

Time Table  
Company  
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and until fur-  
this line will run  
Mondays at 7.30  
transport, Campo-  
bull's Wharf, St.  
a. m. for Grand  
Campobello.  
Thursday at 7.3  
is Campobello,  
ve and St. An-  
phen Fridays at  
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Eastport and  
conditions per-  
 Saturdays at 7.30  
leaving St. An-  
at Campobello,  
sport both ways.  
D. GUPTILL  
Manager.

SHIP CO., LTD.

S.S. "Comoro"  
Leave Saint  
and Ware-  
Saturday, 7.30  
Andrews, N.B.  
Beaver Harbor,  
or Letite, Deer  
George. Return:  
B. Tuesday for  
Letite or Back  
Harbor and  
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and Warehouse  
l. Mr. Lewis  
is responsible  
after this date  
from the company.

Revd. W. M.  
Services every  
Sunday at 11  
p. m. (7.30 p.  
August). Sunday  
services Fri-  
day evening at  
7.30 p. m.

Revd. Geo. H.  
Services Holy  
8.00 a. m. 1st  
Morning Prayer  
days 11 a. m.  
Sermon on Sun-  
days, Evening

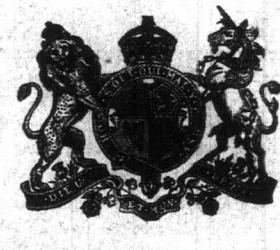
William Amos,  
day at 11 a. m.  
School after 12  
p. m. Service at  
3.30 p. m. after-  
noon at 8 p. m.  
Sunday in the  
aid at 7 in the

All Saints' Sun-  
day after-  
noon at 3.30  
p. m. for three  
books for four  
cents or 50 cents  
month or a shorter  
changed weekly.

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St. Andrews, N. B.



# The Beacon



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SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, DECEMBER 8, 1917

NO. 23

## FREE SPEECH

(From Buripides)

THIS is true liberty, when freemen men,  
Having to advise the public may speak free;  
Which he who can and will, deserves high praise;  
Who neither can nor will, may hold his peace:  
What can be juster than this?

JOHN MILTON.  
(Born December 9, 1608; died November 8, 1674.)

## THE IMPERIAL VALUE OF THE NEWFOUNDLAND FISHERIES

By H. C. THOMPSON

A Paper read at a Meeting of the Royal Colonial Institute, London, on April 18, 1917.

IN the Conference which is now being held, and at the end of the war, when our assets are being passed under review for the great work of reconstruction which lies before us, each portion of the Empire will be called upon for what it can give, what special service it can render; and Newfoundland will rank high with contribution: of men for the Navy from her hardy fishermen, of pulp and paper from her forests, and it may be of fish from her teeming waters.

At a meeting of the fishery interests of Great Britain, held in June 1915, it was stated that there were hundreds of families in Wales, where a meal of fried fish and chipped potatoes was the only substantial meal they had, and that, if the commoner kinds of fish were not forthcoming they would get absolutely no fish at all. Since that meeting was held fish has become very much scarcer and dearer. All foodstuffs have risen enormously in price, and are still rising; but fish has risen more in proportion than any other, and it seems likely that before long it will become for the bulk of the nation practically unobtainable. That is a serious state of affairs, and every effort has been made to remedy it consistently with naval defence. But fish cannot be got without men and without boats, and both are needed for greater work.

It is a remarkable fact that whenever the question of food supplies has been discussed, and the means for increasing production, fish has hardly ever been mentioned; presumably because, owing to the exigencies of the war, it has been deemed impossible to do anything to increase the available supply. But, in the absence of comment, sight has been lost of how immense a quantity of fish was consumed in normal times, or how immense a quantity of fish was consumed in normal times, or how important an item of food consumption it was. In 1913 it reached the enormous total of nearly 25 million cwt., with a value of £14,000,000. The average quantity of fish sent daily to Billingsgate Market was from 900 to 1,000 tons, while a greater quantity was landed daily at the port of Grimsby alone. These figures give some idea of the immensity of the industry. The number of men and boys ordinarily employed in fishing itself was over 100,000, while in addition a great many more were engaged in the connected subsidiary trades, as salmons, fish-mongers, fish-porters, ice manufacturers, &c. It will be seen that what is needed to give work to all these people is a frequent supply of the cheaper kinds of fish. It was pointed out at the meeting of the representatives of the various fishery interests already referred to, that the pressing danger is that, should the supply of fish cease altogether, the system of distribution will cease with it, and that, should that take place, it will take years to reorganize the fishing industry. It was stated at that meeting—held, it must be remembered, more than eighteen months ago—that 50 per cent. of the small fish shops had already been closed, and that 90 per cent. would be closed in another six months. It is to be hoped that that prediction has not quite come true, but things are certainly bad enough. I have not been able to obtain the statistics for the whole of Great Britain, but the official figures for England and Wales are sufficient evidence of the immense diminution in the fish supply which has taken place since the beginning of the War. In 1913 it was 16,150,000 cwt.; last year, 1916, it had gone down to 4,244,172 cwt. The rise in price has been correspondingly great. The 16 million cwt. in 1913 fetched £7,222,917; stated roughly, the take of fish has gone down to one-fourth of what it was before the War, but the price obtained has trebled.

It is not necessary to emphasize the dislocation caused to the fishing industry by these changes in take and price. The figures speak for themselves. That why those interested are anxious that fish should be brought in from wherever it can be obtained, in order to keep the trade alive, so that, at the end of the War, the small traders may be able to resume their business. No organized attempt, however, has yet been made to obtain fish—that is to say, fresh fish—from sources other than those hitherto drawn upon. No such sources, at first sight, seemed available; but as the war has dragged on, month after month, and more men and more boats have been taken for the Navy, the supply of fish has dwindled so much, and has become so uncertain, that the great importance to the nation, as well as to the trade, of finding new sources of fish supply has made itself increasingly felt.

Indeed, the British fishing interests, even before the war, were extending their operations to more and more distant grounds, and were on the look-out for new and undeveloped grounds in order to increase their supply of fish. The real question to be considered is, Does such a source of supply exist, and can it be turned to account in the present emergency? It can be shown incontrovertibly that it does exist in the western waters of the North Atlantic, round the shores of Newfoundland and Labrador, and that it only needs organization to become immediately available; and in saying this I do not mean for a moment to underrate the great difficulties which are implied in the word "organization."

I have been engaged ever since the war, and for some time before it, in an endeavor to overcome those difficulties, and in the prosecution of the enterprise with which I am associated. I have learnt to appreciate, not only the immense potentialities of the Newfoundland waters, but the obstacles which stand in the way of their utilization. But as the war goes on the food question is becoming increasingly acute, and the opinion is rapidly growing that every possible source of supply should be "drawn upon"; that mere difficulties should not be allowed to stand in the way; that if the food is there, the difficulties should and must be overcome.

Fish has lately been brought in large quantities, frozen, from distant countries, such as British Columbia, and for rations for the troops this frozen fish has been exceedingly successful and satisfactory; but one great obstacle to its success in civil life is that the fish-friers, who take about 60 per cent. of all the commoner fish brought into this country, say they cannot fry it. Before the war they depended largely upon the fish brought in ice from the White Sea, Iceland, and Morocco by the deep-sea trawlers. It was stated at the meeting I have already referred to that a number of German trawlers, for instance, used regularly to land large quantities of Icelandic fish in Aberdeen—as much as from 700 to 800 tons a day. That, of course, has come to an end, and the taking over of most of our own deep-sea trawlers has still further curtailed the supply.

But there seems no reason why the deficiency should not be made good from the fishing grounds of Newfoundland and Labrador, and the fish landed here in equally good condition. It is purely a question of organization. The Newfoundland grounds are more extensive than those around Iceland, and the French trawlers have shown that they are more prolific. They are a little further off than the Iceland grounds, but about the same distance as those in the White Sea. The fish could be brought over either ice or frozen, according to the demand. It will be asked whether there would be any opposition in Newfoundland to a fresh-fish industry on the ground of its possible interference with the trade in salt and cured cod, the staple commodity, or would the people of Newfoundland welcome it, and be willing to co-operate? The Premier, Sir Edward Morris, who is so kindly acting as our Chairman to-night, has always been anxious that concerted measures should be taken, by means of cold storage and modern methods of transportation, to develop the latent resources of the fisheries. He has always been ready to give the assistance of his Government to any enterprise with that object in view. Mr. Coaker, the President of the Fishermen's Protective Union, is also a strenuous advocate of a fresh-fish industry as one of the most potent means imaginable for the advancement of the fishermen, and he has given an assurance that the great organization of which he is the head will cordially co-operate. He has shown that a fresh-fish industry will bring with it all the advantages of a cash trade as well as of a winter fishing in many parts of the island where now there is no winter fishing at all. The Reid-

## Matters For Thought Before You Vote

### A BLOW TO THE BOYS THE ONTARIO LIBERAL LEADER

Nominations in Charlotte and York of candidates to oppose Union government candidates after the statement made several days ago of the Liberal party determination to put up candidates in every constituency. These nominations are made, not with the idea that it is possible to win, but in order to strengthen the spirit of the party in Quebec. Any large number of Union government acclamations would weaken Quebec opposition. The hope of the Laurier-Bourassa campaign is not to win power, but to array Quebec so solidly against the Military Service Bill that the Union government will hesitate to enforce the selective draft. Every Liberal nomination is an aid to that plan of campaign, and a blow at support of the boys fighting in France.—St. John Globe.

Liberals who really want to win the war should consider seriously and thoughtfully the help they will get from a Quebec delegation, pledged by Henry Bourassa to demand immediate suspension of our war activities, and by Sir Wilfrid Laurier to months of delay through the taking of a plebiscite. Fathers, mothers, sisters and brothers, with dear ones in France, owe it to them to see that there is no interruption in the dispatch of support. The election issue is whether Canada will stand behind the boys in France or neglect them; whether it will support the fight out an election in Canada.

Bourassa, by means of the Nationalist pledge, is getting a strangle-hold on the Laurier Government, and will be able to dictate the policy of the Laurier party in the next Canadian parliament. That pledge will paralyze the effort of any sincere Win-the-War Liberals to send men overseas.

### VOTE ON PRINCIPLE

This is a campaign in which the personnel of the candidates counts for nothing. The people are asked to vote on a principle, the biggest, most vivid principle upon which they have ever been asked to express an opinion. In this county you are not voting for F. B. Carvell or J. E. Porter, but upon the question of standing by the boys at the front or falling down on that duty. I am standing by the government that is standing by the boys at the front and if you stand by me you will as well be standing by the boys at the front. You will have done your duty and you will not be ashamed to look the boys in the face and say so.—HON. F. B. CARVELL.

### FUTURE NOT BRIGHT

In a notable address delivered in Montreal last week, J. A. Ewing, K.C., in speaking about the relations which should exist between French and English speaking Canadians, said that he had always striven to establish a *bonne entente*, but there was no blinking the fact that as long as one race was governed by one ideal and the other by one diametrically opposed there was no use trying to establish a kindly feeling. Either the English had to drop the idea of imperialism or the French-Canadian drop his idea of insularity before there could be lasting harmony. The future was not bright for the harmony of the two races. The best blood of the English provinces was being spilled for the liberties of the Empire which should be as dear to French-Canadians as to English-Canadians. An impression had gone abroad that the French-Canadians were not doing their share, and people in other provinces were coming to believe that the French-Canadians were willing that the English should be killed so that their own influence would be greater.

## NEWS OF THE SEA

—London, Dec. 5.—The British steamer *Apache* has been torpedoed and sunk, according to the morning papers. Eighty passengers and the crew of the vessel perished. About one hundred and twenty passengers were saved. It is reported that the submarine fired on women and children in open boats.

The *Apache* was a vessel of 7,832 tons gross. She was built in Glasgow in 1914 and was owned by the African Steamship Company.

—London, Dec. 3.—During the past few days a number of Norwegian ships are reported to have been sunk by submarines. Up to now Norway has lost about 800 ships in this manner. Norwegian papers assert that new and powerful ships are being sunk without trace.

—An Atlantic Port, Dec. 3.—A story of mutiny on board a German submarine resulting in the killing of all the officers and the surrender of the crew to an American warship, was told here to-day by an enlisted man of the United States navy just returned from France.

—An Atlantic Port, December 3.—The loss at sea of the British three-masted schooner *Maple Leaf*, built and owned in Nova Scotia, became known to-day with the arrival here on a British freight steamer of the crew, who were rescued in mid-ocean. A Russian schooner found the *Maple Leaf* adrift, and took off the eight men aboard, transferring them to the British freighter on November 26. The Nova Scotian vessel was of 251 tons gross.

—St. John's, Nfld., Dec. 4.—A message received by the Deputy Minister of Customs Mr. LeMessurier, from the sub-collector at St. Lawrence, states that the schooner *Angelo Moore*, Grandy master, bound from St. John's to Lunenburg with general cargo was lost on Sauger Head near St. Lawrence. The crew landed safely but the schooner and cargo are a total loss.

—St. John's, Nfld., Dec. 4.—The steamer *Beverly*, Capt. Turner, while on her way from Montreal to this port, harbored at River Head, St. Mary's, owing to a heavy sea running outside and was caught on the bar when the tide was nearly high. The sub-collector, Dr. Hogan, wired Mr. LeMessurier, the ship was still aground but not leaking.

—Quebec, Dec. 4.—How three men spent four sleepless days and nights on a small schooner, the *J. Miller* in the ice floes between the Gulf of Rimouski, is constant danger of being crushed by the ice and drowned in the icy cold waters, was told to-day by Capt. Joe Miller, of Porsinis, North Shore, arriving at Father Point. The *Miller* left Father Point for the North Shore ports and was caught in the ice fields and in a bad snow storm. For four days and nights the men on board remained on deck, manning the pumps, working the riggings, attending to the lights, for fear some steamer passing in the night might collide and sink the vessel. Three times, vessels passed not far from the schooner, but the heavy snow prevented them from seeing the distress signals hoisted on the schooner, till finally the government vessel *Rouville*, patrolling the sea for drifting buoys, towed the vessel to safety through ice that was six inches thick.

—Washington, November 28.—Sixty-three men are missing in the three accounted-for boats of the American steamship *Actacon*, reported yesterday torpedoed by a German submarine. The Navy's official report says one boat with twenty survivors landed at Cape Finisterre yesterday, and adds nothing more to the published accounts of the sinking.

—London, Nov. 29.—A German torpedo boat destroyer belonging to the Zeebrugge flotilla struck a mine off West Kappelle, Holland, and sunk, according to an Exchange Telegraph dispatch from Amsterdam. Only two of her crew were saved.

—Honolulu, Dec. 3.—After fourteen days at sea in a twenty-two foot open lifeboat, fifteen members of the crew of the foundered Norwegian steamer *Thor* were safe today at the Norwegian consulate here. All the crew are accounted for. They had suffered severely from exposure and exhaustion.

—London, Dec. 5.—Sixteen British merchantmen of more than 1,600 tons were sunk by mines or submarines in the past week, according to the admiralty statements tonight. One vessel under 1,600 tons and four fishing vessels were sunk. The summary follows: Arrivals, 2,174; sailings, 2,133. British merchantmen over 1,600 tons sunk by mine or submarine, 16; under 1,600 tons, one; fishing craft, four. British vessels unsuccessfully attacked, including one previously eight. The losses to British shipping by mine or submarine the previous week comprised fourteen merchantmen of 1,600 tons or over and seven of less than that tonnage.

## TO THE ELECTORS OF CHARLOTTE COUNTY

Newfoundland Company, too, are willing to co-operate in the fullest manner. With refrigerators on their lines, and a refrigerator system in their Bay boats, they could build up a valuable traffic in their branch lines, while their co-operation, with their far-reaching system of transportation by sea and land, would be of real value.

## TO THE ELECTORS OF CHARLOTTE COUNTY

I have been nominated by a Charlotte County Union Convention to contest this election in the interests of the Union Government and the Win-the-War Policy. I ask the voters to forget party interests, to forget local and political interests that would interfere with the one great issue of winning the war. The one great question is, shall Canada's efforts in this war be maintained or withdrawn? Shall the Canadian Army Corps at the front be supported or deserted?

I appeal to the electors to remember that we are fighting for National Existence, for democracy, for justice, righteousness and liberty. I appeal to the women who have done so much in patriotic work, Red Cross work and aids to the soldiers, to use the influence of your finer instincts to assist in increasing the fighting strength of our Canadian Army.

I appeal to young men to listen to the country's call, to think of the soldier boys calling to them for help, to make up their minds to take the place of soldiers who are worn out and should be allowed to return. On these grounds I ask for your votes on the 17th of December next, and I promise if elected to give the best that is in me to the interests of our Country, to support the Union Government and the Win-the-War Policy. Yours Truly, T. A. HARTT.

## TO THE ELECTORS OF CHARLOTTE COUNTY

—Rome, Dec. 5.—Losses of Italian shipping from submarine activity during the week ended December 2, were one steamer of more than 1,500 tons, one under that tonnage and three small sailing vessels, it was officially announced to-day.

—An Atlantic Port, Dec. 5.—Two American aviators, who had lost their compass and their bearings during a flight in search of submarine from a station some 650 miles off the Irish coast by a steamship which arrived here to-day. The flyers started on the return trip to their station after being supplied with provisions and a new compass. The ship's lookout sighted a strange appearing craft on the surface of the sea, flying signals of distress. A boat laden with sailors was sent to investigate. To their great surprise they learned the craft was a hydro-aeroplane, with American bird-men on board. The aviators said they dropped their compass after they had lost sight of land, and as they had no way in which they could determine their bearings they decided to rest on the sea in the hope that some passing ship might sight them and render the necessary assistance.

—London, Dec. 5.—The Norwegian legation reports that 43 Norwegian steamers of a gross tonnage of 19,092 were lost in November by causes arising from the war. Forty-one Norwegian lives were lost through the same causes.

## SCHOONER SUNK AT POINT DU CHENE

A schooner which was picked up in the Straits of St. Lawrence, on Friday morning Nov. 30, by the S. S. *Northumberland*, was sunk shortly after arrival at Point du Chene in the afternoon. The schooner was loaded with potatoes and was out in the Straits. She was towed to Point du Chene and upon arrival there was cast loose. Floating ice struck the schooner and she sank. The men aboard escaped by walking ashore on the ice, which is reported to be five or six inches thick in the cove at the Point.

## BRITISH CASUALTIES 120,000

London, November 30.—British casualties reported during the month of November totalled 120,000, divided as follows: Officers killed or died of wounds, 1,152; men, 24,282. Officers wounded or missing, 3,537; men, 91,108.