

OUR OLDEST NATIONAL SORE.

A 300-YEAR-OLD DISPUTE REFERRED TO THE HAGUE.

Trouble Over the Newfoundland Fisheries Began With the First Settlement—Repeated Wars and a Threat of War With Every Generation—New England Fishermen Fight France and Great Britain—Many Futile Efforts to Settle Dispute—Newfoundland the Disturbing Element—Embittered Against Canada, France, the United States and Great Britain.

Real Work for The Hague.

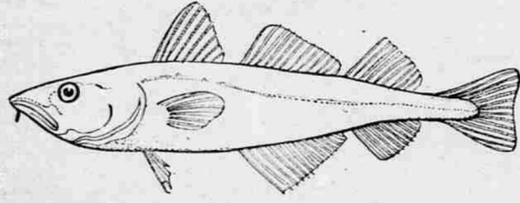
A bit of real work for the Peace Conference at The Hague has been found in the reference to it of that oldest and at times most aching of our National sores, the Newfoundland fisheries question.

Trouble over the Newfoundland fisheries began immediately with the arrival of the first English settlers, and has continued ever since. One of the leading causes in several wars, and has periodically threatened war to almost every generation.

Newfoundland as British fishermen shall use, and also on the coasts, bays and creeks of all other of His Britannic Majesty's dominions in America.

In the War of 1812.

The British strove to get even by excluding the Yankees from the very profitable market they had been enjoying in the West Indies.



THE "SACRED" COD.

James I. for a grant to settle in New England the old petulant asked for a "What profit might arise?"

There was fighting, too, from the start. The French were a century ahead of the English in the fisheries, and the French Kings were encouraging their subjects to engage in the business both as a source of profit and as a nursery for the French navy.

When the British under Wolfe took Canada the French right to the Islands of St. Pierre and Miquelon, and their privilege of fishing along the coasts of Newfoundland and drying their fish on shore were continued.

In the meanwhile the Yankees were having trouble right along with the British. An English company claimed the right to tax all the Yankee fishing vessels in the Massachusetts waters, and this was one of the disputes that led to the civil war between Charles I. and parliament.

Then came the Revolution, and the English tried to drive the Yankees off submission by driving them off the fishing grounds. The Yankees got more than even by becoming privateers, and they sent out against the British ships a musketo fleet manned by the bravest and most skillful seamen in the world.

That the people of the United States shall continue to enjoy unmolested the right to take fish of every kind upon the Grand Bank and on other banks of Newfoundland also in the Gulf of St. Lawrence and at all other places in the sea where the inhabitants of both countries used at any times to fish, and also that the inhabitants of the United States shall have liberty to take fish of every kind on such part of the coast of

Newfoundland a Vigorous Kicker.

In 1852 the troubles between the fishermen and the British authorities reached such an acute stage that we sent war vessels into those waters to protect our fishermen, and it looked for a time as if war could not be averted.

The feeling in New England was so high that in 1745 the fishermen, led by one of their number, William Pepperell, of the Isles of Shoals, organized a military expedition to the Islands of St. Pierre and Miquelon.

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The matter was made one of the subjects for the celebrated Joint High Commission, which met in Washington in 1871. In the treaty then agreed upon citizens of the United States were allowed to fish in the waters of the United States north of 49 degrees.

States was outmaneuvered in the award, which was to the effect that this Government should pay Great Britain the sum of \$3,500,000, or more than one-third of the Alabama award, for the privileges granted. The Government paid this sum in 1878, and the fishermen of the two countries since upon equal enjoyment of the privileges of the banks for the period of 12 years.

The treaty terminated in 1885, and again trouble broke out with the Newfoundland people, clamorous for their rights and privileges and bitter against the United States. They seized several of our fishing vessels, and committed some other acts which so incensed Congress that in 1887 a law was passed authorizing the President to lay a veto to close American ports to Canadian vessels and merchandise.

The Canadian Government has insisted that the "three-mile limit" shall be determined by a line drawn from headland to headland, where the Americans have insisted that the three-mile limit should follow the sinuosities of the coast. We were greatly hampered in our assertion of this doctrine when we attempted to make the Herring Sea a "closed sea" against the seal poachers.

The last attempt to settle this question was made by a Joint High Commission, which met in Washington in 1889, but adjourned without coming to any agreement. Therefore, the reference to The Hague. This reference has been the more willingly made by the British government, because Newfoundland has constantly shrieked that Great Britain was sacrificing her to the interests of the Empire, and that Canada was adding and abetting in this sacrifice in order to get favors from the United States.

Newfoundland has also embroiled Great Britain with France, sometimes to the point of threatening war between the two countries. The Newfoundlanders have been bitterly opposed from the first to all the treaties giving the French any rights in these waters.

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WESTERN LAND FRAUDS.

The Work Secretary Hitchcock Started Two Years Ago Is Still Going On, and Promises Some Staggering Developments.

One of the spiciest law matters in prospect is the prosecution of Western land frauds. Before many months go by the Departments of the Interior and of Justice propose to make a few land grabbers in Colorado, Wyoming and Utah take notice.

Probably no other branch in the Government service offers better opportunities for promotion. It is comparatively easy for an able Law Clerk to move up. All the Department and Bureau now have several good legal positions, where men are occupied in analyzing and interpreting statutes and weighing the advisability of this or that line of action.

It is estimated that about 1,000,000 acres of coal and timber lands have been fraudulently acquired in the States of Utah, Colorado and Wyoming. The evidence is said to be of the most convincing character, and the Government is systematically hired to take up valuable land, and as soon as they get possession of it turned this land over to the corporation that was employing them.

The investigation of these frauds was begun by former Secretary of the Interior Hitchcock, who had struck "pay dirt" before he yielded his office to Secretary Garfield. The latter, however, was not able to carry out his intentions with great energy, and is desirous of putting the land grabbers into jail.

FOR YOUNG LAWYERS.

The Government Wants Many of Them to Enter the Service—Prospects It Offers.

A minor law matter of the week is a scheme by the General Land Office in the Department of the Interior to recruit a band of first-class Special Agents.

There are now thirty thousands of students in the law schools of the country, and train them to become first-class Special Agents. There are several Civil Service obstacles in the way, and it remains to be seen whether the Government will be able to get a lot of young men of legal aspirations will probably forego the experience of hanging out shingles on their own front and waiting for clients, and instead become round-shouldered, pallid Government clerks, dead to ambition and concerned chiefly in methods of killing time between 9 and 5.

It is not certain how enthusiastically young law students would take to such a plan. It would appeal, if at all, to the students of slender means, to whom the possible salary of \$2,000 or \$4,000 a year in the course of a few years and a living wage from the moment of their graduation would look more attractive than the long and lean waiting for clients to come.

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JUDGE ALTON B. PARKER.

He Headed Off a Criticism of the President's Criticisms—Has Parker Farther Political Aspirations?

There has been still another law sensation in the week passing. That was at the meeting of the American Bar Association in Portland, Me., where an attempt was made to censure President Roosevelt for his criticisms of the Federal Judiciary.

Incidentally it is worth noting that Judge Parker is unopposed to cherish an ambition to secure another Presidential nomination, in spite of the fact that he was the worst beaten candidate ever nominated by the Democratic Party.

These are sunny autumn days for the lawyers. The Nation seems to have run wild to law—as far as the Government and the administration of public affairs are concerned.

"AN IMMUNITY BATH."

Attorney-General Bonaparte Decides That the Chicago & Alton Company Is Exempt From Prosecution.

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STRIKES AND POLITICS.

Labor Troubles Always Hurt the Party in Power—Reinforcements of the Anthracite Strike.

In connection with the anthracite coal cases some important points of law as well as of politics are brought to the attention of the Philadelphia and Reading Railway Company and allied companies to the suit of the Federal Government to break up the alleged monopoly in the anthracite coal fields of Pennsylvania.



His Private Opinion.

Macedonian appeals were made to President Roosevelt and as a matter of fact were instrumental in bringing about the Anthracite Coal Commission and the arbitration of the strike.

There is new and portentous law action on the part of the Interstate Commerce Commission, or at least on the part of that portion of it comprised in the person of Commissioner Franklin K. Lane.

ARE THEY STILL SINNING?

Reports That Some of the Harriman Roads Are Yet Violating the Rebate Law.

There is new and portentous law action on the part of the Interstate Commerce Commission, or at least on the part of that portion of it comprised in the person of Commissioner Franklin K. Lane.

It will be especially instructive to ascertain whether the railroad officials at large have been truthful in their declarations, and have in good faith tried to observe the Federal laws. If they have, it will help their case in the great court of public opinion, and if they have not there will be more radical agitation, from which the good and bad railroads will suffer alike.