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The Delegation and Newfoundland

(L.C.M.)

Newfoundland did its full duty to the delegates, and accorded them a reception worthy the good name of the people. This is proverbial of our land, and long may it be so, for the good of all concerned.

The visit now rates as past history, in which dual interests are involved, and which may have great results on both sides. Newfoundland has ever been loyal to the Empire, nor has she ever swerved in her allegiance to the Flag; and if the visit of the delegates will tend to strengthen the bond of unity between the mother and the child something worth while, shall have been accomplished. There may be changes in the administration of government, and she may eventually become part of Canada, and with the British West Indies, form one great dominion; but whatever her destiny may be, we want to see her still under the folds of the Union Jack, and still a part of the great British Empire. As a British dependency she has held her own in the past, and as such she will continue. Let who will talk of annexation to the U.S.A., Newfoundland is British to the core.

This is one lesson which the visit of the Imperial delegates taught us, and it is a lesson we do well to remember. The Empire needs the confidence of its people, and she looks to them for loyal support, and the great majority of them are giving it. But there are danger spots within the Empire, and there are various factions at work for her overthrow, and some of them very pronounced. This is regrettable, but it is the case. No impartial person can read the current literature of the day, nor can they read the messages sent by the public dispatches without feeling convinced, that among the enemies of the Empire, some of the most dangerous are within her own gates.

Against the machinations of such agencies as these there is need of caution; hence every prop that supports the Empire is worthy of recognition, and we think that the Parliamentary Deputation should prove a strong prop. All their words breathe of Empire, and they stood shoulder to shoulder for the best. They wish to see the Empire at its best, and when they shall have finished their tour of the Empire, and have learned its vastness, they will see as never before, how great was their mission, and what a tremendous responsibility was entrusted to them.

But coming nearer home there is room for reflection as to where we ourselves stand in the estimation of the deputation. We may not be aware of all they saw or heard or thought; but we do know that they have departed from us with a wider conception than they brought with them. In many of their speeches they plainly intimated this. Thus they will be in a position to refer to us with certainty, and having read some of our local literature, they may be counted upon to speak with authority. The delegates learned a lot about Newfoundland in a short time; of course it was their business to do so. In this there is a lesson for our own people, for some of them have neglected to learn or to understand their own country.

And yet we have quite a nice share of local literature; all of which supplies useful information at first hand. Last Tuesday an article was published in the Daily News by Viorator, which would be worth while if read in every day school in the land. The article, or rather articles, for there was a second, treated upon Ferryland, and was replete with history and savoured of romance, and abounded with good sense, and was one of the many of the best, which for a quarter of a century Viorator has given to the public. Such writings as these are what Newfoundland needs.

Among several other publications which of late have appeared, that of Mr. R. Hibbs may be said to be the most up-to-date. "Newfoundland for Business and Pleasure" is the title of the book. The title is well chosen and really suggests the contents as well as the object of the book. Mr. Hibbs has done well in his endeavour to elevate his country, and to place her in a better position before the public; and just now, when we seem to be on the eve of some real tourist trade, his book will certainly be in demand. We congratulate the author and wish him well. His success is identical with the country's, for if his book is read the country will be better known and her facilities of travel better understood.

We say the delegates saw and learned a lot of Newfoundland. We ourselves should take a leaf from their book, and acquaint ourselves with our own history, much of which is being lost. The British parliament did its duty in sending out the deputation, and in including us so early in the programme; and the deputation did its duty while present with us. Let us now do our part and arise to the opportunities of the hour. There is something that we each can do. It may not be much, but little or much let us do our part, and put our "shoulder to the wheel" for the land we love.

(Concluded on Friday.)

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MUTUAL CONFIDENCE
"Speaking of the industrial situation in England Mr. Wilson said: 'I was not always good natured. I remember a time when I was one of the hottest men in England. But I was a patriot. I always believed in my country and the British Empire, and what I started to fight for 50 years ago was a better relation between capital and labor.'"PROFESSOR SEELEY,
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Blue Dessert Plums.
Fresh Pineapple.
Dessert Apples.
California Oranges.
Palermo Lemons.
Ripe Bananas.
Grape Fruit.If your mop handle is too loose, soak the end in warm water for a while.
Bake squash on casserole with mixed vegetables, and garnish with water-cress.**Says Labor and Capital Should Stand Together**

PRESIDENT OF SEAMEN'S UNION AT CANADIAN CLUB.

A strong plea for a better understanding between capital and labor was made by J. Havelock Wilson, president of the National Union of Seamen, when he addressed the members of the Canadian Club at the Windsor Hotel this afternoon on the industrial situation in Great Britain.

"It is what I started to fight for 50 years ago and what I am fighting for today," said Mr. Wilson. "Capital and labor have an affinity, there is a common interest between the two. Some people are foolish enough to say that the interests of capital and labor are not identical. That is sheer nonsense. Capital cannot make headway without labor, nor yet can labor make progress without capital."

It was this he had in view when negotiating for his union with the shipowners, continued Mr. Wilson. In this connection he made the statement that he had a mandate from the members of the union to agree to the reduction in wages that has caused the disturbances in the shipping world.

In a scornful attack on labor leaders who sought all the publicity they could get out of labor disputes, Mr. Wilson told of the manner in which the negotiations with the shipowners were conducted. There was no bitter struggle, no brilliant speeches on the part of the labor leaders, but only men gathered round a table in an attempt to settle the question.

"There are some working men," said the speaker, "who like to applaud brilliant speeches. I am not concerned about that."

"I have been trying to find a solution whereby the workman should have what he is entitled to and capital get all it is entitled to receive as a result of a combination of the two forces."

"For the last seven years in the Old Country I have been pleading for industrial peace. I would like the employers to have more faith and confidence in Trade Unions. I know some of you look with a degree of suspicion on labor unions, but I am not going to complain of that because I have seen for many years you have good ground not to have confidence. I have seen labor unions started very favorably, but as soon as they got power they lost their heads and tried to do impossibilities."

Meet As Friends.
Wilson continued that he wanted unions to run on sensible lines, so that when disputes had to be settled representatives of capital and labor would meet as friends and not as enemies.

"At the present time in Great Britain I know of controversies that come on. Instead of settling these ordinary questions in a matter of two or three hours, these conferences are drawn out for two or three weeks, sometimes months."

The result was that trade was depressed as it had been in Great Britain this year by the threat of industrial shares had fallen disastrously in many cases.

"This is due to stupidity, instead of getting together and ending disputes in a few hours there are those who try and make a spectacular display."

Delegates were photographed going into the conference room, photographed again coming out, with a serious look on their faces. They have to be photographed at every angle of the game.

"Sailors may be stupid," said Mr. Wilson, amid laughter, "but by Heavens we have got past that part of the game."

After further references to the publicity given to such matters, Mr. Wilson went on to recount what had happened in the matter of the sailors' wages. They had received an advance of £1 last year, because trade seemed to be improving, but when the reverse happened and trade got worse a reduction was accepted. This did not suit the Reds, but the strike that had commenced was not a strike of seamen, he averred, but a strike of unemployed, aided by the Reds.

Trawlers Fight 'Plane

POACHING WAB OFF THE CLYDE.

So defiant and resourceful have become trawlers' poaching in the Firth of Clyde—a cruiser and a hydroplane have been useless to prevent the illegal fishing—that the submarine chaser Spay has been drafted into those waters.

One morning a seaplane which has been assisting the Fishery Board's cruiser Vigilant swooped down upon

a group of eight trawlers off Ailsa Craig. Orders were given for the trawlers to heave to and await the coming of the Vigilant.

Far from complying with this order, the trawlersmen offered the stoutest resistance to the effort of the crew of the hydroplane to get to close quarters. The two officers of the Vigilant who manned the plane found themselves menaced with long poles welded by the men in the trawlers, who had taken care that their faces were well blackened so as to hide their identity.

Barrier of Flame.

Lumps of coal were thrown at the officers. A hose was turned on them, and finally fireballs, composed of cotton waste soaked in oil and set alight, were thrown into the sea. These formed a most effective barrier, and in face of the danger to the petrol tank, the plane had to return to the cruiser.

Every trawler was in disguise. The names and numbers and letters

which denote port of registry were all carefully hidden, either with a covering of netting or sacking, or with an oily substance which is easily compounded and can readily be removed when the vessel makes for port.

The seaplane has not been long added to the equipment of the Vigilant, and its success in tracing poachers has apparently aroused the resentment of the trawlersmen. They argue that there was an element of sport in the old order of things, when the Vigilant had to depend entirely upon her own speed, which was not always superior to that of the vessel chased.

To prevent the repetition of such an incident as that which has now come to light, the Spay, which has a speed of 23 knots and has business-like guns, has made its appearance in the Firth of Clyde waters.

15-Miles Chase.

Two trawlers, one belonging to Aberdeen and the other to Fleetwood,

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UMBRELLAS 2.30, 2.60, 3.00, 3.60, 4.10, 5.50 to 8.00**LADIES' WEAR**"HYDROTITE" RAGLANS—English Tailored Coats, Fawns and Grey.
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Navy 20.75, 21.00, 23.00
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Beltless 29.00
Dark Brown, faint Check pattern, with belt 31.00
"WEATHERDAIR" COATS—Rich Shot effects, Plaid lined with
Belts 27.50
RUBBERS—Black Mud Rubbers, Black and Brown Low and Storm
Rubbers, Black, knee length and Storm King Rubbers.
UMBRELLAS 2.00, 3.00, 3.50, 6.90 to 7.80**BOYS' WEAR**BLACK OIL COATS—Fit 4 to 16 yrs. Priced according to size, 3.20 to 4.20
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OIL HATS—Khaki Cape Anns 75c.
LEATHER LEGGINGS—Black 1.60, 3.00**MISSSES' WEAR**"HYDROTITE" RAGLANS—English Tailored Coats, 33 to 42 inch.
Fawn only 10.00
OIL HATS—Black and Khaki Cape Anns 75c.**Ayre & Sons**

sept 15, 11

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15-Miles Chase.

Two trawlers, one belonging to Aberdeen and the other to Fleetwood,

were fined £165 and £195 respectively at the Campbeltown Sheriff Court for illegal fishing in the Firth of Clyde, concealment of their identity, and refusal to stop when called on by the fishery cruiser.

Evidence was given that seven trawlers were sighted by H. M. S. Vigilant in prohibited waters and a hydroplane was sent out. All steamed away, and although one was overhauled she refused to stop and made her escape.

The next day two trawlers were sighted and one was chased by the Vigilant for 18 miles before she halted. The other was intercepted by the Spay.

The most colossal super-special screened—"Judgment of the Storm." sept 21, 11.

MINARD'S LINIMENT FOR ACHES AND PAINS.