

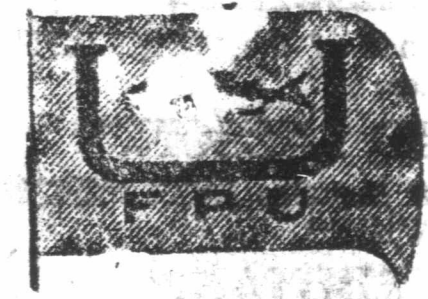
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Real Estate Agent

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("To Every Man His Own.")

The Mail and Advocate

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SHIPPING SHORTAGE

The British Marine Insurance Companies have just published statistics regarding naval construction in past year. The total number of ships launched was 743 with a tonnage 1,201,638 tons, of which Great Britain's proportion was 327 vessels, with a gross tonnage of 650,919 tons. This represents a great falling off from previous years. In 1914 Great Britain built 663 vessels with a tonnage of 1,169,200 tons; and in 1913, 1,062 vessels, with a tonnage of 1,400,729 tons. The only countries which show an increase in their shipping output for 1915 are Denmark, Norway, and Sweden.

The British shortage is accounted for in many ways: First the War has absorbed the almost exclusive attention of the British public; and their recruiting has withdrawn from the shipyards a large number of skilled workmen who were needed either at the front or in the manufacture of munitions.

What this year will bring forth in the way of shipbuilding is impossible to conjecture; but it is to be hoped that Great Britain will make an effort to increase the number of commercial vessels. These are equally as necessary as the squadrons that guard the North Sea; for if freight rates continue to increase, as they have been increasing, shipments from the overseas dominions to the Motherland will become prohibitive.

In normal times, the output of the British shipyards represents about 60 per cent. of the total output of the world's shipping plants. Mr. Runciman, President of the Board of Trade, recently made a declaration in the House of Commons regarding the increase in freight rates. This was made in reply to the contention of certain Members of Parliament that the increase in the freight rates was due to inefficiency on the part of the Administration. He said:—

"The difficulties which confront us in the matter of increased freight rates are not due to poor administration, but rather to our efforts to economize. Maritime commerce is daily becoming a very serious problem. For every 100 vessels we had at our disposal at the beginning of the War we must now be satisfied with 67, of which 24 are under neutral flags.

"You will notice that we count very largely on the service rendered

by neutral shipping; and should we, deprive neutral vessels of higher freight rates or otherwise interfere with them, we would starve.

"There has been no negligence on the part of the Government; and the Board of Trade has been directed in its policy largely by the advice of experts. Furthermore, the Committee of which Lord Curzon is President, has such complete control of freight carriers that no English vessel can undertake any service without the permission of the authorities."

Amongst the remedies suggested by Mr. Runciman to solve the transportation problem he especially recommends the clearing out of the congested ports, a limitation of imports, and greater activity on the part of the shipyards. The Admiralty has already granted permission to these yards to build 45 merchant vessels; and the probabilities are that this number will be increased in the near future. It is not unlikely that several of the vessels now under construction for "war purposes" will be engaged in the mercantile marine.

Mr. Balfour, First Lord of the Admiralty, suggests that the difficulties at present existing could be minimized by a special commercial training for the Admirals of the Fleet; but we have not any idea as to how this is going to effect a change in the transportation problem. He repudiates the charge of self-aggrandizement on the part of Great Britain for permitting these high freight rates; and he says that it is unjust to charge the Government with "sinister designs" in its effort to limit importations; for this is being simply and solely with a view to improve the operations of the mercantile marine.

The transportation problem is one of most serious with which the British Government has to deal; and locally we are getting an unusually large share of the troubles which come from a shortage of shipping. We urge upon the Morris Government to get busy immediately with regard to the importation of salt. The British Government should be appealed to without delay.

We had a shortage last year when we had local steamers in the trade; now that these have gone we shall have greater difficulties this year. Furthermore, there should be some regulation as to the price. The tendency of certain "patriotic" firms and individuals in this country is to pile on the burdens; and the fishermen have no redress. Salt they must have and they should have it at the lowest possible rate. This matter should be taken up at once; and we shall see that it is the subject of debate in the House of Assembly when it opens.

We have heard it said that "the fishermen have nothing to kick about," as they received (some of them) very high prices for their fish last fall. Oh yes! but what about the many years previous when they got from \$2.50 to \$3.00 for fish? What about the days of serfdom before Mr. Coaker inaugurated the "biggest organization which this country has ever seen"—the F.P.U.? Were this not in existence at the moment, there would be none to raise a voice in defence of the Toilers of the Sea.

LESSON TAUGHT BY JAPS

PHILADELPHIA RECORD.—The Japanese army twelve years ago was the first one in which the medical men demonstrated that disease could be made less dangerous than the enemy. Our own experiences as recently as the Spanish war were disgraceful, because there so few surgeons specially trained for military service. All nations took note of what the Japanese surgeons were able to accomplish, and the medical authorities now make the astonishing announcement that life in the trenches is healthier for the soldiers than life in the barracks was during peace.

IMPERIAL FEDERATION

SOME days ago, in Montreal, the Secretary of the British Proportional Representation Society, Mr. Humphreys, made a plea for proportional representation as a medium for getting a true reflection of every considerable opinion in a Central Council of the Empire. Whilst the proportional representation scheme may be subject to discussion, we believe that there is a growing desire that the spirit of unity which prevails throughout the Britannic nations and commonwealths should receive expression in some form of representative council.

We feel convinced that the Empire can be strengthened by the bringing together representatives of the overseas dominions; but this should be done by having fair and effective representation of the units. Whilst this Council would not, and should not, have a voice in the British internal affairs, it would have the effect of binding the sparsely separated units in a common tie of Imperialism. The overseas dominions are now almost as far apart from a trade standpoint as are foreign nations; and in many instances, in our case, for example, trade with the Motherland has been decreasing. This is demonstrated from our Customs' Returns for the past decade. If we examine the Report for the last fiscal year, we shall find that our trade with Canada—a sister, has decreased alarmingly from an Imperial standpoint, whilst our trade with the United States has increased very largely.

The bonds holding the nations of the Empire together at present are bonds of sentiment and common ideals of freedom and justice. These bonds can be strengthened by a closer drawing together of the units of the Empire. We hardly knew what the British Empire meant till the outbreak of the War in August, 1914. Then every daughter of the Empire rallied to the cause of the Motherland; and all local issues were forgotten. We now see fighting on the blood sodden plains of Flanders the dark-skinned Gurkha, side by side with the sturdy boys from Canada; and in the Near East, we find our own boys lined up with the gallant Australians. Elsewhere, there are similar conditions; and the bond that binds them is the cause of Right for which our Glorious Motherland is fighting against the Prussian hordes that would enslave the world.

Imperial Federation from a commercial standpoint is now a necessity. British Colonies have in the past been large customers of Germany; and she was gradually ousting England from the world's markets. The German trade with India had assumed enormous proportions; and were it not restricted (as it has been by future chased the British merchant) it would have in the near future from the Eastern markets. What would this mean? It would mean that Germany should have such control of the East commercially that the gradual weaning away the Easterners from allegiance to Britain would be simply a question of time. Germany has lavished money extravagantly on her colonies (so-called); and we have proof of this in conditions which existed in Africa and in the Far East.

Imperial Federation would in nowise affect the autonomy of Britain's overseas dominions; for there is room for many nations in the democratic British Empire. Federation would be the greatest boon that could come to such as ourselves. We have large interests in foreign countries; but we have no power to negotiate with them directly. Our negotiations with these are carried on through the British Foreign Office which may, or may not, be conversant with our needs or requirements. Ordinarily we are at the mercy of

FLAMES

I WATCHED a log in the fireplace burning,
Wrapped in flame like a winding sheet,
Giving again with splendid largesse
The sun's long gift of treasured heat—

Giving again in the fire's low music
The sound of wind on an autumn night,
And the gold of many a summer sunrise
Garnered and given out in light.

I watched a log in the fireplace burning—
Oh, if I too, could on be
Sure to give back the love and laughter
That life so freely gave to me.
—SARAH TEASDALE in Harper's Weekly.

GLEANINGS OF GONE BY DAYS

MARCH 11

JAMES MARTIN, M.H.A., Placentia, gave notice of first light-house, bill, 1834.

Tichbourne trial ended after 188 days—the claimant found guilty of fraud and perjury, 1874.

John Lindberg injured from gas explosion in Water Street store, 1877.

Eugene Barron, cabinet-maker, died, 1887.

Hunter and Crossley, evangelists, arrived, 1899.

MARCH 12

The brig, Gem, burnt at Harbor Grace; three men, Hogan, Walsh and Knox, perished, 1834.

The U.S. warship Yantic sailed from St. John's with remains of Lieut. Bowman, a naval officer who had died the previous summer on board the warship Alliance, 1881.

Account of loss of sealing steamer Wolf, off Fogo, 1897.

The battleship Oregon left San Francisco, to sail round the Horn and join Atlantic squadron, 1898.

Cousens' co-operation, Southside, on fire, 1899.

Henry Oldridge, Devonshire hotel, died, 1888.

Mrs. John Driscoll and four children burnt to death at Bay Bulls, 1894.

Twillingate Sun registered—J. P. Thompson, proprietor, 1884.

Capt. Peter McDonald, tide-waiter, died, 1898.

Sister Agatha O'Neill, St. Michael's Convent, died, 1898.

the dominant party in the House of Assembly, or the Governor-in-Council; and this *modus operandi* has time and again proven to be unsatisfactory. Were there an Imperial Council, there would be doubtless representation of every interest (political) in the Colony; and our representatives (who would be chosen from the best men available) would have a complete grasp of local conditions and thus be in a position to effect a great deal.

FIGHTERS

—FOR THE—
FLAG

III.—THE SCOTS GUARDS

IN scarlet tunics with blue facings, their buttons placed in sets of threes, their headdress the bearskin, their band playing "The Highland Laddie"—that's how you will see the Jocks in time of peace, or if they are in their undress you may know them by the diced border of their forage caps.

To-day the all-levelling khaki has shorn them of their brilliance, but whatever the uniform the man is the same, and the Jocks of to-day are worthy inheritors of their long line of forerunners in the service.

The regiment is one of the oldest in the British Army, but oddly enough the exact date when it was founded is unknown, and much of its early history has been lost, for in 1841 a fire destroyed the record office and all the historic documents in it. It is certain that the Scots Guards were founded by Charles the First in his earliest attempts to remodel the Army, hence it dates from 1639 or thereabouts.

The Jocks did not keep their original name long for it was as the Scots Fusilier Guards that they won their greatest share of fame, and in their two hundred and seventy odd years of service they have shared practically every campaign where the British flag has flown.

To read of their winning of some of their early laurels has a curiously modern sound in view of present-day happenings, for in 1695, Belgium—to give the land its modern name—was the battleground of Europe, as it has since been, and Namur stood out as an apparently invincible fortress in the hands of an enemy.

Against it came the British troops under William of Orange, the Scots Guards amongst them. Almost as the attack on the city began, a great enemy army appeared in the rear of the besiegers. For three breathless days the fate of the British hung in the balance, then that relieving army calmly went away. Its general held that Namur could not be taken by assault. He was content to leave the British to batter themselves to death against its mighty walls.

The rearward danger gone, they turned to the attack in good earnest, for William had vowed Namur should fall whatever the cost.

To the Scots Guards was given one of the most difficult orders of the day. Before the city lay a wide glacis or plain, commanded by the guns of the city, and the Guards were ordered to rush across the open, not firing a shot on the way, but saving their ammunition till they should have climbed the ramparts, and were at death-grips with the defenders. Ghastly as the ordeal was, they made the great charge without wavering. From bristling walls

heavy artillery and muskets sent a ceaseless rain of shot, but though their comrades fell in serried rows upon the plain the Scots Guards rushed to the outer palisades.

Once there, their silent muskets spoke; the ramparts were scaled with the help of the dead whose bodies made a ghastly stair, and the enemy giving way under the furious onrush, the key to Namur was won. Two thousand British lay dead as the price, and to-day the Scots Guards carry the name Namur emblazoned on their banners.

It is perhaps of interest to add that among the British allies who took part in the assault were the Brandenburgers, who were led by the Prince of Anhalt-Dessau, then a lad of nineteen, to whom Carlyle ascribes an important place in military history as "the inventor of the iron ramrod, the equal step and the founder of all modern military tactics"—those tactics which obtained for a couple of centuries, and have only been set aside or superseded in our own time.

With Marlborough, the Scots Guards won fresh fame. As the Scots Fusilier Guards we find them mentioned in all the great struggles of the eighteenth century, and in the Peninsular War they were constantly engaged; then to Flanders again to shed their blood at Waterloo. Nearly half a century later came the Crimean War, and the Scots Fusilier Guards were among the first who landed to take part in the great struggle on the Alma.

Says the Special Correspondent of The Times, who was an eyewitness of the charge:

"The Guards on the right of the light division, and the brigade of Highlanders were storming the heights on the left. Their line was almost as regular as though they were in Hyde Park. . . . The Duke (of Cambridge) encouraged his men by voice and example, and proved himself worthy of his proud command and of the royal race from which he comes.

"Highlanders," said Sir C. Campbell, ere they came to the charge, 'don't pull a trigger till you're within a yard of the Russians.' They charged, and well they obeyed their chieftain's wish; Sir Colin had his horse shot under him, but his men took the battery at a bound. . . . The Guards had stormed the right of the battery ere the Highlanders got into the left, and it is said the Scots Fusilier Guards were the first to enter."

In 1877 Queen Victoria decreed that the Scots Fusilier Guards should revert to their older title, and thus it was as the Scots Guards once more that the regiment out to Egypt in the early eighties to take part in all the chief engagements and to win fresh fame in the sweeping charge of Tel-el-Kebir.

Later they distinguished themselves in South Africa, as the names of Modder River and South Africa upon their banner show. Once more they stand on the blood-stained plains of Flanders

THE HARVEST OF THE SEA

INTERESTING AND USEFUL TO THE FISHERMEN OF THE COLONY

AN OLD FISHING PROCLAMATION

AN old Highland fishing proclamation was read recently by the Rev. Percy Coats at a meeting of the Lune Fishery Board at Lancaster. According to the Reverend gentleman's version, the proclamation read as follows:—

"This shall be a proclamation of Her Grace the Duke of Argyll: If any man be found fishing in the loch, on the loch, around the loch, through the loch, afoor the loch, or hinder the loch, his neck shall be broken in twelve places; and if he shall hereafter offend he shall be persecuted w' far war' persecution, for he shall be burned and hanged. By all the laws of the Courts of Scotland and Her Grace the Duke of Argyll." Canadian Fisherman.

DEEP SEA FISHES

THERE are more than 50,000,000 square miles covered by a depth of three miles of sea, but even at this great depth—where the pressure of the water above would instantly crush a man's body to pulp—there is a great world of life.

Many of the Fish and other creatures of the deep are blind; but they are able to see by lights which they carry themselves. The "lights" are little organs dotted over the body, and with the light from them, which is made in much the same way as the glow worms, they can use their bulging eyes to see what is going on about them.

But even with the ready-made lighting apparatus and telescope eyes it is a difficult business finding a dinner, so the fish have jaws with an enormous gape and a stomach so elastic that they can accommodate a larger fish than these voracious eaters themselves. When they have made a capture they retire for something like a year's rumination to digest the meal, two or three of which are sufficient to last for a lifetime.

Crawford—It is said that married men make the best fighters. Crabshaw—In that case the Turk should be as good as half a dozen soldiers.

where their ancestors first gained renown. In this age of the censor, when names of regiments and places are placed under such a strict ban, little has been heard of their achievements. But when the veil of secrecy is lifted from the battle-fields and the band plays the Guards back to their native land, the Empire in general and Scotland in particular will read with pride of the self sacrifice and heroism of this old established regiment.

—Next—
The South Wales Borderers.

Reid-Newfoundland Co.

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