

**SWEDEN'S NEUTRALITY**

SWEDEN'S recent protest to the United States regarding the action of Great Britain in detaining the mails of the Scandinavian country is aimed directly at Great Britain, and the wish of the Government of Sweden is to hamper British action in the blockade of German ports. Germany has been cut off from all direct trade with the overseas nations except Sweden, and has been obtaining nearly all her foreign supplies through the latter country. Furthermore, there is every reason to suspect that hundreds of Germans have reached the United States on forged passports through Swedish ports; and we understand that the evidence of this is now in the hands of the British Government. These Swedish-Germans are the most dangerous lot of hypenates that are to be found on this side of the water; so the action of Great Britain is only one of self-protection.

The Court of Stockholm is entirely pro-Germanic; so too is the old aristocracy; while nearly all the lawyers, physicians, college professors and the Lutheran clergy having received their education for the most part in German Universities, are pronounced in their Teutonic sympathies. The Swedish army is strongly pro-German; and the only element that has been against the nation participating in the fray, against the

Allies is the commercial interests which have been reaping a golden harvest since the outbreak of the War. These interests realized what the entering of the war would mean—the entire isolation of Sweden, and—starvation; for Sweden depends very largely on its external commerce, chiefly with Great Britain and Germany, for its national existence.

As an illustration of this we give the latest figures of the commerce of Sweden with (1) Great Britain, and (2) with Germany:—

1—Exports, 192,768,287 kronor (a kronor is about 26 cents of our money); imports, 160,805,218 kronor.

2—Exports, 138,517,937 kronor; imports, 244,187,997 kronor.

Since the beginning of the War Swedish imports from overseas has increased five hundred per cent.; and needless to say the increased importations chiefly war supplies and footstuffs have been transhipped to Germany. Sweden has been the greatest menace to Britain since the beginning of the war. It has, moreover, been the weak point all along in Britain's plan to cut off Germany from the outer world. The Allies have now become convinced that so long as Sweden is permitted to continue to send into Germany not only her own manufactures and produce but also all the goods she imports from overseas, even from Great Britain, it is idle to look for any complete success in the economic siege of the Central Powers.

Recently, the Swedish Government in retaliation for the action of Great Britain in the removal from the steamship "Hellig Olav" of a large consignment of rubber shipped in parcel post from New York to a merchant in Stockholm, has commenced to hold up all the letter and parcel mail in transit through Sweden to Russia, and from Russia to Britain. This action, in view of the circumstances that the Archangel route between Russia and Britain is now closed by ice, and that the new American built railroad from Petrograd to the ice free port of the Murman coast is not yet open for traffic, is subjecting both Britain and Russia to so much trouble as to be tantamount to an act of war.

It may be said that in connection with the building of the railroad from Petrograd to the northern port was seriously hampered by the action of several engineers and operators who were ultimately discovered to be German spies, some of whom had come from Western Canada. Some of these have been shot; but the discovery came too late to remedy the situation that has been created.

It is now agreed that it were better if Sweden were at war with Great Britain. This would enable the latter to render her blockade far more effective as regards Germany. It would stop at once the export of supplies, contraband and otherwise and would ease the constant-recurring friction with the United States, as most of the

ocean trade of the latter is through Swedish ports. The fact is that Sweden as enemy of Great Britain could do no greater harm than she is now doing as a "neutral." Neutrality is simply a thin veil of chicanery on the part of the Swedish Government.

First, the Swedish army is a negligible quantity, numbering on its full roll not more than 300,000 to 350,000 men.

This army would be absolutely useless except for defence purposes. This army would be absolutely useless except for defence purposes; and the Allies would not attempt to invade this little cheese-bone kingdom; and a blockade would starve it out of existence within a year or so. Sweden's navy is practically nil.

We presume that the embargo recently placed on the importation of pulp and paper into British ports is due to the action of the Swedish Government in handicapping the relations between Russia and Great Britain. Sweden depends very largely upon the products of the forest for its existence, as fully 60 per cent of its exports is represented by pulp, paper, and timber. Were these cut off, Germany would be forced to suspend its newspapers, very largely and all industries which demand pulp for their continuance.

The last available statistics regarding the products of the Swedish forests are:—

Exports of wood and timber, \$23,500,000, largely to Great Brit-

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**DRIFT NET FISHING FOR HERRING**

MR. J. J. COWIE (whose name is quite familiar to Newfoundlanders) discusses this subject in a recent article in The Canadian Fisherman, and we summarize it for the benefit of our herring catchers.

He tells us in the first place that the old notions regarding herring migrations are erroneous. Herring do not come down from the northern regions annually and divide into small schools near the shore. Herring inhabit the seas adjacent to the coasts and bays where they resort for spawning purposes, and that after spawning they move back again into deep water in the neighborhood where they remain feeding until the spawning season again approaches.

Herring differ in various localities. We are all familiar with the Labrador variety which is now so rare. The Herring of Notre Dame Bay are said to be fatter and fuller than the herring on the South and West Coasts. This is due presumably to the feeding grounds; and some old fishermen have informed the writer that the herring caught last fall in certain sections of Notre Dame Bay were practically the "Old Labrador kind." We have no means of verifying this statement; but it is neither improbable nor impossible that the fish are about the same in size and fatness.

Mr. Cowie says that "with the exception of the fjords on the Norwegian coast, there are perhaps nowhere to be found such vast masses of herring moving so close into the shores, as around the Gulf of St. Lawrence."

This doubtless explains the immense bodies of herring which are found every fall on our West Coast, chiefly at Bonne Bay and Bay of Islands. When the herring come into the shores of these bays, fishermen reap abundant harvests by nets and stationary appliances; but should the herring fail to come to land, there is a short catch. It was feared in the early days of last fall that the herring would not "land," and for a while things looked gloomy indeed for the West Coast fishermen.

Mr. Cowie says that the summer herring are off in deep water and he suggests that fishermen should seek their habitat ten, twenty, or even thirty miles from land.

Drift net fishing has been carried on for centuries by the fishermen of Norway, Holland, France, and Great Britain; and we believe that it could be carried on profitably by our West Coast and South Coast fishermen. It could be made almost as valuable as our fall fishery if we look after the cure and the pack.

Drift net fishing means that the nets are neither anchored or towed; but are strung out, usually across the tide, at any distance from land where there are signs

of fish, and the vessel and nets are allowed to move with the tide.

Boats or schooners from 10 to 20 tons can be utilized for this fishery; and the only requisite is a fleet of nets, say from 20 to 30. The nets are made fast to each other at the top and bottom, so as to form a continuous string. Where the nets are fastened together there is fastened at the top a rope about two fathoms long, at the end of which a buoy should be attached. Along the foot rope should be the usual sinkers.

The "shooting" of the nets requires a good deal of care and judgment; this will come from experience in their use. The nets are "shot" whilst the vessel is under sail; and when they are set, sail is taken in and the vessel swung round bow on to the fleet. One end of a small hawser is made fast to the last net, and the other end to the vessel. This hawser should be about twenty fathoms long.

Drift nets should be set at sunset and hauled in at daybreak as a general rule. Herring are at their best at the close of evening, and at other times in the dawning; fishermen will have to use their own judgment as to the best time to haul their nets. The nets should not be allowed to remain in the water during the day time as the herring being timid fish are apt to be scared away from the vicinity.

The nets should be hauled in from the windward side of the vessel, otherwise the nets would be liable to be over-run, and serious difficulties would result.

When the nights are dark herring swim closer to the surface than on bright nights. So when it is bright, the buoy rope should be lengthened; and on dark nights, as the herring are nearer the surface, it should be shortened.

This matter of drift net fishing is worth considering; and we hope that some of our enterprising fishermen will take it up; as it should prove a valuable adjunct to the fall fishery. We are, as a rule, too conservative in this country; but when somebody sets the pace, our fishermen, who are alert and intelligent, will invariably follow the lead. This has been demonstrated frequently within the past few years, notably by our banking men; and we feel assured that if somebody ventured on the drift net fishery, others would follow.

It would in nowise interfere with the fishery as carried on at present; so there would be no danger of depleting the waters. There is a great deal yet to be learned about fish migration; and we can find out only by experiment much that is now merely conjecture.

We must launch out into new ventures if we wish to keep pace with the Norwegians, Scotchmen, and Hollanders who now practically control the herring markets of the world. We have the goods to deliver; but we need enterprising and practical men to take charge of the delivery. The Government has been apathetic about this as well as other phases of our great industry. We are dabbling with many things which are, at best, but of hypothetical value; and we are grasping at the shadow and losing sight of the substance.



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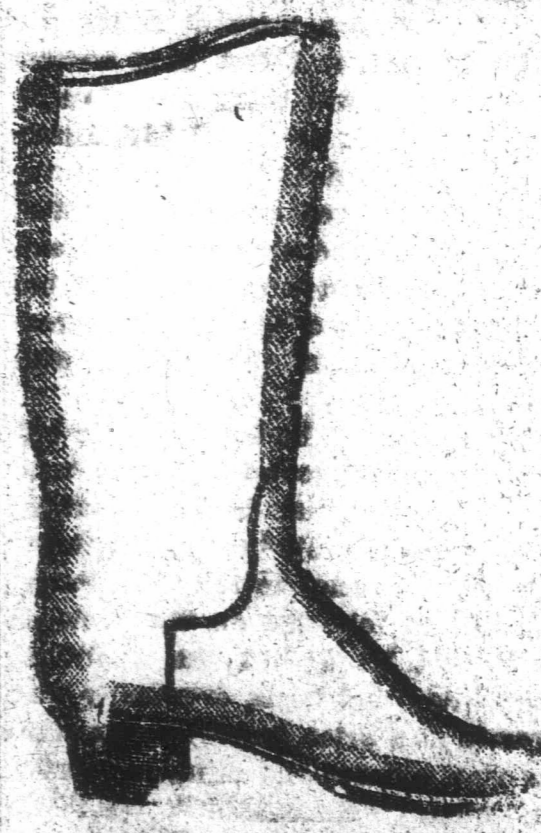
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