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("To Every Man His Own.")

The Mail and Advocate

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

ST. JOHN'S Nfld., SEPT. 4th, 1916.

And Still Some More!

OUR gallant knight has again unburdened himself for the defection of his admirers; and the columns of the organs are filled with repletion with an account of his tour in France. He gives us a resume of French history, French Art, and his lucubration is punctuated by poetic outbursts and exhibitions of religious fervor ranging from the Dies Irae to a disquisition on Miller's Angelus.

We feel assured that the fathers and mothers of loved ones who are "somewhere" on earth or elsewhere will read with passionate fervor Sir Edward's account of his motor tour through historic fields where (to quote from the most recent classic, *antore* E.P.M.)—"The maidens are fair as the roses they twine, And all save the spirit of man is divine."

The Sermon on the Mount, Buddha, the Relief of Lucknow, "Jessie's Dream," Thomas Atkins, Mandalay, Khartoum, Gretchen, the Champs Elysees, Lord Byron Waterloo, Napoleon, Madame de Pompadour—and sundry other things, receive rather promiscuous notice, and incidentally there is a brief account of what our lads have been doing at the front, and flitting visits to hospitals.

Everybody will certainly read this *Epistle to the Terra Novans* and in future days it will be sought for among our "Newfoundland Classics." In the interim, would it not be well to have it printed and bound for use as a "group" study by prospective candidates for honors in history at the next Examination of the C.H.E.? It were a pity to allow it to remain in the daily papers.

There is a rather astounding paragraph in this document—astounding certainly as an emanation from the Premier of a British Colony: "What is this war for? It is the greatest blunder of history. Whether it has been brought about by faulty diplomacy or lack of preparedness in our public men... not having the courage to prepare."

We were under the impression that Britain entered this war "to save humanity and civilization from the oppression of the Hun." Yet Premier Morris insinuates that the whole thing is a blunder. This is somewhat Northcliffeian; and it is rather a reflection on the British statesmen who are responsible for our entry into the struggle.

We fear Sir Edward does not understand the precise meaning of *Civis Britannicus sum* when he tells us follows from "understanding of the principles of the Sermon on the Mount." Enthusiasm seems to have outrun the historic sense in this famous "Manifesto"; and there be folk who are unkind enough to insinuate that all this exhibition of literary pyrotechnics on the part of the Premier is, as a learned city editor would say, *ad captandum*.

The Cable Scandal

ON Saturday we published a communication from Ramea regarding the cable lying somewhere on the bottom between Burgeo and the little hamlet at Ramea where the telegraph key has been silent for many moons.

This cable has been the cause of "woes unnumbered" to all and sundry who have had anything to do with it; and the end is not yet. The Ramea cable is one of the biggest frauds (there are several others) ever perpetrated on this Colony. It has cost the country a barrel of money; and it has never been in satisfactory operation.

The cable originally was a cast off affair purchased from some junk heap. It was laid down by the "Fiona" and sundry schooners of Burgeo and elsewhere under the Superintendent of the Postal Telegraphs; and we have already published in detail the story of the expenditures in connection therewith.

Now, if we are rightly informed, the repairs to the cable will cost another huge sum; but the Government seems to be fighting shy of grappling with the submarine hasco.

The Government orators in the Assembly waxed eloquent over this "progressive movement" on the part of the Member for Burgeo; it was truly very progressive; for like the brook it seems to be going on forever.

The whole business seems to us to have been a bit of political jobbery undertaken to secure the election of the sitting member for the district; and this notwithstanding, he barely escaped going down to defeat. We wonder if any effort will be made to again "relay" this famous cable. There may be, if the Government can be led to believe that it is worth while to try and bunco the district; but just now the seat of the member is a rather uncertain political gamble.

The Police Force

WE are told that the Police Force is very much undermanned at the present time; and there seems to be very little prospect of its being recruited under existing conditions. The Police Force does not attract young men; nor will it, until the members of the Constabulary receive a decent salary; and there is a persistent rumor that there will be further resignations.

The men of the Force are supposed to be at every beck and call; and they are obliged to keep up a respectable appearance. Hence they should be decently provided for. We have an excellent body of men; and they certainly earn their money.

The Government does not "see its way clear" to provide a better allowance to our guardians of the peace; but it can squander money in every other direction. If some of the barnacles were cleared off the Ship of State there would be no difficulty in finding the wherewithal to give our Police a decent living.

To particularize.—There are three individuals on the Government side of the House who seem to have no visible occupation even to a status to qualify as representatives of the people; yet we find on perusing the Public Accounts that they receive some \$4,000 annually in the way of salaries. Were even this amount placed to the credit of the Constabulary Fund, it would give an additional \$100 a year to the men in the city, at least. If we add to this a part of the amount spent for junketing expeditions, it would provide for the men in the outposts. There would be no necessity to increase our annual expenditure by one dollar, were this course pursued; and we should then be able to make the Police Force an attractive proposition for young men.

KYLE'S PASSENGERS

S.S. Kyle arrived at Port aux Basques yesterday at 8 a.m. with the following passengers:—G. H. and Mrs. Hall, F. Hutchings, T. J. and Mrs. Kehough, E. C. and Mrs. Rowe, Mrs. Rennie, Mrs. C. Skinner, W. H. Parsons, J. Fudge, M. H. Asserlin, G. Blundon, A. Peters, G. B. Shagnell, Dr. B. J. DeLatour, Miss M. E. Brine, Miss A. Braver, Miss S. Braver, Thomas Cooper, S. P. and Mrs. McIntosh, Mrs. J. Fitzgerald, Mrs. D. Singer, R. H. Dore, H. Rideout, H. Caternale, M. Greening, Mrs. Short, Miss M. Steadburman, J. Smith, Mrs. L. Nichols, Miss M. McIsaac, Dr. S. D. Cornick, J. B. Harris, Miss A. Connors, Lieut. E. Churchill, Lieut. W. Churchill, Sergt. Nugent, Pte. Waugh.

READ THE MAIL & ADVOCATE

VARIA

BY GALE

JUST at what date Englishmen began to prosecute the fishery in Newfoundland is unknown. Even the learned, if erratic, Prowse does not enlighten us; and he pours a broad side into the historians of the Tudor Age for neglecting to devote more attention to "one of the greatest factors in the development of the British Empire." He says:

"Such a vulgar subject as the fishery and the fishermen was quite beneath the dignity of history. We have every vagary, religious and matrimonial, of Henry VIII, the cut of Elizabeth's ruffs, the color of her petticoats, while there is not a word about the daring fishermen who left little obscure western ports to found our Colonial Empire. The public—the common people who formed the British nation—seem to be entirely ignored. You will find three lines on the discovery of North America, and a hundred pages devoted to Anne Boleyn."

Even in these days we find very little attention paid to the fishery in our daily newspapers. The *Mail and Advocate* seems to be the only paper that devotes attention to our greatest industry. What Prowse says of the historians of the Tudor Period may be written of the St. John's dailies. We find columns devoted to the menu which Sir E. P. Morris had at the last big spread in London; the loss of his umbrella, the pink teas which Mrs. Blank held for the returned soldiers, the last reception of Mrs. Parvenu, the meanderings of "Doctor" McGrath, etc., but very little space is devoted to the fishery question. We could easily dispense with such "uplifting" things as "The Doings of the Duffs" and "Bringing Up Father" and other "features" of the up-to-the-minute e.c. They would never be missed. So we are not a whit better than the people whom the learned judge scores so badly.

The fact is, as we have hinted elsewhere, that the subject of the fishery does not receive sufficient attention, though there is not a firm doing business in the country which does not depend upon it for its cash receipts. We have heard some of our citizens say some very singular things about our fishermen; but the same citizens once carried the barrow and the female members of the household yaffed fish! That, of course, was in "the good old days."

We have heard Mr. Coaker denounced by the same class of citizens as a "revolutionary" on account of his efforts to emancipate the Toilers of the Sea from a condition of serfdom such as did not exist in ante-bellum days south of Mason and Dixon's Line; yet we know that some of the same citizens were very glad to be helped out of a very big hole by a planter not long ago. The planter had brass.

Revenons a nos moutons: The fishery was in reality the link which bound England to the New World for a century; and every colonisation scheme was motivated by it, not only in Newfoundland but further south. The first attempted settlement of New England by Gosnold and Brerton, in 1602, was induced by the fishery.

Winslow in his "History of America" tells us that when the Puritans sought permission from King James to embark for America, he asked: "What profit might arise?" Their answer was "Fishing." "So God have mercy on my soul," replied the royal Solon; "This an honest trade; 'twas the Apostles own calling." He let them go; and they settled at a place convenient for codfishing and whaling, and in 1624 they sent a cargo of "salt bulk" to England.

The Newfoundland fishery began to receive attention from the Crown during the reign of Henry VIII; and adventurous sailors from Devonshire annually left their homes to reap the harvest of the sea in the Newfoundland "cod-meadows." During the reign of Edward VI, it must have been an important venture; for we find that the "grafter" was at work. The graft consisted in the levying (by naval officers) of a tax for a fishing license. We have something of this kind in operation today in the "fees" paid to certain functionaries for the performance of duties "outside of office hours." A Statute of Edward (confirmed by Elizabeth) made this practice illegal.

Our Edward should enact legis-

GLEANINGS OF GONE BY DAYS

SEPTEMBER 4

GOVERNOR'S COURT field this day, before which was brought the case of Thomas Raye, of Western Bay, against John Pike, for violent abuse against two of Raye's servants. These latter, viz: David Carreen and Michael Moran, had been brought on board a ship by Pike, and whipped, without legal authority. Pike was fined \$35, also to pay \$100 fine for carrying away the seine and all the green and dry fish of Amos Vincent. A charge of having beaten and run a cutlass through the foot of Jeremiah O'Donnell was not proven against him, 1749.

Five nuns arrived in Newfoundland (Presentation Order), 1833. No. 5 Volunteer Company, John Kavanagh, captain, took oath of allegiance, 1860.

C. Little, father of late Chief Justice Little, died at Charlotte-town, aged 73, 1860.

Very Rev. Kyran Walsh died, 1868.

Lord Charles Beresford landed here during delay of steamer Nova Scotia; he was en route to the United States, 1874.

George Hutton died, 1880.

Charles Harvey, C.E., drowned in Long Pond, 1890.

John Donnelly, H.M.C., died, 1893.

Steamer Portia took one hundred passengers for the United States, 1897.

Davidson family (four in number) drowned in Halifax harbor by foundering of a sail boat, 1899.

lation which would make the tipping system illegal in this country; and there should be a severe penalty enacted against those who claim the privilege of hoodling public monies as being "according to the custom of the country." For the benefit of the legal fraternity whose "opinions" are offered so freely we might say that a *consuetudo contra legem* is not a satisfactory plea either in law or equity.

We find that by a legal enactment—23 Eliz., Cap. VII (1581) a duty was imposed on all foreign-caught fish in order to promote the development of the Labrador fisheries; and by the end of Elizabeth's reign, at least fifty vessels were engaged in the Newfoundland trade. The most detailed account of the trade is found in the "Instructions" issued to the Guy Company during the reign of James I. There is an advice to buy cod oil at eight pounds per ton and to secure late cargoes of fish for the Spanish market; to procure lumber for making fish cases and hoops for the same. It was also suggested to make oil out of the hazel nuts in South River and to save the ashes from their fires for soap making.

We do not notice any allusion to the peat business; nor is there any suggestion of growing "two-bladed grass." There was something about "grafting" but it was in connection with trees (there was no necessity for allusion to the other kind of grafting—this was "the custom of the country" presumably).

The varied programme of the promoters of the Guy scheme suggests the policy of the Morris Government. It was a case of building "castles in the air." Guy's settlement collapsed, just as the Morris Government has collapsed. It aroused the indignation of the other traders; and in their remonstrance we find: "That those of the said plantation (Guy's) harbored pirates and dealt with them." This reads like a bit of very modern local history. Piracy is still rampant in this Colony; and the piratical performances of some adipose personages connected with the present Government are on file in the public archives. There were titled pirates in Newfoundland in those days, such as Sir Henry Mainwaring, just as there have been at a later date. But we have no counterparts of Eason.

Guy disposed of part of his colonial patent to a titled gentleman named Sir William Vaughan, D.C.L. (degrees were common even in those way-back times); but the only memorial left us by this gentleman was his publication "The Golden Fleece." Other individuals have written volumes since, but under a different title, though they are quite suggestive of a shearing process; the public have been shorn unmercifully.

Customer.—I'd like to see the head barber.

Spokesman.—We are all head barbers; what did you suppose we were?

—Corn doctores?—Boston Transcript

REVELLE

BY CALCAR

WHO has not heard in local circles Newfoundland referred to as the Sportman's Paradise, and without a doubt there is a great deal of truth in the saying. As far as Nature is capable (and that is a long way) of making our country attractive to the tourist and the sportsman, there is little to be desired, but this is not all that is required as our experience goes to show. We have a hundred rivers where salmon and trout lurk inviting the angler to come and cast a line, and yet we are only able to attract 167 fishermen for the year, as the Game and Inland Fisheries Report for 1915 shows.

It would be a shock to our pride were we to learn from the Report what length of time each sportsman spent in Newfoundland. It might further hurt our pride to learn that for every week spent in this country, so loudly acclaimed the Sportman's Paradise, a month is spent by the same sportsman in Nova Scotia.

What is the reason of this? Has Nova Scotia any better fishing to offer than has Newfoundland? We doubt it. What then is the cause?

We have our opinions on this matter but withhold them for the present, as they are too many and too varied to be discussed here. We should indeed prefer to see this matter a subject for enquiry by a commission appointed to look into this tourist traffic question should a commission be appointed which we contend ought to be done it would be well were the enquiry to begin with the actions of the Board itself. Some of them are not above suspicion, and one at least, though he is practically a dummy member has been caught violating the laws relating to the capture and sale of foxes.

One, other we are told has so molested a visiting fisherman as to involve the possibility of that visitor never again returning to fish in Newfoundland. This is a very serious state of affairs for there is no knowing how far that thwarted gentleman may influence others.

It is said that the best advertisement is a satisfied patron. If this be so, then a dissatisfied patron is capable of doing immeasurable harm. It is not to the best interest of the country that the Game Board or its members should be interested in fox ranches. We believe that every member of the present Board is either the owner of a fox ranch or vitally interested in one.

What we want on that Board are men who have no interest directly or indirectly in any fox ranch, except in so far as their citizenship makes them interested. The present Board has done nothing but mischief; it has not the confidence of the people and has stirred up much sullen opposition to itself and its regulations. It should be the duty of a returning government to abolish it and start a systematic investigation into the game resources and other attractions of Newfoundland.

We have acted in regard to our game and other natural attractions to the sport and pleasure seeker just as we have acted in regard to attractions for the speculator and investor.

Our wealth of forest and mine is not bringing to us the returns we expected investors and operators are few and failing, and the dismal report of the Game Board convinces us that our game resources are not as attractive as

we fondly hoped.

If we have the game then why is it that we cannot attract the sportsman? This is a question that brooks no further unintelligent monkeying with, and should be enquired into at once.

There can be no reason why we should not attract a great many more visitors than we do, but we must get to work in a proper and intelligent way to do it.

Just as we recommended in regard to our minerals and timber wealth we must begin a regular survey of our attractions for the visitor and then proceed to make our attractions attract. There is no use it sitting down and talking about it, and above all there is nothing to be gained by issuing such twaddle as the supposed Game Report for 1915 is. Let us cut out this bit of nonsensical trifling with such an important matter and adopt sensible measures.

The people of this country are subscribing Sixteen Thousand Dollars a year to the Game Board, perhaps this is too much and perhaps it is too little. Possibly it is too little by a lot, but until we know more particularly what our game resources are worth we cannot tell. However in view of the faith we seem to have in our game resources, it would seem wise to double the appropriation if necessary in order to make a thorough study and investigation of the matter before we proceed further.

Let us try to act sensibly and put this tourist business for once and all on a sound business basis.

How do editors manage to live? They get bored for nothing.

WILL THE FRENCH TURN THE TABLES?

GERMAN soldiers deposed two French Emperors in one century. If Joffre were now to march down Unter den Linden and remove the Kaiser's crown, it would be for the French a game of "turn about is fair play," says "Girard" in the Philadelphia Ledger.

Bluecher insisted after Waterloo, in 1815, that Napoleon should be hanged, instead of merely deposed and exiled. Had the German general had his way, there would have been no St. Helena in history, but an immediate execution.

Again in 1870 Von Moltke's army at Sedan captured Emperor Napoleon the Third, and that monarch went into exile never more to return to France. His venerable royal widow, Eugenie, once the prettiest woman in Europe, and who still lives, was also an exile.

Ending the regime of the Hohenzollerns as rulers of Germany would be a big event in history. The first Hohenzollern appeared 828 years ago, but the first Hohenzollern king came upon a throne seventeen years after Philadelphia was founded.

An optimist says that good intentions are better than no payments.

Would you help a fat woman over a fence?

No, I'd help the fence.

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Passengers leaving on Wednesday morning's train from St. John's will connect.

Reid-Newfoundland Co.