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Editor and Business Manager: JOHN J. ST. JOHN.

ST. JOHN'S, N.F.L.D., SEPT. 6th., 1916.

"Place aux Dames!"

THE venerable Canon Smith in yesterday's Daily News has pronounced in favor of woman suffrage. He bases his plea upon the fact that flies are bothering him very badly owing to certain things connected with vehicular traffic. Whilst we sympathize with the Canon, we are forced to state that such an argument in favor of the exercise of the franchise by women is not particularly convincing, but it is convincing as regards the remissness of the City Council in the treatment accorded to his domiciliary neighborhood.

Much though we should wish to see the enfranchisement of the women of St. John's, we certainly would not endorse the plea that they should form a part of the City Council.

We quote the words of another clerical authority equally as enthusiastic as is the venerable Canon about the services which womanhood can render to society: He is discussing just such another phase of social activities as is Canon Smith:—

"To debar woman from such pursuits is not to degrade her. To restrict her fields of action to the gentler avocations of life is not to fetter her aspirations after the higher and better. It is on the contrary, to secure her not equal rights (so-called), but those super-eminent rights that cannot fail to endow her with a sacred influence in her own proper sphere; for as soon as woman trenches on the domain of man, she must not be surprised to find that the reverence once accorded her has been in part, or wholly withdrawn."

The possession of the franchise does not imply that, both sexes should engage promiscuously in the same pursuits, but rather that each sex discharge those duties which are adapted to its physical constitution and sanctioned by the canons of society.

What Does It Mean?

"CAPT. HOWARD of the Pilot Service, and an experienced foreign going master, left by Sunday's express for Gloucester to take command of a vessel owned by Cunningham and Thompson which is now loading codfish for the Mediterranean."

This appears as a news item in a daily; and we would like to know just what it means?

Is our Pilot Service so over-manned that we can spare one of the staff to bring a fish-laden vessel from Gloucester to some port in the Mediterranean?

Is not this service under the immediate jurisdiction of the Minister of Marine and Fisheries?

Have the authorities taken the necessary precaution to discover why it should be necessary for a firm of American shippers to come to St. John's to secure the services of a competent master-mariner?

We ask these questions just to satisfy a legitimate curiosity as to the meaning of this item; and

we do so with a view to an explanation from those whose business it is to look after our fishing interests.

It must have been noticed by our readers that for months several American fish-buyers, among them Cunningham and Thompson, have been making extensive purchases of salt bulk along the south and west coasts; their activities have been extended to Labrador. The price paid for this salt bulk, as we noted some days ago, is less than the local market value of fish.

Now the Mediterranean markets, as far as we know, do not buy fish of this quality. If they did the American buyers would without doubt have shipped it directly from Newfoundland ports across the herring pond; they certainly would not pay for transportation to American ports for transshipment. This fish must have been cured in the United States, if it is destined for the Mediterranean; but, as salt bulk it would be saleable elsewhere. Where this elsewhere is, we do not pretend to know.

Now "this is the question":—Why should Newfoundland provide the fish for transshipment, and why should a Gloucester firm secure the services of a Government official (pilots are supposed to be) to bring it to market?

What about the unloading of a cargo of fish into markets that we are trying to hold down for our own shipments?

We contend that this whole episode should be thoroughly investigated—and we say to those responsible—DO IT NOW!

Rumours

It is said that the old flag of the moribund organization which went forth to the electoral fray three years ago has become so frayed that some of the adipose members have decided to adopt another standard on the plea, so we are told that they believe they "had better go the whole hog." We quote this from information given to us recently.

The new standard will have emblazoned on it in red letters "PORK." We were wondering why they should decide on adopting such a seemingly plebeian inscription as this, when a friend sent us one of Colonel Harvey's (Editor of North American Review) articles entitled: The President and "The Pork Barrel." It begins thus: "Pork" we have always with us, and the Colonel goes on to develop the text which development may be summarized with a local application, as follows:

During nearly all sessions of the Legislature there comes up a Bill for Loot (grab, boodle, swag being synonymous terms). Occasionally the Bill is not ostensibly for this purpose; it may be just an appropriation to "fix the fences" of certain members by spending large amounts of money in their districts. Many constituencies (viz. Expenditures for 1915) estimate the worth of their representatives by the amount of the appropriations thus secured; and when the member goes back to his district for re-election the campaign literature and the speeches say, in substance:

"I have been your member for several years. In that time I have got you several big grants from the Government. I got \$100 for a Post Office at Squawjack Cove; \$100 for a telegraph office on Johnny's Cross; \$150 for dredging Catfish Bight; \$200 for roads in Victoriaville. If you re-elect me, I promise to erect a pump at Wreck Creek, a light house and a fog alarm on Huckleberry Point." Whereupon the free and independent electors shout vociferously: "That's the kind of man we want. 'Rah for the Pork Party!'"

So we are going to have a new party in the field next fall. It is said further that the dissensions in the "People's Party" (that was) are assuming a grave stage. The leader of "The Pork Party" has not yet been announced; but things are pointing in the direction of "a very influential individual" who deals largely in Family Mess. "Rah for the Premier of 'The Pork Barrel Party!'"

GLEANINGS OF GONE BY DAYS

September 6

MRS. LANNIGAN'S dramatic company opened in the Mechanics Hall, 1800.

Monier H. Carter drowned at Rose Blanche, 1868.

Steamer Cabot sailed with passengers to open Bazaar at Renew's 1876.

Steamer Canima lost at Gull Island, St. Mary's Bay, near where Heligoland went down the present year, -983.

VARIA**BY GALE**

THE logical sequence to our former contributions is the resultant intercourse between distant countries whose existence was discovered by maritime adventure: this intercourse is Trade. The leading idea of Trade is the carrying on of a business for purposes of gain. Trade may be entirely domestic, or the exchange or buying or selling of commodities within a country; or it may be foreign, which consists in the importation or exportation of commodities from or to foreign countries. Both these functions are exemplified in the organization known as "The Union Trading Company"—an offshoot of "The Fishermen's Protective Union," organized some seven years ago by Mr. Coaker.

Trade, however, is nowadays sometimes used in a restricted sense; and we find the word commerce substituted for it, when we wish to describe foreign relations in the broader sense: thus we speak of commercial relations with France, Spain, the United States, or Canada. In some cases the word is used as a synonym for trade; so we will not differentiate the term; but we shall follow the lead of others who write on questions of business relationships.

Trade is such an ancient thing, that we really cannot state just at what stage of human intercourse it originated. When people began to exchange commodities which they possessed for others which they required, there was trade; and when national life became a characteristic of tribes or peoples, it began to assume a place similar to that which it occupies at the present time.

Before money came into existence, or rather the use of precious metals as a common measure of value, there was simply a bartering of one commodity for another. Bartering exists even to the present day in sections where people are at the mercy of factors who give them food and raiment for their products. We find it amongst the Fur Companies and we find it even in certain bays on the South and the North Coast of Newfoundland. As we shall have occasion to refer to this system later, we pass to the historic development of Trade.

In its infancy Trade was carried on overland, and it was confined to narrow routes between various countries. Traders travelled at fixed seasons and in large companies; and it is from this method of travelling that we get the word "caravan," from the Arabic, *quairawan*, in which the chief factor was the camel, or the "ship of the desert." The earliest caravan trade had its centre in Egypt, and dates from a period antecedent to the records of history. The geographical position of this country made it a convenient meeting-place between Asia and Africa.

In time, traders abandoned to a large extent the land routes and entrusted themselves and their wares to the easier transit of rivers where such existed as means of communication. The Nile must have been thus utilised at a very early date. Its course downwards to the sea was well known; and Merce, on the confines of Egypt and Ethiopia, one of the most renowned cities of the ancient world; owed its importance to its position on the Nile. The Suez Canal, it is said, partly follows the line of an older canal which connected the Nile with the Red Sea.

The River commerce of the Tigris and Euphrates, furnishing an easier mode of reaching India, was of still greater importance than that of the Nile. This country is now much in the public eye, as it is one of the important theatres in the war; and it has for many years been the aim of Germany to control it so as to cut off, if possible, England's connection with India. At a later period, as we know from Greek and Roman historians, the Rhone (in France), the Po (in Italy), the Rhine (in Germany), the Danube (in Austria), and the Don and Volga (in Russia) were pathways for traders.

Maritime commerce was the natural sequence of that along the river courses. The harbors and mouths of rivers on the sea-coast presented such advantages for ships, that cities arose upon their shores. The greatest cities of ancient days were situated along the margin of the sea or on the banks of rivers, just as they are so situated to-day.

READ THE MAIL & ADVOCATE

A WAR WITHOUT — NAPOLEONS —

WHEN The Times correspondent asked General von Mackensen what he thought of General Haig's leadership, he replied:

"Haig has had no chance to show what he can do in the way of strategy. No General has had in this war, with the possible exception of Hindenburg. Consequently the war has discovered and developed no great strategic genius. It is all tactical now."

It was such an answer as a professional soldier might be expected to make, but leadership and strategic genius are not always the same thing. Mackensen has military chess-playing in his mind. When a professional soldier speaks of strategy he has Napoleon in the back of his head. Wars are many and Napoleons few, and there are many wars in which Napoleons are not needed. Not until the Union commanders had got Napoleon out of their heads did they get a workable plan of campaign.

Grant was accused of being a "hammerer," a "butcher," who had no strategy at all. His strategy, however, was the thing needed in that particular war. The move which ended the American Revolution was Washington's dash to the South, masked until after it was under way. It was simply a feint on a large scale, but it was the thing needed in that particular war.

When Admiral Schley was before his court of inquiry, his prosecutors, naval officers, with professional minds, cross-examined him and all his witnesses to find out what his strategy was at Santiago, that he had none. Cervera was running to the west, and the only thing to do was just to run after him and shoot. No commander, not Nelson himself, could have devised any other strategy; even the professional mind should know that.

Leadership is another thing. Not all wars give an opportunity for Kriegspiel, but very few wars can get along without great Generals, whether they have any chance to play chess with their armies or not. Mackensen is too modest. His campaigns, especially the one in Serbia, make his fame as secure as that of the Generals who fought similar campaigns, not of Kriegspiel, in the ante-Napoleonic years of the French Revolution. Perhaps Brusiloff is no more a chess-player or a Napoleon than Grant, but he has a genius for doing the thing needed.

And even in this war there has been at least one opportunity for a man who could use the chess-board, besides the opportunities of Hindenburg. Mackensen, as a professional man, should admire that move by which Joffre blocked the Germans and saved France at the Marne. If he does not think that was great strategy, he must admit that it was more than tactics. If it had been only tactics, the Germans would have foreseen it.—New York Times.

NOTICE

Picked up by Samuel Tiller of Newtown, on Aug. 28th, part of the Walls and Leader of a Cod Trap, about six miles East of Cape Freels. Any person proving ownership and paying expenses can have the same.

HOT WEATHER PHILOSOPHY.

IN this hot weather it will make us feel a little more comfortable to think of cool things, like snow and ice. So, first let us remember that there is a wet season ahead, and after that the snowy and frosty season. We shall have to be out in all kinds of weather, and the only way to enjoy life under the different conditions is to be comfortably clad. For instance, if your feet are encased in nice, stylish, well-fitting "Bear Brand Rubber Shoes," the state of the streets will not worry you in the slightest degree. Of course, nobody is buying rubber shoes just yet, but the time will soon come, and then, isn't it better to buy one good, well-fitting pair that will last you the greatest part of the winter, rather than a half-dozen pairs of shoddy shoes, that you will always find broken on the mornings that the slush is inches high?

Cleveland Rubber Co., New Martin Building, St. John's, 21w, 1f

REVEILLE**BY CALCAR**

IT must be very disappointing to people who have long and quietly dozed with the happy idea floating in the mind that sportsmen and all lovers of outdoor recreations must flock as a natural thing to Newfoundland to learn alas it is not so. What a rude awakening to the happy slumber is the dismal report of the Game and Inland Fisheries Board.

This report (low we hate to call the trifling thing a report) speaking of the number of sportsmen's licenses issued for 1915 shows a total for hunting and fishing of but two hundred and four. This represents a falling off in number of no fewer than fifty-seven. The matter of having but 204 visiting sportsmen is serious enough and disquieting to our pride of having a Sportsman's Paradise, but the falling off is still more disconcerting and unflattering.

What is the cause of this falling off and wherefore the small number who are willing to visit our Paradise even if only for a short time?

With the mere casual reference to the fact the Board dismisses the matter from further consideration and closes the account without one word of comment or a single recommendation as to the best means of improving the situation.

The concluding clause to the short and dismal sentence would induce one to believe that the only regret the Board feels for the disappointing fact is that a loss of \$650.00 was the result.

We have been accustomed to hear our country spoken of as "The Huntsman's Paradise" and it is not at all flattering to this notion that we can only attract to the Paradise (?) 167 fishermen and 37 hunters, truly a very small lot of felicitous beings for such an extensive Eden.

What is the matter, why is it we cannot attract more sportsmen than this? The Game Board is remarkably silent on the subject, dismissing the matter with just a casual note. It mentions the fact as to the falling off but gives no estimate as to the cause, and it fails entirely to notice that 204 is too small a population for any kind of paradise. Let us cut out this talk of paradise and get down to sober fact.

Fall Fishing Leads,

8 oz., 12 oz., 14 oz., 16 oz., 1 1/2 lb.

Lines.

White Cotton, 6 and 9 thread. Best quality American steam tarred hand lines, 4 lb., 4 1/2 lb., 5 lb.

Trawl Hooks.

No. 15 and No. 14 tinned ringed; Japanned, 15 and 14 at half price.

Hand Line H's.

A good shape Hook made of steel wire, round and kirby shape in mid, large and extra large quarter.

Squid Jiggers.

Ask for NEYLE'S Patent: Large Bank Pin Red, Small Shore Pin Red.

Harness.

We manufacture Carriage, Cart and Slide Harness.

NEYLE'S HARDWARE.

Now, we have or we have not the attractions which sportsmen desire to seek. What is it? Have we inducements real and substantial to offer lovers of the chase and have we the fishing in our rivers to entice devotees of the cult of Sir Isaac Walton? If we have the hunting to offer, if we have the herds of caribou that should make a hunting trip full of pleasurable anticipation from this aspect of the trip where is the deterring feature and what is it?

Again we have to notice the gawky silence of the Game Board; why in the name of goodness doesn't the Board justify its upright position on two legs and its shortness of ears, not to mention the absence of that duster like tail which marks the donkey kind, and venture some remark, some intelligent explanation of this rather disillusioning report. If we have the fishing inducements that we say we have, why are there not more than 167 visiting anglers?

We are accustomed to read in those glowing accounts of our attractions which from time to time appear, from heaven knows what source, of how every stream and lake teems with fish and we have wordy pictures of local anglers returning with baskets bulging with finny beauties.

Now we have done enough of this boasting, and may be done too much of it. It devolves upon us to make good the boast or keep our silly mouths closed forever, if it is discovered that our boasting has been but empty wind. What is the Game Board going to do about this? It is time to be stirring. We have slept long enough. Let the reveille at last arouse us.

IMPORTANT WARNING!

The Rifle Range on the South Side Hill will be in constant use from daylight till dark for Musketry Practice until further notice. All unauthorized persons are therefore prohibited from approaching the Range within 200 yards from either side or within 1,000 yards of the Targets to the eastward. Any unauthorized persons so doing will be liable to arrest, besides incurring serious danger from rifle bullets. This prohibition does not extend to any part of the hills west of the 1,000 yards firing point.

(Signed),

JOHN SULLIVAN,

Inspector-Genl. Constbl.

W. H. RENNIE,

Captain (in charge of Musketry Instruction).

jy15,w,tf

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ST. JOHN'S BRANCH - WATER STREET

Reid-Newfoundland Co.**LABRADOR SERVICE.**

S.S. SAGONA will sail from Dry Dock Wharf at 6 p.m. Thursday, Sept. 7th, calling at Harbor Grace, Carbonear, Trinity, Catalina, King's Cove, Wesleyville, Twillingate, St. Anthony, Battle Harbor and the usual Labrador ports as far as Nain. Last Trip to Nain this season. Freight received up to 1 p.m. Thursday

Reid-Newfoundland Co.