrupt and dishonest, not to say unpatriotic politician the degradation and ruin of his country when he knows that he can escape the consequences of his crimes by submitting his country to Confederation with Canada, a contingency forever lurking in our path. No permanent advancement can ever come to this land while Confederation is a moot question, for whatever good may be done by honest men will sooner or later be demolished by the dishonest. The unscrupulous politician fattens upon the labors of honest statesmen, and we have a very painful evidence of this fact in the corrupt administration of Sir Edward Morris. He found the country prosperous and pursuing a sane course, he soon reduced her to beggary and upset the wise plans of a wise government.

PULLMAN CAR SOLDIERS

New York World:—Probably the National Guard complaints have been exaggerated. We trust so; for if not, it would be hardly worth while for either the Federal or State Governments to waste money on a National Guard that could not endure the discomforts

GLEANINGS OF GONE BY DAYS

AUGUST 21 THE National Synod of Thurles, Tipperary, first opened, 1850. Regatta on Quidi Vidi Lake, names of boats: Banshee, Indian Girl and Jenny Lind, 1852. Floral and horticultural show in Victoria Rink, 1873. Mendellshon Club (singers) arrived from Boston, and held entertainment in Athenaeum—a great success, 1878. Paul Carty and family arrived here, 1873. Bishop McDonald consecrated at Pictou, 1881. William Fitzpatrick, baker, died, 1870. Captain Denis Mealey, jr., died, 1881. Littledale boarding-school opened, 1884. John T. Carnell, City Councilor, died, 1893. Maurice Cummins, father of Captains Peter and John Cummins, died, 1853. U.S. warship Kearsage arrived in St. John, 1879.

WHITCOMB RILEY

SOCIETY owes Whitcomb Riley a debt of gratitude for his delineation of the virtues of the domestic hearth. In this age of divorce and martial infidelity, his sketches of the ideal home life are indeed refreshing. These two little poems, the first a verse from the poem entitled "A Boy's Mother" and the second "That Old Sweetheart of Mine" will reveal something of this phase of the author's works:

She loves me when she cuts and sews My little cloak and Sunday clothes; An' when my Pa comes home to tea She loves him most as much as me.

As one who cons at evening o'er an album all alone And muses on the faces of the friends that he has known, So I turn the leaves of fancy, till in shadowy design I find the smiling features of an old sweetheart of mine.

'Tis a fragrant retrospection, for the loving thoughts that start Into being are like perfumes from the blossoms of the heart; And to dream the old dream over is a luxury divine, When my truant fancy wanders with that old sweetheart of mine.

Though I hear beneath my study, like a flickering of wings, The voices of my children, and the mother as she sings, I feel no twinge of conscience to deny me any theme, When care has cast her anchor in the harbor of a dream.

But, ah! my dream is broken by a step upon the stair, And the door is softly opened, and my wife is standing there;

Yet with eagerness and rapture all my visions I resign, To meet the living presence of that old sweetheart of mine.

to which the ordinary person must submit in going to Coney Island on Sunday. Wars are not won by armies that can travel only in Pullman cars.

THE HARVEST OF THE SEA

INTERESTING AND USEFUL TO THE FISHERMEN OF THE COLONY

By Our Own Correspondent

TECHNICAL TRAINING FOR FISHERMEN

THIS subject is a very important one; and we have several times in this column discussed the necessity of it. Whether our humble efforts will produce any effect we know not; but we shall keep hammering at it until something is done to bring about the desired consummation. Technical education for fishermen is a recognized necessity in every other fishing country except our own; but nowhere is it so important as in Newfoundland, for we are almost entirely dependent on the Harvest of the Sea for an existence. Every other industry is simply subsidiary to fishing.

Mr. Sexton, Director of Technical Education in Nova Scotia, says:

"There is no occupation which cannot be assisted and developed to the benefit of the worker, and this is especially true of the fishing industry, which calls for the exercise of so much hardihood and intelligence. Fishermen have not received the same advantages in technical training as have the mechanics or farmers.

"Scotland and Norway have forged to the front largely because of the application of technical education and science to the fishing industries in these countries. There are schools of navigation for fishermen in all the important centres in these countries, and in the former there are even travelling instructors in navigation. The best methods of packing, curing, and storing fish have received minute attention and the fishermen are educated along this line. The migration of fish has been studied scientifically with the result that the fishermen have found out where the best fishing grounds are situated for different times of the year."

Training schools for fishermen have been in operation in Great Britain, Ireland, Germany, Denmark, Belgium, France, Holland and Japan for years. Here young fishermen receive a training in navigation, in everything that fits them for their avocation.

We notice that the fish merchants of Halifax are very pronounced in their advocacy of technical training for fishermen; and Mr. Howard Smith, Manager of N. & M. Smith, says that he is a firm believer in technical education for fishermen, and he suggests that it be undertaken by instructors who should get a remunerative salary; and "that as a preparation for their work they should be sent to Norway, Scotland, and other countries for a course of training. These instructors would then be in a position to speak authoritatively. For instance, the instructor could show his class how herring cured by the Scotch method is easily worth ten dollars, whilst he now gets only four. He could exhibit fish which sells for eleven dollars a quintal whilst the Canadian product realizes only seven dollars."

The Nova Scotia fishermen are a very practical lot of men and they study the needs and demands of the fish trade with a view to a further development of the industry. What are our fish merchants doing? The only thing we have noticed is that the Board of Trade "resolved" something at the annual meeting; but we have heard nothing since. We

Saloniki Front

TO-DAY'S public messages tell of activity on the part of the Allied Armies on the Saloniki front. That a general offensive by the Allied forces there would be soon attempted has been the opinion of military critics for some time past.

On page two of to-day's issue will be found an article from the pen of Mr. Frank H. Simms of the New York Tribune dealing with the Saloniki campaign and in view of to-day's messages it should prove interesting reading.

F.P.U. NOTES

The F.P.U. freighter Hattie A. Heckman has sailed for Sydney to load coal for one of the outport stores.

The F.P.U. schooner Paragon left Cadz on 15th inst. with a load of salt and will proceed direct to Exploits to discharge.

The schr. Josephine, Capt. Johnson, is loading supplies at F.P.U. wharf for the Union store at Bonavista.

Russia is Not Thinking of a Separate Peace

PETROGRAD, via London, Aug. 14.—The rumors which were circulated following Premier Sturmer's appointment as foreign minister, that Russia might entertain proposals for a separate peace, have elicited a definite denial of such a possibility from the new foreign minister. In denying the rumors to a correspondent of the Ruskyy Slovo the premier said:

"I have learned that my appointment is commended upon in some circles as forecasting a separate peace. I desire to strengthen the public belief that the change in the post of foreign minister must not be considered in any sense an indication of the variation of the line of conduct of the last two years toward her Allies. The agreement with them will not be changed.

"Russia considers it her duty to support all measures England desires to accomplish with regard to Germany and I, as a tool in the hands of the Emperor, will do my best to work hand in hand with our Allies, and will strive to strengthen the friendship with England and France."

have some men in the mercantile community who have had extensive experience; but their modesty prevents them from giving us even a suggestion.

The Liberal-Union Party will carry out the plans outlined in the F.P.U. "Bonavista Platform" regarding education, technical and otherwise for our fishermen; and when they submit these plans they will have something definite to offer. We understand that Mr. Coaker during his recent visit to the United States and Canada gathered up a great deal of practical information on this subject; and we have no doubt that when the subject comes up, he will be in a position to offer something of a practical nature. We had a concrete illustration of the manner in which our young fishermen are neglected educationally, during the last few months; and it is hoped that things will be better ordered in the future than they have been in the past.

We have too many educational faddists abroad in the land just now; we need some more practical men such as is the editor of The Daily News who does not believe in present methods, or as Mark Twain would say, methods "with much frill and no shirt."

Reid-Newfoundland Co.

LABRADOR SERVICE S.S. SAGONA

will sail from Dry Dock Wharf at MIDNIGHT on Tuesday, calling at Harbor Grace, Carbonear Trinity Catalina, King's Cove, Wesleyville, Twillingate, St. Anthony, Battle Hr. and the usual Labrador Ports. Freight received up to 6 p.m. Tuesday.

Reid-Newfoundland Co.