

JUST IN:
50 Tierces
SPARE RIBS
 Nice Red Sweet Stock.
 Guaranteed in every way.
J. J. Rossiter
 Our Motto: "Sum 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., AUGUST 31, 1916

The Regiment

THE whole country is aroused over the manner in which the affairs of the Newfoundland Battalion have been conducted and especially with the London Office that is costing about \$10,000 a year to operate.

If any of our contemporaries imagine that all the bungling of the authorities, London Office and British officers will not be openly and sufficiently criticized in the Press and in the Legislature when the war ends, we hasten to remove all doubts, for we can assure such that the fullest discussion will some day take place respecting the whole matter.

We have had our own opinion of what should have been done in September 1914 by the Colony to aid the Empire, and we have openly stated our opinion in those columns, and we are more convinced than ever of the grave blunder made by the Government and Governor in September 1914; and there can be no doubt now of the soundness of our opinions respecting the part the Colony should have taken in the war.

That great negligence can be traced to the management of affairs by the London Office there is now no doubt. If Timewell is doing anything, he is well paid for it, and is not risking his life at the front, and because the London Office is doing as little as it can, and that little badly. The Telegram proclaims to the house tops the wonderful achievements of the Timewell arm chair soldiers who are having the time of their lives amidst the delights of London, which is costing the people of poor Terra Nova One Thousand Dollars per month.

Those who think Timewell is a hero may do so, but we can assure all such that seven-eighths of the taxpayers of this Colony have a rod in pickle for him, and just as sure as the sun shines he will have to render an account of his stewardship.

The management of war affairs and of what has been done by the Government and Governor is now a matter of much concern to the public and it will be our burdensome duty sooner or later to fully discuss the whole matter in those columns and in the Assembly; but the present is not the time for such discussion.

Mr. Snow's letter seems to have pinched someone's corns. He deserves the thanks of the community for his action; and our only regret is that he not only pinched corns but that he with others who are suffering in silence have not an opportunity to confess their opinions of the huge blunders as well as negligence that have made so many of them sufferers since the war opened in 1914.

Some people laugh at our Tommies for making Ypres into "Wipers"; but what would they make of Kialkitschevli, a town which the Russians have just captured in Armenia?

That Reminds Us

THE DAILY NEWS informs us it is likely that one of the local sealing steamers, which has been in the coal trade for several months, will take up the coastal mail service in Fortune Bay, replacing the Hump which was sunk a few days ago.

This is very interesting information; and no doubt the people of Fortune Bay will be delighted! Now this reminds us that when this service was in contemplation and a big subsidy in view two steamers called the "Fogota" and the "Sagona" were built—one for the Fortune Bay service. The subsidy was secured; and the "Sagona" after several attempts at a St. Pierre, Sydney—and other places service was sold to the Reid-Newfoundland Company at a very profitable margin!

Then an ancient boat was secured. But soon came a prospect of gathering in more abundant harvests by the hiring of the "Fogota" for another service; and from the accounts, published in **The Mail and Advocate** some months ago, the new business was very profitable, indeed.

The ancient boat was transferred to the Fogo service (for which it is said she is unfit), and is scheduled to make regular trips with specified ports of call. The makers of the contract, however, did not foresee such a contingency as a wreck!

After the withdrawal of the ancient boat from Fortune Bay the Hump of sad memories was placed there. Now we are to have another ancient craft put in commission.

Is it not time that the Government realized that it is being made a football of for the benefit of certain members of the Executive? Is it possible that there is no man in this august body who has backbone enough to call this bluff? Is it so dominated by the profiteering class that it is incapable of, at least, making an effort to prevent further inroads on the public treasury?

A contract is a solemn agreement; and every violation of it is supposed to have its corresponding penalty. We ask if such penalties are enforced? We ask if Crosbie is charged \$40.00 for each port of call passed by as the contract provides?

Favored Bailiwicks

A PROMINENT M.H.A. obtained a good deal of notoriety during the last session of the Assembly owing to a system of handling road grants which is quite suggestive of Bret Hart's "Heathen Chinese" who is said to have been remarkable for ways that are dark and tricks that are vain.

The member was, of course, exonerated—"whitewashed" the public term it—by a Commission (of Government members) headed by a very learned and a very practical lawyer who "advised" that such actions as those of the Hon. Member were perfectly according to Hoyle; for he was simply following "the custom of the country."

This M.H.A. is a very amiable, tho' a very ponderous personage—a "right jolly good fellow"—physically resembling two other prominent members of the Booding Gang whose specialties are vessels and subsidies—and wrecks. He is not, as far as we know, in business; and his special line, politically, is "arbitrations," and, between whites, he exercises a little "patronage." This was brought out in connection with that Victoria Village incident.

Now we have the following announcement by **The Daily News** of recent date:

"Through the kindly and thoughtful provision of the Government, Mr. Duncan Taylor has been associated with Mr. Martin Murphy as Assistant Sub-Collector of Customs (we use capitals on account of the dignity of the position), at Rigolette, Labrador."

We have no objection to Mr. Taylor's getting a job, as we understand he is a most deserving man; but we protest emphatically against such a farce as a sub-collector's assistant at Rigolette, where the customs' business is a sinecure and could be easily discharged by the officer on the mail steamer.

Last year Mr. Murphy (with an assistant) occupied a similar position at Cartwright where, if we are correctly informed, the duties collected amounted to TWO DOLLARS AND FIFTY CENTS!

We alluded to this matter last year; and we were simple enough to imagine that such a howling farce would not be repeated.

In the name of the fleeced fishermen we again protest against these patronage scandals, as re-

gards Labrador which is being used as a political dumping ground. The Colony is being bled to find places for individuals who should be otherwise employed. For example, the sub-collector in question is a very competent shoe-maker; and we understand that in his legitimate sphere he would be a most important factor in the industrial hive. If the Government have "a reason" for such an appointment, they should provide something better than a menial position like a Labrador sub-collectorship.

The two officials at Rigolette, it may be said, are from a little town in the suburbs of Victoria Village; and most of the other Labrador officials are from Conception Bay political bailiwicks between Western Bay and Coley's Point. Another of those beauties is the famous Walter Grosbie—brother of the hero who got the big haul from selling Marconi spars.

JUDGE NOT

JUDGE not; the workings of his brain
 And of his heart thou canst not see;
 What looks to thy dim eyes a stain,
 In God's pure light may only be
 A scar, brought from some well-won field,
 Where though wouldst only faint and yield.

The look, the air, that frets thy sight,
 May be a token, that below
 The soul has closed in deadly fight
 With some infernal fiery foe,
 Whose glance would scorch thy smiling grace,
 And cast thee shuddering on thy face!

The fall thy darest to despise—
 Maybe the angel's slackened hand
 Has suffered it, that he may rise
 And take a firmer, surer stand;
 Or, trusting less to earthly things
 May henceforth learn to use his wings.

And judge none lost; but wait and see,
 With hopeful pity not disdain;
 The depth of the abyss may be
 The measure of the height of pain
 And love and glory that may arise
 This soul to God in after days!

—ADELAIDE A. PROCTER.

GLEANINGS OF GONE BY DAYS

AUGUST 31
 JOHN BUNYAN died, 1688.
 Bennet's foundry first opened, 1847.
 First case of cholera broke out in St. John's; a man named Barrington the victim, 1854.
 Gilbert Browning died, 1882.
 Johannna Hanlan died, aged 105 years, 1888.
 Morning Chronicle registered, F. Winton proprietor, 1865.
 Dr. Jos. Shea, coroner, died in London, 1872.
 Rev. J. Glover, father of Governor, arrived here, 1876.
 Earl Dunraven arrived here, 1876.
 Mr. O'Brien, Irish lawyer, arrived here in search of claimant for estate of Tobin in Australia, 1876.
 General Roberts relieved Candahar, 1880.
 The Allan steamer Hanovarian, bound to St. John's from Halifax, with mails and passengers, lost near Trepassy, 1885.
 William Woodford, M.H.A., married, 1893.
 Steamship State of Alabama arrived here with crank-shaft broken, 1890.
 Thomas Meagher Son & Co., dissolved partnership this day. (The principal of this firm was grandfather of the famous General Thomas Francis Meagher, one of the leaders of the Young Ireland party, of 1848, who escaped from Australia, to which place he had been transported, and finding his way to the United States, offered his sword and his life to the Northern party. He headed the Irish Brigade, and won many brilliant victories. Local tradition says that Meagher spent some time in St. John's while very young, but he was a native of Waterford), 1820.

Few critics ever get what they are entitled to in this busy world.
 Train your dog not to look too much like a wolf when he goes in the woods.

VARIA
 BY GALE

IN a former article we discussed the means by which maritime nations were developed; we now enter upon the discussion of the agencies by these means became effective and treat of: **The Toilers of the Sea**. This term is sufficiently comprehensive to embrace the humblest fisher and the "sailor of renown"; and as we proceed it will be demonstrated that from earliest times to the present day, the fisheries have been the nursery of seamen—*la pepiniere*—as our French friends term it.

It is just this little word which has been the stumbling block in our dealings with France regarding that remnant of Empire—St. Pierre. When some years ago we were making efforts to adjust the mess resulting from that infamous treaty known as Clause XIII of the Treaty of Utrecht, we endeavored to induce France to withdraw the bounty given to French fishermen, by which our fish was forced to compete with the St. Pierre produce France having pleaded that, as the fisheries, were the *pepiniere* (nursery) of her navy, she felt obliged to induce men to go to the Banks off the Newfoundland coast; and the inducement given was a bounty on their catch—about \$2.00 per quintal.

"Who was the first sailor of whom we have record?" We remember the venerable old teacher asking this question to the advanced class in the old school at several decades ago, when we were struggling with the then seemingly-insurmountable difficulties of a "Second Book." It was on the occasion of an inspectorial visit in "those good old days" when we received a good rudimentary education, and the system of fads and frills was still in embryo. The inspector—a very patriarchal personage—was very interested; and when a pupil—a subsequent master-mariner who went down in the North Atlantic a few years ago—answered, "Noel," the inspector smiled his blandest. This question was followed by another: "Who knows the story of a great shipwreck mentioned in the Bible?" Several hands went up; and a young member of the class—now a very highly respected clergyman—told the story of "Jonah and the Whale." Should his eyes meet this page, he will perhaps recall the incident.

We do not know, however, that there was any fishing in those far off days, at least any commercial

fishing industry such as was found at a later date among the Phoenicians who made regular fishing voyages to Tarshish (the region of Tartessus on the Guadalquivir, in Spain) where tunny and muraena (a large species of eel) were abundant. These appear to have been freighted to points in the Mediterranean just as we freight our codfish at the present day. We don't know if they were sold tailed, or if they "passed the board," in the market. Neither have we any record of the freight rates; but they were hardly as high as the rates on 4 qtl. casks at the present time.

From their fishing and trading ventures the Phoenicians became a country of sailors, and, as we have already stated, are entitled to the credit of rounding Cape Horn long centuries before Vasco da Gama was born.

These old sailors had a very extensive knowledge of navigation evidently, and their courses were governed by the pole star, which the Greeks in later times called the Phoenician star. They were well acquainted with Astronomy, the meaning of which is hardly known to some of our C.H.E. candidates at the present day.

pariah, forgetting of course that their forbears had secured the golden fleece of "respectability" from the backs of oft-shorn fishermen.

Culture did not preserve either Greece or Rome from decay; and the domination of the world passed from them to other nations whose peoples developed the harvests of the sea.

During the Middle Ages the Venetians and the Genoese were the great maritime peoples; and the history of Venice in its early days is the history of its fisheries. Its chief item of trade was salt which Venetian vessels carried to various parts of the Mediterranean; and it was doubtless largely used in curing fish. Venice occupied a unique place in the maritime world; and she was known as "Mistress of the Seas"—a title which has long since passed to another. She is still known as "The Pride of the Atlantic"; and the ceremony of the "Sposalizio" (Espousal of the Sea) dates from the Xth century. This ceremony took place on the *La Sensa* or Feast of the Ascension.

The clergy set out from among the olive woods of San Pietro in Castello and met the Doge (chief magistrate) at the Lido and all proceeded to the sandy line of the shore where litanies and prayers were recited, and the supplication "Grant, O Lord, that this sea may be to us and to all who sail upon it tranquil and quiet. To this end we pray. Hear us, good Lord." Then a ring was cast into the sea; Venice was wedded to the Adriatic; with the formula: "We wed thee, O Sea, in token of perpetual domination."

READ THE MAIL & ADVOCATE

THE BURDEN OF FRANCIS JOSEPH

THE author of "The End of a Chapter," one of the most readable of the autobiography books of the season, Mr. Shane Leslie, is one of the brilliant band of young Irishmen, who in recent years have helped to enrich the literature and mould the political thought of his country. A first cousin of the Right Hon. Winston Churchill, M.P., the author of the accompany poem springs from an old Ulster stock which has contributed prominent men to the Church, the Army and Parliament. At present Mr. Leslie is Associate Editor of "Ireland."

Sad Emperor, crowned with royal misery,
 Blest would he be who cast thee on the stones
 From thy twin-eagled, doubly sorrowed thrones
 Aye, blest by friend and foe, and most by thee,
 Who art thy kin and kingdom's destiny.

Long doomed to bring thy Austria her fate,
 Thy love is far more fatal than thy hate.
 Have not thy well-beloved died for thee?
 Elizabeth and Maximilian fell, gentle face
 Of thee whose eye casts sorrow every place.

And now thy hapless legions feel thy spell,
 Whom like the slaughtered Arch-dukes of thy race,
 Hast thou not loved of old, and loved too well?
 —Toronto Globe.

Reid-Newfoundland Co.
SOUTH COAST SERVICE.
S. S. GLENCOE
 will sail from Placentia on Wednesday, September 6th, for the usual ports of call between Placentia and Port-aux-Basques.
 Passengers leaving on Wednesday morning's train from St. John's will connect.
Reid-Newfoundland Co.

GEORGE KNOWLING

Men's and Boys' Clothing Dept.
 Our Men's and Boys' Clothing Department has always been noted for
Best Value for the Money.
 We keep the largest and best selected stock in the City. We now are showing
Spring and Summer Clothing
Raincoats Macintoshes
Shirts Caps Ties Footwear

PROVISIONS and GROCERIES.
 We have the best selected and lowest priced stock obtainable.
Flour Pork
Molasses
Seeds Teas
Medicines.
 Call and get our prices or write if you cannot come.

Largest and Best Selected Stock - Lowest Prices.

Hardware Department.
Fishery Supplies, Manilla Rope, Coir Rope, Hemp Rope, Marlin, Fish Hooks, Patent Logs, Ship Side Lights, Steering Wheels, Anchors, Motor Ignition Batteries, Spirit Compasses, Dory Compasses, Motor Engine Oil and Grease, Washing Machines, Wringing Machines, Garden and Farm Tools, Carpenters Tools, Fish Beams and Weights, Electric Lanterns, Pocket Flash Lights, Oil Cooking Stoves, Office Safes.

Women's and Children's Clothing
 We have now open and ready the largest and best selected stock of
Costumes Blouses
Skirts Underclothing Corsets
Raincoats
Dressmaking and Millinery
 done on premises.
Dress Muslins Linens and Silks.

GEORGE KNOWLING