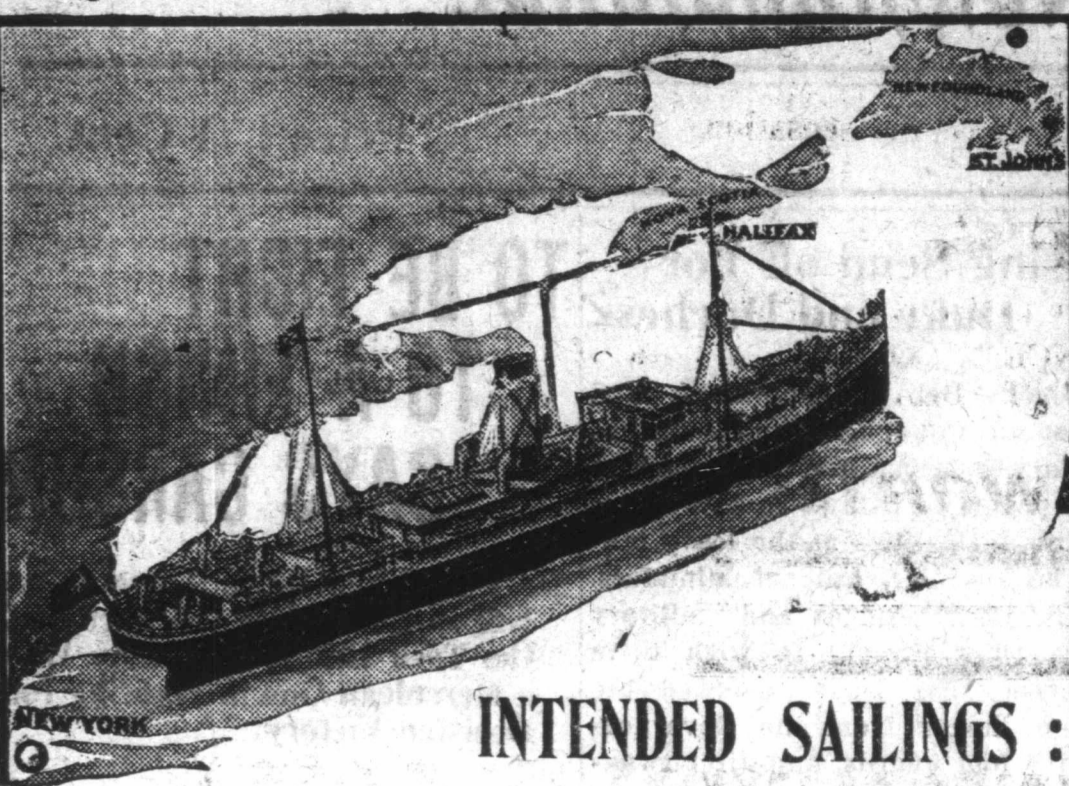


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Limited.**



The Shortage of Fish in the United Kingdom and the Practicability of Obtaining a Supply from Nfld.

By Mr. H. C. Thomson, in a Lecture delivered in Grenfell Hall, Oct. 11.

The War has brought about a radical change in the British fisheries and a great scarcity of fish. This has been intensified by the adoption of compulsory service, there being fewer fishermen to catch fish, which will soon be too dear for any but the well-to-do.

That is a serious state of affairs, and every effort is being made to remedy it, consistently with naval defence. But fish cannot be got without men, and without boats, and both are wanted for sterner work. The only way to get fish now is to bring it in from outside sources, and efforts have been made for the last two years to show that it can be got from Newfoundland and to devise some means for getting it.

I have been asked to explain to you to-night with what measure of success; and to place before you such information as I have been able to gather regarding the present position of the fish trade in the United Kingdom, what the outlook for it is, and what prospect there is for Newfoundland fish to secure a place in the British markets.

And by fish I mean, of course, fresh fish, and fish of every kind—not merely cod.

During the Napoleonic wars, when food was very dear, people had to live largely upon fish, the thriftest and cheapest food there is, and for other reasons besides those of economy, the statesmen of that day did all they could to bring it into general use.

A story is told of how Admiral Rodney was dining one day with the Prince Regent, and a dish of herrings was on the table. "Ah, Your Royal Highness," said he "I would that herrings could be on every table in the Kingdom. It would double the number of men for His Majesty's Navy."

"We must see what can be done," said the Prince, "and we will call them Rodney's," and so for some time herrings were known as "Rodneys."

During the present war the navy is just as important, and the price of food just as high as it was then, and the altered methods of naval war have prevented the same use being made of fish; indeed, in great measure they have stopped the use of it altogether.

The fisheries were crippled from the very start, the greater number of the fishermen and of the fishing boats being taken for mine sweeping, and other naval uses, and fishing being prohibited except in certain restricted areas.

The average quantity of fish sent daily to Billingsgate market soon fell from over 1,000 to about three hundred tons and on some days it was less than that. This gives some idea of the diminution of the catch, for if there is a shortage at Billingsgate there is sure to be a greater shortage elsewhere.

The rich can still buy fish, though at enhanced prices, but it has passed quite out of the reach of the poor, who are suffering much distress from the loss of this cheap form of food, upon which in normal times they so greatly rely.

No organized attempt, however, has yet been made to obtain it from sources other than those usually drawn upon.

No such sources, at first sight, seemed available; moreover, it seemed hardly fair to take advantage of the predicament in which the British fishing interests were placed—through no fault of their own—and to bring into existence an outside competition which, after the war, might conceivably operate to the detriment of a great national industry, and of the fishermen who have been doing such magnificent work in guarding the narrow seas.

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 these considerations have lost their weight.

In every branch of industry vested interests have been swept aside, have had to give way to the greater interests of the nation as a whole, and in no industries are national interests so paramount as in those, which have to do with the production and supply of food. Hunger is the greatest of all overruling forces.

The London Evening News of August 3rd last outlines in a few words the present conditions of the fish trade:—"Scarcity of supply, shortage of labour and difficulties of transport mainly contribute towards the record price at present paid for fish of all descriptions."

In Germany the value of fish has been recognized from the first. The Battle fisheries were early placed under

Government supervision, and potatoes are only sold with so many potatoes are taken with so many herrings.

So too, in Austria, the fisheries of the Adriatic have been taken charge of by the Government, and fish is being sent all over Austria-Hungary to relieve the pressure upon meat.

Similar steps may yet have to be taken in England should food stuffs continue to rise in price in the way they have been doing lately. It was Von Moltke, I think, who said that an army depends upon its stomach—a nation certainly does; and effective organization of food is as essential to success as organization of munitions. Indeed food may almost be said to be a branch of munitions.

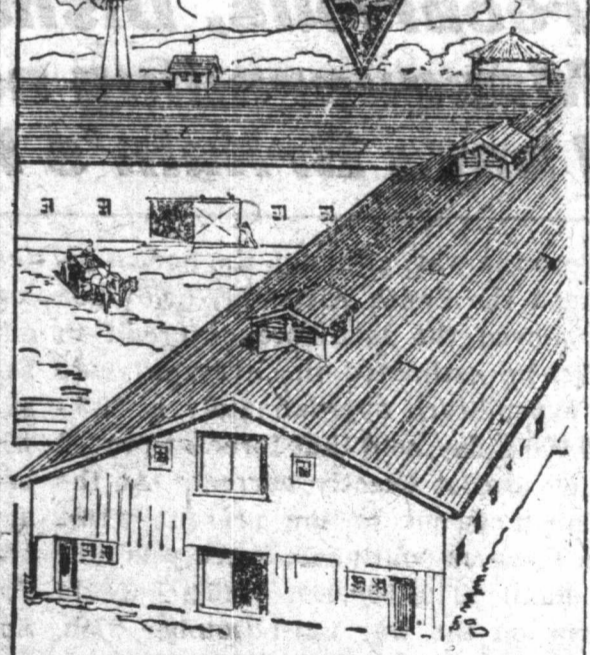
Last year I was shown over some works where meat was being canned for the troops. The men had been working long hours of overtime and Lord Kitchener wrote personally and asked that they should be thanked for what they had done, and told that they were helping as materially to win the war by feeding the men at the battle front as if they were fighting alongside them—we can't all be in the trenches but we can all lend a hand in the organization of supplies.

Now as regards fish. The British Government have acquired control of meat, of flour, of sugar, and of various other commodities. They may have to do the same with fish. They have bought the Norwegian catch to keep it from feeding the enemy; might it not be possible to organize our own fishery resources, home and overseas, to feed ourselves?

Fish, it must be acknowledged, is in a totally different position to meat. Long before the war the importation of

NOTICE
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Philip Templeman
Oct 4, 5, 6, 7, 10, 12, 14



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immense and regular supplies of chilled and frozen meat had become an established, and indeed a dominating factor in the British meat market.

There is no existing trade of that kind in fish, and to arrange as an untried experiment, for the acquisition and distribution of immense quantities of fresh fish in the midst of the overwhelming difficulties and uncertainties of the war, is a problem of a very different kind, and one which is naturally faced with considerable hesitation.

But as the war goes on the food question is becoming increasingly urgent and the opinion is steadily growing that every available source of food 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.

If Germany had access to such a source of supply as is contained in the Newfoundland waters, would she leave it unorganized?

Fish, it must be borne in mind, ranks very high in food value.

In the Times resume of our food resources, published immediately before the war, in June, 1914, it was stated that fish affords more nutritious and its present high price is causing more suffering amongst the poor than the high price of meat. There are hundreds of families in Wales, and in Manchester, Bradford and the other great manufacturing cities of the North of England where a meal of fish and chipped potatoes used to be their principal stand-by. Now they have to go without it.

It was pointed out, at a meeting held last year of the representatives of the various fishery interests, that one great danger is, that if the supply of fish ceases the system of distribution will cease with it, owing to the ruin of the small fish dealers, and that when the war is over it will be impossible to resume the fishing in the old way for some time afterwards owing to the disappearance of the means of distribution which it will take years to reorganize. It was stated at the same meeting that 50 per cent. of the small fish shops had been already 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.

That is why those interested in the fish trade are now anxious that fish should be brought in from wherever it can be obtained—to keep the small fish dealers going—that is far more important than any question of the effect which outside competition may possibly have upon the industry after the war.

The Manager of Messrs Isaacs, the firm which owns so many fish shops all over London in an interview published in the Evening News on Aug. 3rd, last said that if the poor could be supplied as they used to be by fish taken away in small quantities by the costermongers it would help them a great deal, but the costermongers, he said, had disappeared.

He gave a comparison of prices before and after the war which shows how immense the rise has been, more, a great deal in proportion than that of any other kind of food.

Haddock, for instance, has risen from 2s. a stone to 4s. and 4s. 6d. Skate from 3s. to 7s. a stone. Salmon from 1s. 8d. per pound to 2s. 8d.

How great an effect such a rise in price must have upon the general cost of living may be estimated from the huge quantity of fish consumed in normal times.

In 1913 it reached a total of nearly 25 million quintals with a value of £14,000,000. The number of men employed being over 100,000 whilst a great many more were employed in the subsidiary trades, as salesmen, fishmongers, fish porters, ice manufacturers, etc. The total annual value of the British fisheries, including these trades, being close upon £30,000,000.

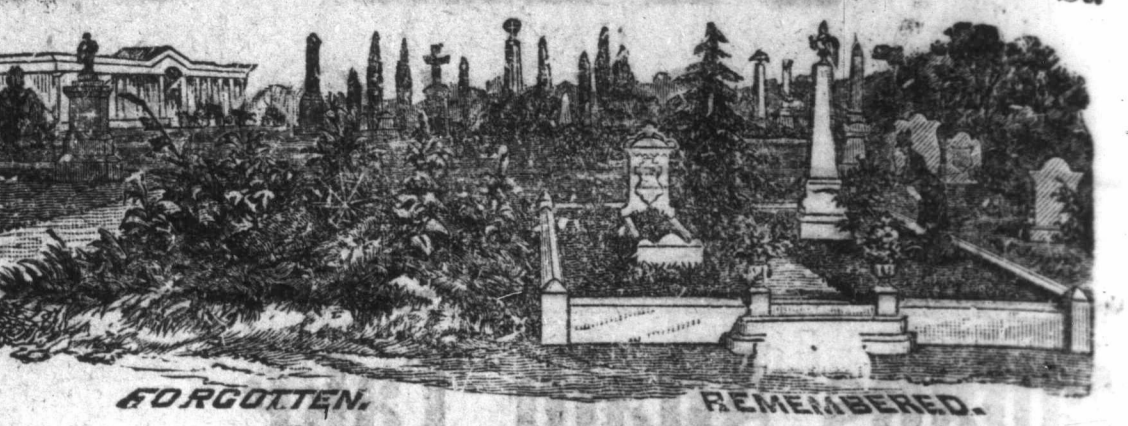
The annual amount landed at Grimsby alone, before the war, was 3,800,000 quintals. On normal days between 700 and 800 tons were landed and the ice manufacturers turned out yearly as much as 200,000 tons of ice.

Messrs. Isaac mentioned incidentally the great inconvenience caused by the shortage of ice. Here, of course, there would be no difficulty about ice any more than there is in Norway.

What is needed to give work to all these people are frequent supplies of the cheaper kinds of fish.

(To be continued.)

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DEFEATED GERMANY IS NOW VERDICT OF AMERICAN PRESS

Now Only a Question of Time When End Will Come--Germany Had Her Chance, But Lost it.

NEW YORK, Oct. 1.—The Tribune this morning, in its leading editorial, under the caption, "Defeated Germany," says:

"As we approach the end of the third campaigning period of the great war, one fact stands out clear beyond all cavil. There is no longer any question in the minds of any but the most pronounced of Germany's sympathizers as to the ultimate outcome of the conflict. It is patent to the least trained military eye that Germany is beaten. What the military men of the world are now debating is the length of time that will be required to make absolute a decision that is no longer a subject of debate. If one goes back over the history of the tremendous struggle, it now becomes perfectly clear that we have lived through two distinct and completed phases, that we are living in the midst of a third, which is marked by very clear and unmistakable facts. The first phase of the war was the supreme effort of a nation of 65,000,000 of people, having as an ally another nation of 50,000,000, to destroy the military establishments of three nations with a combined population of 215,000,000 in Europe alone, and with almost unlimited resources outside before these nations could prepare as Germany was prepared. Choosing her own moment, choosing her own field of activity, having unrivalled artillery, unsuspected resources in the air and on the battlefield, Germany struck. Her great general staff expected to dispose of France while Britain was still without any really formidable army. It was their view that Austria would hold Russia in check until France was disposed of. Two years ago when Germany struck France, Britain had rather less than 150,000 available for service on the continent. To-day she has ten times as many on the continent. French and British artillery have now a superiority over Germany and the supply of munitions of the allies is also superior in the west."

After a lengthy resume of the various campaigns during the two years of the war, the Tribune concludes: "Germany has had her chance and she has not won. She did not succeed in crushing unprepared enemies pos-

sessing inferior numbers of trained troops when she chose to strike. Now numbers, preparation, everything has turned against her.

Her enemies are bleeding her white and divvying the costs among superior numbers. These enemies no longer have the smallest doubt as to the outcome of the war. All the allied countries feel themselves to be victorious at present moment, and count no sacrifice too great to contribute to the ultimate collapse of the enemy.

"No one expects to see a material change in the situation before the campaign of next summer. Few people now expect peace before 1918, but the summer campaign now coming to an end has abolished all doubt in London, Paris, Rome, Petrograd. The third phase has only begun, but the end of the third phase is revealed to all. We are looking at Germany in defeat, and the evidences of defeat mount daily.

After the hasty and improvised means of resistance which the necessities of early months forced on the French commanders, there have come the scientific method and the new disposition of powerful material handled in a new way, he says in The Paris Journal. The great new war machine was built up behind the immovable barrier of the heroism and spirit of sacrifice of the soldiers and of the genius of the chiefs. He describes the immense workshops covering many square miles of ground behind the Somme front, the new roads, over which endless lines of trucks are constantly moving, the new system of railway lines, the artillery and munitions depots filled to their utmost capacity, and the guns, from the famous 75's to the giant 604 millimetre cannon and the 400-millimetre howitzers.

"But the newest thing of all," he says, "the most marvellous and the most extraordinary in its consequences, is the absolute mastery of the French aviation service, which reigns in uncontested supremacy over all the broad stretch of the Picardy sky."

STILL ANOTHER BURGLARY

Elsewhere we refer to a midnight larceny at the Parade Store. We learn to-day that not alone was this place entered and ransacked but that a house near was also "touched" evidently by the same thief or thieves. They entered by getting in through a rear window and stole some cash and property but nothing of great value. Such gentry are now giving attention to the back streets and the likelihood is when the town is darkened from to-night forward that crime of all kinds will be on the increase.

Private Edward Shea who was so badly wounded both in Gallipoli and France has been appointed assistant to the Deputy Paymaster here, of the Regiment, a position for which the young soldier is well qualified, he having had a good office training.

The S.S. Clothilde Cunéo of Norway arrived at Twillingate yesterday from Newport News, coal laden.

The chap who courts more than one girl at a time is courting trouble.

WEDDING BELLS

SPARKS-MARTIN

At the C. of E. Cathedral yesterday afternoon, Miss Doris Robinson Martin, daughter of Mr. W. J. Martin, statistical clerk in the Colonial Secretary's Department, and Mr. Thomas W. G. Sparks, of the Royal Stores, were united in holy matrimony, the officiating clergyman being Rev. Canon White. The bride, who was beautifully gowned, was given away by her father, and was attended by her sister, Miss Helen Martin, and Miss Gertrude Sparks, sister of the groom, both of whom were handsomely attired. Mr. W. Smallwood supporting the groom. The groom's present to the bride was a gold pendant, set with birthday stones, to the bridesmaids, gold brooches set with pearls, and to the best man, a pipe. After the ceremony the wedding party drove to Smithville, where a reception was held. The health of the bride was proposed by Hon. J. R. Bennett, to which the groom made a happy reply. The presents to the bride were many and costly, including several cheques, while numerous telegrams of congratulation were received. Last evening the newly wedded couple left by the afternoon's train for Chamberlains, where the honeymoon will be spent. The Mail and Advocate extends its felicitations.

WHO IS RESPONSIBLE?

The "News" this morning says that "Mr and Mrs Sidney Woods, of Le Marchant Road received a message on Tuesday that their son S. J. S. (Jack) Woods, who left the R.A.M.C. a month ago to join the Newfoundland Regiment at Ayr, had left with draft."

In connection with the above we learn that the young man, with Royce Slick, son of Mr. Slick, of the Royal Stores, had no previous training, never having been connected with any of the City Brigades, and yet they are sent to the firing line without a chance of the proper training which is necessary according to all recognized standards. Is this fair to the Empire, who expects the best from her sons? What about those in charge at Ayr. Are they fit for the positions they hold, or are these positions mere gilt-edged ones?

When the parents of these young men gave their life-blood in the persons of their sons for the good of the race, they expected at least that their sons would be given time to prepare to some extent to do their part, but it was not so. It is to be hoped that this mistake will not occur again.

OBSERVER.

THIS MORNING'S FIRE ALARM

At 4.20 this morning an alarm of fire was turned in from box 237, bringing the Central and Eastern firemen to a house owned by Mr. Dave on Freshwater Road. The fire had made good progress before the firemen arrived and flames were shooting through the roof when the apparatus reached the scene. Two streams of water were taken from hydrants near, and in the course of a half hour the men had it under control, but not before the upper and lower flats were badly gutted and most of the furniture in them destroyed. The house was to be occupied by a man named Snelgrove, who was soon to be married and the people left it last night at 11. It is thought that fire must have been left in a stove and communicating with the woodwork, caused the blaze.

PRIVATE JENSEN DOES GOOD WORK

Private Phil Jensen's lecture at McCallum and Hermitage Cove brought in the amount of \$26.59. Of this \$3.00 was raised at McCallum and \$13.59 at Hermitage Cove. These small districts have responded nobly to the call of the Red Cross, and their response in men will be the same. These amounts will be devoted to the camp being put up by their fellow-soldier for incipient tubercula cases among the soldiers and sailors.

Failure.

A steel magnate, anxious to get on the right side of Andrew Carnegie once attacked him in his well known soft spot, namely, his love for the bard of Tam O' Shanter.

"Mr. Carnegie," said the wily magnate, "I see you've got several fine editions of Burns on your shelves. Georgie Burns! Dear old Georgie Burns. He's my favourite poet."

Carnegie glared. "Georgie Burns!" he shouted "Jimmy Shakespear! Harry Dickens! Billy Carlyle! Get out w' ye man!"

Smarty.

Wife (nibbling her pen)—Let's see what is the term applied to one who signs another person's name to a cheque.

Hub—Five or ten years, usually.

THE MID-WEEK PROGRAMME AT THE NICKEL

LUBIN PRESENTS THE THRILLING DRURY LANE MELO-DRAMA.

"THE GREAT RUBY."

Cecil Raleigh's powerful melo-drama, produced in five acts under the direction of BARRY O'NEIL. The cast includes—OCTAVIA HANDWORTH, BEATRICE MORGAN, ELEANOR BARRY, FRANKIE MANN, GEORGE SOULE SPENCER, WALTER HITCHCOCK, PETER LANG and HOWARD MITCHELL. See the sensational fight in Balloon in mid-air.

Knickerbocker Star Feature present

"MISMATES."

With MARGUERITE LANDIS, a beautiful three part social dramatic offering.

"GEORGE OVEY" in a comedy scream entitled "A SHOT-GUN ROMANCE." COMING—A Vitagraph Blue Ribbon five-act production with MAURICE COSTELLO, "THE MAN WHO COULDN'T BEAT GOD," and EDITH STOREY with ANTONIO MORENO in "THE DUST OF EGYPT," six acts.

THE NICKEL---"ALWAYS WORTH WHILE."

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DIRECTORS:

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Jos. Perry..... Catalina.
John Guppy..... Port Rexton.

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Secretary..... W. W. Halfyard, M.H.A.

DIRECTORS:

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Charles Bryant..... St. John's.
John Guppy..... Port Rexton.
G. A. Rowe..... Seldom.

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A Social Melo-Drama by the Lubin Company.

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A Vitagraph Comedy with Wally Vim and Nitra Frazer.

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SAM ROSE, Baritone, singing Newest Ballads & Novelty Songs.
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"BEAR BRAND" RUBBER SHOES (Glimax Blizzard)

and your comfort is assured.

Cleveland Rubber Co., New Martin Building, St. John's, sep28m,th,16

Old Time Shipbuilding in Newfoundland

Names of Some Well Known Vessels, Where Built, and Builders Names.

BY JAMES MURPHY (continued.)

The Gitana was built in 1853 at the dockyard of John Woods, Esq., at Maggoty Cove. She was a very strong vessel and was a favorite in the trade. The Gitana was built for the firm of J. B. Barnes & Co., who did a thriving mercantile business at St. John's in those years.

The crews of vessels brought from Prince Edward Island and other places for sale here, used to go back in vessels. One vessel, the "Perseverance" had a narrow escape from being lost with her crew and passengers, and about forty seamen who had taken ships from Prince Edward Island to St. John's for sale.

Mr. John Power, a son of Capt. Chas. Power, informed me that his father had some fine vessels built in Newfoundland. Capt. Power was one time the President of the Fishermen's Society and a very successful fish and seal killer.

of those years constructed in this country. Kearney performed a wonderful feat in 1859, he raised the Dauntless, which, when towing out through the narrows, McBride's Spray, struck on Cahill's Rock and went to the bottom.

At Trinity in 1851 a splendid ship named Henrietta was built for the general trade of the Colony. In yesterday's Mail and Advocate there is a slight error or two, one should read Pack, Gosse & Fryer instead of Pifer, the other should read John Vatcher, builder of the Morning Star, instead of John Walker.

In the early sixties a brigantine named the Veloz was built in Green Bay and about the same date the Vulcan was built at Greenspond, Bonavista Bay.

Those lines were in a song composed about the seal fishery of 1869. Now the Mary Joyce as spelled in the newspapers wasn't a Newfoundland built vessel. She was built at Tatamagouche, N.S. She was tons burthen and measured 71 feet in length, 18 feet wide and eight feet deep.

James Pittman built the Hound in

the fifties for Capt. Wm. Whelan of Brigus. Many a big load of seals were brought to port by Whelan in the Hound. Before detailing the names of some more vessels I wish to say that a Mutual Marine Assurance Association was formed here in the fifties. This organization had for its object the insurance of vessels. Among the most prominent of those who were members of the Mutual Marine Assurance were James McLoughlin and D. J. Henderson, who at that time was a prominent commission merchant, and the owner of an industry called the Peat Manufacturing Co. on the road to Torbay.

All the above were prominent in the country's business, but not one of them tread this terrestrial sphere today, but I hope that the reward which awaits the good and faithful servants may be theirs.

Mr. W. Thomas said that few vessels were built by merchants, they were mostly constructed by planters. Mr. Thomas was of the firm of William and Henry Thomas. This statement was correct, as far as I can learn. The planters and well to do sailing captains were the men who built the most Newfoundland vessels. The merchants contributed a share; outside of Newfoundland the merchants generally got the ships.

Hon. Chas. Fox Bennett purchased many ships from abroad, he had vessels built in the country also. Mr. Bennett was the anti-confederate leader of 1869. He was an Englishman by birth. Robert John Parsons Esq. at one time remarked the following about Mr. Bennett when he was commenting on the merchants: "Mr. Bennett came to this country in the employment of a quaker, but now he is a model merchant and no doubt was expending his capital, that capital which he had realized in the country in the business of the country and thereby affording employment to the people."

It must be remembered in the old days of shipbuilding that steam so far as Newfoundland was concerned was unknown. All our great men at that time went across the water in sailing vessels—politicians, merchants and clergymen of all denominations. Mr. Bennett speaking about the way that Newfoundland was being treated as regards the facilities for conveyance of mails and passengers said: "I have crossed twice in the space of three years and on every occasion within twenty miles of the Eastern Coast of Newfoundland and on the last occasion sailed through the fishing boats."

I made mention in my previous items on shipbuilding about the dockyard at Maggoty Cove, now called Hoylesdown owned by Mr. Woods. It was in this yard that the Floating Dock was constructed. The dock was finished on November 9th., 1861, and was towed over to the South Side of St. John's by the steamer Blue Jacket. The latter steamer one time piled between Harbour Grace, Carbonear and Portugal Cove, and in 1862 she was blown up by the explosion of her boiler in Conception Bay.

(To be continued.)

Help For Fire Sufferer

Following are the sums collected by Solomon Hutchings at Bay Bull's Arm, on behalf of George Coffin, who had his house totally destroyed by fire in the spring of 1916:

W. A. Butler, \$1.00; S. Hutchings, \$1.00; James Hutchings, 50c.; Mrs. J. Hutchings, 20c.; John Reid, 50c.; H. W. Sheppard, \$2.00; Wm. Luther, 50c.; John Luther, sr., \$1.00; Edwin Luther, 30c.; Hilda Smith 10c.; Arch Peddle, 10c.; Nath. Peddle, \$1.00; Mrs. N. Peddle, 50c.; Mrs. Thos. Mercer, 50c.; T. P. French, 30c.; Mrs. Joseph Reid Jr., 10c.; Mrs. M. Droyer 10c.; Mrs. P. Temple, 20c.; Nath. Smith, 50c.; Miss Bessie Cook, 30c.; Mrs. Thos. Synward, 20c.; Albert Droyer, 20c.; John Snook, 20c.; Morgan Snook, 40c.; Wm. Benson, 50c.; John Droyer, sr., 20c.; Robert Mercer, Sr. 50c.; Mrs. A. Smith (valued) 70c.; Mrs. Alex Smith, 15c.; Mrs. L. and P. Temple, 20c.; Mrs. R. Snook, 40c.; Mrs. S. Hutchings 20c.; Jonathan Hutchings, 50c.; Azariah Hutchings, 50c.; A Friend, 50c.; Geo. Luther, 50c.; G. R. Courage (valued) \$1.40; Mr. Best, \$1.40; Mr. Dodd, \$1.00; Stephen Adams (valued) \$4.50. Total \$24.55.

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HENRY BLAIR.

PLACENTIA FISHERMEN ENDORSES OUR ATTITUDE ON BAIT DEPOTS.

(To the Editor) Dear Sir.—Your reference to Bait Depots in a recent issue was read with great interest in this quarter and personally I am firm in the belief that such conducted in a business like manner is the very best investment in this country to-day. I make this assertion in regard to Placentia Bay, especially having practical knowledge of the matter here. Opposite Placentia, on the West side of the Bay, is Clatice Harbour where squid are to be had often in abundants from August till November every year.

where and how and when a bait depot should be placed in Placentia Bay so as it would be a success financially and otherwise I am willing to answer any question or set of questions that you may be pleased to ask about it.

Respectfully yours ONE INTERESTED, Placentia, Oct. 7, 1916.

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Also the following, many of which are Jobs:--

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