

# SCISSORS AND PASTE

Vol. I. No. 20.

SATURDAY, FEBRUARY 20, 1915.

ONE HALFPENNY.

## RUSSIANS DRIVEN FROM THE BUKOWINA.

Bukarest, Feb. 17.  
The Austrians have occupied Czernowitz. The Russians have evacuated the whole of the Bukowina.—London "Times."

Marmornitza (Rumania),  
Wednesday.

The Russians evacuated Czernowitz after midnight in good order.

They destroyed the bridges.

This morning the enemy's patrols, Austro-Hungarian and German, arrived and received a mixed welcome from the inhabitants.—London "Daily Mail."

## THE U. S. FLAG.

Washington, Feb. 9.—A bill to make it unlawful for ships of foreign nations to fly the American flag "for the purpose of disguising the nationality of the vessel or for the purpose of making it appear to be a vessel of the United States or of United States register," was introduced in the House to-day by Representative Martin, of South Dakota.

It proposes a fine of from \$10,000 to \$100,000 and confiscation of the ship as a penalty.—"New York American."

## MORE GERMAN PRISONERS REMOVED FROM IRELAND.

The Leigh internment camp at Lifford weaving shed was completed this morning by the arrival from Templemore, Ireland, of the last contingent, numbering nearly 400 Germans.

There are now just over 1,800 prisoners in the camp, and no more are to be sent.—Dublin "Evening Mail."

## THE NATIONAL LIBRARY AND THE MUSEUM.

### Grants Withdrawn.

The action of the Treasury in withdrawing the grants made to art galleries, museums, and libraries for the purchase of equipment such as books, pictures, etc., has caused some anxiety.

It was in pursuance of the policy of economy during the war that the grants were withdrawn.

The National Library of Ireland loses its grant of £1,300, and a representative of the "Evening Mail" was informed to-day that after March 31st not a book or paper of any sort can be purchased for the use of the Library.

The National Gallery Grant of £1,000 has also been withdrawn, but the effect in this case can hardly be so serious.—Dublin "Evening Mail."

## SUBMARINES IN YOUGHAL BAY.

It is very strongly rumoured round Youghal that two submarines, grey in colour, were seen last (Thursday) evening a short distance off the coast in Youghal Bay, and right inside Cable Island. If this be correct, and if they are enemy craft, it would indicate that they are on the track of vessels trading between Cork and various English ports, as many regularly pass by some miles off.—"Irish Times."

## GERMANY AND THE IRISH FLAG.

A Newry company has decided to fly the Irish flag on its steamers. By this means it is hoped to stay the hand of the German gunner.—Dublin "Evening Mail."

The steamship companies trading from Newry, and controlled by Messrs. Joseph Fisher and Sons, shipowners, are, as the result of a conference between the directors, to continue to trade between the different coal ports of the United Kingdom despite the blockade. The directors decided that the ships should each fly the Irish flag, and believe that if they are fired on there will be a strong feeling in Irish-American circles. The company is one of the largest coal-importing firms in Ireland.—"Irish Times."

## IRISH-AMERICAN PUBLICATIONS.

Replying to Mr. Ginnell (Westmeath N., Ind. Nat.),

Mr. T. W. Russell (Tyrone, N., Min.) said: It would be against the public interest to give the names of the publications transmitted from addresses in the United States which are detained in the Post Office in obedience to the Lord Lieutenant's warrant, and my right hon. friend the Postmaster-General agrees that in view of the hostile character of these publications there is no occasion to inform the addressees of their detention.—London "Times."

## SIR ROGER CASEMENT.

### The Alleged Plot to Murder Him.

A Berlin telegram states that Sir Roger Casement has handed to the Imperial Secretary of State for Foreign Affairs a copy of the letter which he sent to Sir Edward Grey concerning the alleged planned attempt on Sir Roger Casement's life.

Sir Roger further showed the Minister original documents, which he declares have been written by Mr. Findlay, the British Minister to Norway, in connection with the alleged plot.—London "Daily News."

## REWARDS FOR CATCHING SUBMARINES.

An official notice displayed outside the Dover Custom House says:—A reward of £1,000 is offered to the master of any steam trawler who sinks or captures an enemy submarine.—Dublin "Freeman's Journal."

## ENGLISH M.P. ON RECRUITING.

On the question of recruiting Mr. Snowden made his position clear in a few short sentences. "I am not going to ask any man to do something for me that I am not able to do for myself," he said. "The consequences are so serious that I believe the decision should be left entirely to the individual conscience. If a man thinks it wrong to go, he ought not to go, and he ought not to be persecuted. If a man thinks he ought to go, then he should go, and I honour that man." It was significant that Mr. Snowden's statement that he is not prepared to go on a recruiting platform was received with loud applause.—Speech of Philip Snowden, M.P., at Blackburn.—"Labour Leader."

## JAPAN AND CHINA.

China could yield on some points without loss—and she might even find possible protection in the clause by which Japan demands that no part of the China coast and no island off the coast be ceded or leased to any foreign Power. That certainly would make it more difficult for any Power in the future to squeeze a port or naval base from China, since Japan would hold her to her bond. But China obtains no protection against Japan herself, and the general effect of the demands, so far as we know them, is to establish Japan firmly in the two provinces (Manchuria and Shantung) where she has now a foothold; to establish the beginnings of a privileged and exclusive position for her in Eastern Mongolia and the Yangtse valley and to pave the way for the recognition of a special Japanese "zone" in Fukien. In meeting this very comprehensive project China has none, or almost none, of the advantages which she would have had before August last; all the European Powers who would have been keenly interested are busily engaged elsewhere, and even the United States, which has regarded the maintenance of the "open door" as a cardinal principle in its Far Eastern policy since the days of Secretary Hay, has urgent business closer at hand than China. What influence, therefore, we or any other country may be able to exert on present events in China is uncertain. But whether it is little or great, let us know where we are and be clear as to the outlook. We shall have to live—some of us—after the war, and we may as well know what kind of world is being made for us to live in.—"Manchester Guardian."

Washington, Feb. 9.—Representative Hobson introduced a resolution to-day calling on the State Department for information concerning demands of Japan on China and asking whether these demands would imperil the "open door" policy or the integrity of China.—"New York American."

China is to be spoiled, and the only concern in the British Press, and the French Press, and the Russian Duma is not what poor China thinks about it, but what the other thieves think about it. Where is now the Belgian business? Where are now the snivelling frauds who dropped tears into their handkerchiefs as they told us how honest and just and noble were the Allied Capitalists and Governors?—"Forward," Glasgow.

## THE ROLE OF THE MINE.

The "Cologne Gazette" publishes the following despatch from Berlin:—

To genuine neutral shipping only this good advice can be given. Remain far from the waters which have been declared a war zone, because another weapon may be called on to play an important role—namely, the mine. England will not fail to protect herself against submarines by mines. Our navy, too, probably with the assistance of submarines, will not fail to cover the English coast with mines and to devote particular attention to English harbours. It is not, however, possible for mines, with the best will in the world, to distinguish neutral from enemy vessels. They bring death and destruction to all alike who approach too near them.—London "Times."



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SATURDAY, FEBRUARY 20, 1915.

### THE "FREEMAN'S JOURNAL."

#### On Parnell and Biggar's Obstruction Policy.

The question raised by the action of Messrs. Biggar and Parnell is, shall the Home Rule Party exist or shall it perish?—"Freeman's Journal," May 26, 1877.

They have thought proper to abandon the Party connection, to break through the Party discipline, to disregard the counsels of the Party Chief, and to strike the first great blow at the Party unity. . . . It is high time for the country to pronounce upon the attempt to break up the Home Rule Party, and those who are determined to maintain its unity and existence may fearlessly invite its verdict, confident that that verdict will be.—"Freeman's Journal," May 26, 1877.

It is quite clear to us that he and Mr. Biggar have adopted an isolated course of action and one eminently calculated to cause the disension that he would deplore.—"Freeman's Journal," May 29, 1879.

#### Parnell on the "Freeman's Journal."

He thought that Mr. Biggar and himself had shown the people of Ireland that they had an enormous power they knew nothing about. . . . For doing this Mr. Biggar and himself were attacked in the "Freeman's Journal" (hisses and cries of "Oh, oh!"). . . . For doing what was nothing more than the ordinary duty of an Irish Member of Parliament—for being active and energetic, for remaining always at their posts, no matter how late the hour—they were attacked by the "Freeman's Journal," and told they were propagating a fresh policy and inaugurating a separate line of action and in that way sowing dissension in the national ranks.—Speech of Parnell at Glasgow.—"Freeman's Journal," May 29, 1877.

#### The "Freeman" and the Land League.

You speak of "agitation threatening to flow in mischievous and unwholesome channels," of "violent and exaggerated language," of "threats that must either come to nothing or to ruin," of "wild and foolish schemes from which nothing but failure can be expected." Now I think that I am entitled to ask you for your warranty for all this denunciation.—Public Letter of Parnell to the "Freeman's Journal," June 12, 1879.

It is easy to catch a cheer from a crowd by a violent phrase, but it would be a terrible responsibility to advise the unhappy Irish occupiers to enter on a battle with the law. The law is too strong for them and the only consequence of a quarrel with it would be utter ruin.—"Freeman's Journal," June 12, 1879.

### "TIPPERARY."

In the course of its efforts to penetrate the chinks of the enemy's armour, that sedate journal, the "Tagliche Rundschau," makes a terrific onslaught on "Tipperary," and arrives at the conclusion that the adoption of this "battle song" is a sure and certain sign of British decadence.

When the heroes of the "Iltis" went to the bottom with their ship, they intoned the hymn of the flag, "Proudly waves the black-white-red." When the "Ariadne," the "Mainz," and the "Köln" were sunk off Heligoland, the doomed Germans sang, "Deutschland über Alles."

When the "Cressy" was sunk by the U 9, and when an English regiment went to its death at Dixmude, the Britons intoned their favourite battle-song, "It's a long, long way to Tipperary," a tap-room ditty without meaning or expression, utterly devoid of patriotic sentiment or warlike fervour.

This melody has now spread throughout the rank and file of the British Army; it resounds even from the lips of the swarthy Indians. Can one imagine anything more calculated than this to denote the wide gulf that separates the English from the German spirit.

"By their songs ye shall know them." So devoid are the English of even the merest

elements of true patriotism that to inspire themselves with a little artificial courage in a hopeless cause they have to fall back on so mean, so poor a thing as "Tipperary."

The thoughtless flippancy with which England engineered this war is admirably expressed in this music-hall tune, as is also the crude, brute-like stupidity and dumb callousness with which they go into battle, without a thought as to the utter hopelessness of their cause and the certain victory of Germany.

Possibly by way of proving what German genius can do in the way of battle-songs, the "Berliner Lokalanzeiger" prints one of its own:—

Now guard thee England! Onward we go,  
Our roads the skies and where the oceans  
flow.

From above, from below, we rain blow  
after blow,

England, old England, prepare thy last  
throw.

Let on thy Dreadnoughts the streamers  
wave,

Thy hirelings cross warily over the wave.  
From yard and from mast let menaces  
rise,

In fearsomest sounds that roar to the  
skies.

Gird thee with cannon, with iron and steel,  
Arm thee and shield thee—our might  
shalt thou feel!

Now Germany comes to strike and to  
blast.

England, old England, who now laughs  
the last?

Our suffering children, shall they starving  
stand?

First, hunger shall torture thine own  
callow band.

Must noble German brothers die  
While thy puny brood thou wouldst  
satisfy?

Nay, tooth for a tooth and eye for an eye,  
"Any means, every means," our battle  
cry.

—London "Daily Express."

### "HOW ENGLAND HAS ALWAYS USED HER SEA POWER."

What was the idea of this Government when it went to war? Was it that war could be confined to pitched battles between men in uniform, and that the history of all the wars in which England had ever engaged could lightly be set aside? For England has always used her sea power not merely to convoy armies and fight the enemy's fleets, but to stop his trade and intercept his supplies, whether for civilians or belligerents, and whether in neutral or in enemy vessels. That is what a Navy is for, and unless a Navy has such powers it is impossible for a Naval Power to win the victory.—London "Morning Post."

### GERMANY'S MEN AND MUNITIONS.

After six months of war Germany seems to me almost as strong as on the first day, closely united, little disturbed. The civil life of the nation appears to continue as in time of peace.

To under-estimate Germany's military reserve strength would be very short-sighted. Military authorities state that her class of 1915, some 750,000 able-bodied, picked men, has not been called out. Apart from these, the numbers of "untrained Landwehr and Landsturm" would run into millions. Though arms and ammunition factories are working night and day, I have it from a reliable source that Germany is only just beginning to use her 1914 small arms ammunition.

In connection with the question of ordnance it is interesting that I was unable to find a single person, military, official, or otherwise, who had actually seen one of the 42cm. mortars which are supposed so quickly to have reduced Belgian and French fortresses. That two or three such guns exist was affirmed by all, but whether they are a success seems questionable. The photographs of the large batteries seen everywhere, pretending to be the famous Krupp 42cm. guns, are, in reality, not German at all, but Austrian from the Skoda Works at Pilsen, and are 30.5cm. in calibre. They have been of great service to Germany because of the ease of transportation by motor-lorries. They have done practically all the work credited to their larger and more notorious confreres.

The question of the deficiency of copper is being vigorously met by the opening up of mines which, in ordinary times, could not be profitably worked, but are now able to provide a material increase in the supply of that metal. Other sources of copper, such as pots and pans and telegraph wires, are being considered as of possible service, and, as a German

acquaintance remarked to me, pointing to a building with a domed copper roof that was something of an eyesore, "That may be a failure architecturally, but it is invaluable as a copper mine."

The seizure of Galicia by the Russians, and the consequent stoppage of the supply of petrol, was one of the severest blows to Germany, which relies chiefly on motor transport for military purposes, and particularly for its aeroplanes and Zeppelins, not to mention the countless motors used for private purposes. It is unquestionably true that the situation was serious. For a time all private motor traffic was at a standstill. But now benzol, as it is called, which is easily and cheaply obtained in great quantities from coal, has taken the place of petrol. The coal is thereby converted to coke, and, with painstaking thoroughness, the German Government set about to find a market for the great coke supply that was thus created. Locomotives are being created to burn coke economically in place of coal, as are other steam engines and furnaces. So that today, notwithstanding the enormous consumption of benzol for military use, the supply is more than equal to the demand, and taxi-cab and other motor traffic has again resumed almost normal proportions.—London "Times" ("A Neutral Observer" in Germany).

### ENGLISH TRADE UNIONISTS AND THE WAR.

There is a real and growing danger of social oppression at home to be guarded against. The rich, for their own ends, are exploiting the love of country, the spirit of sacrifice, among the working people. Unless the Trade Unionists exercise care and foresight, they will find themselves stripped of all their hard-won liberties, and, when the war is over, they will only regain their pre-war position, if at all, by prolonged and exhausting strikes. Whether it be popular or unpopular to warn the mass of the Trade Union workpeople, it is at least very necessary; never more necessary than now when they receive the lip-flattery and affection of the privileged classes. Unless they stand on their guard, the workers of modern Britain will merely repeat an experience as old as ancient Rome.—W. C. Anderson, M.P., in the "Labour Leader."

### GERMANY'S LOSS IN ZEPPELINS.

Since the war began at least three—possibly four—Zeppelins have been destroyed. In "The Times" of November 10 it was stated that after the second visit of an English airman to Dusseldorf "nothing remained of the Zeppelin airship but ruins and ashes"—a statement subsequently confirmed by the "Frankfurter Zeitung." On January 25 an airship described in the Petrograd official communique as a Zeppelin, but declared in the Berlin official announcement to be a Parseval, was brought down after dropping bombs on Libau.

On Wednesday the L III. (launched in 1914) was burnt at Fano, and yesterday brought the news that another Zeppelin had also been wrecked in the same neighbourhood.—London "Times."

### BRITISH OFFICIAL REPLIES.

May we suggest to Ministers that it would be well if they would impress upon the permanent officials of their departments the desirability of making a special effort during the war to feed their superiors with replies to questions in the House that are not entirely misleading? The fact is that the public is more disturbed by the obvious bad faith of some of the statements of Ministers than it would be by news of anything but the worst that might befall. There is a danger that these mis-statements may be taken at home as symptomatic of a policy of nervous concealment, just as they may tend to undermine the belief of neutral countries in our Government's reliability on more serious issues. One ought to be able to open one's morning paper without finding side by side on a single page a documented proof that Mr. Harold Baker had misled the House of Commons—unwittingly or otherwise—to the extent of about £900,000 in the figures of the mysterious Meyer timber contracts and an equally documented proof by Mr. Gibson Bowles that Mr. Churchill (or Lloyd's) was woefully wrong about our mercantile losses during the war. If we cannot have all the truth, let us at least have the approximate truth in so far as we are told anything at all.—London "Globe."

### BUSINESS OF SWEEPING THE SEAS ONCE MORE.

Britannia is determined to rule the waves, even if she has to fly the Stars and Stripes to do it.—"New York American."



**NEWS FROM BERLIN.**

(German Wireless, per the London "Times," "Morning Post," and "Daily Mail.")

**PORTUGAL TO BE NEUTRAL.**

The new Portuguese Prime Minister, Castro, has stated to representatives of the Press that Portugal will not take part in the war, but will keep neutral, in accordance with the will of the people.

**THE BELGIAN REFUGEES.**

The Belgian Socialist leader, Destree, points out, in the "Petit Parisien," that the Belgian fugitives in London believe that the fate of those who stayed in Belgium, now under German administration, is better than their own.

**THE "JEAN BART."**

The French Admiralty now admits that the armoured cruiser at present in dry dock is the Dreadnought "Jean Bart," which was torpedoed by Austro-Hungarian submarines.

**THE BATTLE IN THE DUKLA PASS.**

The "Pester Lloyd" reports from the Carpathians that the strong offensive which the Austro-Hungarian troops have commenced in the Dukla Pass is everywhere working successfully. The enemies are suffering enormous losses. In a single attack during the last few days the Russians left on their retreat 1,200 killed unburied on the field. The total losses of the enemy in the battles on the Dukla Pass of the past few days must be calculated at 50,000 men at least in killed and injured.

**GERMAN MEMORANDUM TO HOLLAND.**

The German Consul in Rotterdam has handed the Rotterdam Chamber of Commerce a memorandum from the Imperial Chancellor declaring that all British merchant ships were probably armed and were told to sail in groups to ram German submarines and to overpower German investigating parties. The British Government further ordered the misuse of flags and the painting of steamers in the national colours of neutrals. The investigation of merchant ships, also neutrals, is therefore impossible, without seriously endangering the German submarines. Germany intends to lay mines on a larger scale in all parts of the war zone. Merchant ships, therefore, run the greatest risk if not steaming along the coast north of Scotland, as recommended by the German Admiralty. The German proclamation about the war zone continues to be in force until the British Government spontaneously, or induced by neutrals, declares its readiness to observe the rules established by the Paris and London Declarations.—London "Times."

**THE TURKS AND AN ENGLISH CRUISER.**

It is taken for granted in Constantinople that during the last battle on the Suez Canal an English cruiser was so badly damaged that she has become useless. It is said that the Commander has succumbed to his injuries.

**THE BLOCKADE.**

The steamship "Perm," belonging to the largest Danish shipping firm, the Ferenede Dampskibs Selskab, sailed with a large Danish flag painted on the bow of the vessel, and on both sides having the word Denmark painted in huge letters. Other shipping companies are following the example.

Rome.—The fear of the German blockade is already beginning to work. The steamer "Francesca" in Naples, which should have transported goods to Cardiff, has abandoned the trip.

**THE PROGRESS OF THE WAR.**

Berlin, Thursday.

Main Headquarters reports:—  
On the Lille-Arras high road the fighting for a small portion of our trenches into which the enemy had penetrated yesterday still continues.

In the Champagne district north of Perthes fighting still continues. East thereof the French have been repulsed with heavy losses. Only in a few small spaces of our foremost trenches they still hold their ground.

Attacks on our position at Boureuilles-Vauquois (south of the Forest of Argonne and east of Verdun) also led to complete failure. Height 365 and the village of Norray (north of Pont-a-Mousson), which were taken by us on February 13, have again been evacuated by us after a thorough destruction of the French fortification works. The enemy has not attempted to recapture this position by force of arms.

In the Eastern theatre of the war the engagements in pursuit of the enemy at Tauruggen and in Midiet, north-east of Grodno (on

the Warsaw-Petrograd railway 50 miles from the East Prussian frontier and 150 miles north-east of Warsaw) still continue.

The enemy column which was defeated at Kovno (on Russian soil, off East Prussian frontier) has been embodied with fresh troops north of Lomsha. The enemy is being attacked afresh.

The battles of Plock and Racione have been decided in our favour. Up to the present 3,000 prisoners have been taken.

There is no news from Poland south of the Vistula.

The war booty taken in the battles on the East Prussian frontier has been added to. The result up to the present is 64,000 prisoners, 71 cannon, over 100 machine guns, 3 flying machines, 150 full ammunition carts, searchlights, with numerous loaded carts, with horses.

We may reckon on a further increase in these figures.

**THE SIEGE OF PRZEMYSL.**

It is almost four months since Przemysl, the vast underground fortress of Galicia, was surrounded by the Russian forces on all sides, and if the besiegers do not display more activity than has been shown hitherto the defenders, it is believed, will be able to hold out another three months. In a siege of this kind, where some 50,000 or 60,000 soldiers and civilians are confined to a comparatively small area, the victualling question becomes of importance. The Russians, though they hold every entrance and approach to the town, are beyond the outermost fortifications, having a radius of twelve miles, which encircle the inner fortress itself. Thus some twelve small villages are within the zone of the fortress, and officers of the besieged garrison are adding to the store of eatables by shooting, there being an abundance of wild duck, wild geese, and other small game. Communication with the outside world is kept up by aviators, and almost every day an aeroplane goes to the Galician Headquarters. On its outward flight it carries only letters and postcards, but on return it brings tinned meat and hand grenades for the troops (for the many sorties brought about a scarcity of this material), and other small and useful things.

**Russian Prisoners.**

One of the newspaper correspondents who returned from Galicia tells me that he had an interview with this aviator. He wrote the interview for his paper, but the Censor would not allow it to appear. In this interview the aviator stated that the garrison consists practically of purely Hungarian regiments—the numbers of which he could not give—who fight very valiantly. There are now 5,600 Russian prisoners in the fortress, a thousand of whom were captured during sorties by the garrison. The prisoners and their captors are on the best of terms. The more intelligent Russians are teaching the Hungarian officers the Russian language, and the officers, Hungarian and Russian, are living on very amicable terms. Those who have given their paroles are allowed to move about freely within a limited zone, and they have their meals in the officers' mess. Russian aeroplanes very often appear over the town and fortress. Quite recently they dropped bombs on the ammunition and powder magazines, having apparently discovered where the ammunition and powder were stored. The bombs did not hit their mark, however, and next day the stores were removed to other places. The men's rations—continued the aviator—are not so liberal as they were in the beginning of the siege, but they are ample enough to keep them fit. One can imagine what vast quantities of food were stored in the fortress if, after a siege of five months and an isolation of four months, the garrison are still in a fit condition. The military authorities have to supply the civil population with food. It is sold to merchants, who retail it to the population on the lowest prices—lower than they were before the war—for money, curiously enough, has no value there in comparison with foodstuffs, and the military authorities have had to fix the price of everything. Destitute civilians receive free meals twice daily. As to sorties, said the aviator, they are not so numerous now as they were before, because it cost too many men to carry them out as systematically as had been done before. The garrison is now normal in number, and, as there is no chance of getting reinforcements, the commander cannot afford to waste men.

The Russian forces around Przemysl are commanded by General Radko Dimitrieff, of whom there is a story afloat within the fortress (obtained from Russian prisoners) that he gave his promise to the Emperor Nicholas that

he would take the fortress by March 1 or commit suicide. The garrison is now anxiously awaiting that date. Another story repeated by the imaginative garrison is that by night General Dimitrieff appears before one or the other of the outer fortifications on a splendid white horse, and that no bullet can wound him, however much he may be fired at.

**An Aeroplane Post.**

Speaking of his own work the aviator told the correspondent that he has to change his route every day when flying in and out of the besieged fortress, for the surrounding Russians are always in wait for him, and pour shot and shell at his machine whenever he appears above their line. Already two of his predecessors were brought down. One of them died and the other was taken prisoner, some important papers and documents he carried falling into the hands of the Russians. In fair weather or foul this aviator had to make a daily flight of 75 miles. All the precaution he could take was to fly very high, and in order to reach a safe altitude he had to encircle the city five or six times before finally shaping his course for the west.—London "Morning Post."

**QUESTIONS IN THE BRITISH PARLIAMENT.**

**JEWS (ADMISSION TO RUSSIA).**

Mr. King asked the Secretary of State for Foreign Affairs whether the Russian Government has made any alterations since the war commenced in the regulations affecting the admission of foreigners to Russian territory, and whether persons of the Jewish faith are now permitted to enter Russia?

The Secretary of State for Foreign Affairs (Sir Edward Grey): I have not heard of any alteration in this matter.

Mr. King: Will the right hon. gentleman make inquiry into this matter, as it affects a great number of our citizens?

Sir J. D. Rees: Can the right hon. gentleman say whether questions are asked in the Russian Parliament regarding the Irish or the suffrage question, or other matters of domestic controversy in this country?

Sir E. Grey: That I cannot say. In answer to my hon. friend who has put the question, it may be asked, whether he realises that at a time like this it is absolutely impossible for us to take up any question dealing with these internal topics?

Mr. King: Is it a question of internal affairs to—

Hon Members: "Order."  
—"Parliamentary Debates—Official Report."

**RECRUITING ADVERTISEMENTS.**

Mr. Chamberlain (Birmingham, W.) asked whether the War Office was responsible for the recruiting advertisement calling upon employers to state whether they had in their employment any butlers, footmen, gamekeepers, or others who were capable of serving their country; and, if the War Office was responsible, whether the Prime Minister approved that style of thing.

Mr. Asquith said he had not seen the advertisement, but he would look into it.—London "Times."

**BEER DUTY (ENGLAND, SCOTLAND, AND IRELAND).**

Sir George Younger asked the Chancellor of the Exchequer whether he can state the number of barrels of beer at the standard gravity charged with duty in England, Scotland, and Ireland respectively, in the months of January, 1914, and January, 1915.

Mr. Lloyd George: The number of barrels of beer at the standard gravity charged with duty in England, Scotland, and Ireland respectively in the months of January, 1914, and January, 1915, was as follows:—

	Jan., 1914.	Jan., 1915.
	Standard Barrels.	Standard Barrels.
England ...	2,221,176	1,731,200
Scotland ...	138,992	101,012
Ireland ...	376,288	298,251
United Kingd'm	2,736,456	2,130,463

**THE OPENING OF LETTERS.**

Questioned by Mr. W. F. Perkins (U—New Forest),

Mr. McKenna (Home Secretary), said: The Secretary of State, acting on behalf of the Crown, had always possessed the power to direct by warrant that letters sent by the King's post may be opened, detained, or otherwise dealt with. The Statute recognises this power, and provides that it is not to be inter-



Keep this before your mind: "Everything that is not Irish must be Foreign"

You who refuse to buy foreign goods. We who sell Irish Goods only.

GLEESON & CO., TAILORS & DRAPERS, 11 UP. O'CONNELL STREET, DUBLIN.

ferred with by particular enactment which penalises officers of the Post Office who open or delay letters without authority, but this Statute does not in any way limit the Secretary of State's power.

BRITISH ADMIRALTY STATISTICS. Mr. Gibson Bowles on Pitt and Winston Churchill.

Mr. Winston Churchill's figures representing the number of British vessels captured or destroyed by the enemy need some further explanation.

According to Lloyd's list up to January 25, collated with the newspaper reports, the total number of British merchant and fishing vessels destroyed by the Germans appears to be 72 or (deducting three known to be mine-sweepers) to be 69.

I may add that in the first eleven months of the war which began in 1793 the enemy captured or destroyed, according to Lloyd's list, no more than 272 ships.

On the other hand, it appears from Lloyd's list that up to the 25th January there had been captured, destroyed, or detained in British or British Imperial ports a total of 285 enemy vessels, and captured, destroyed, or detained by our Allies 119—at total of 404 enemy losses which it is fair to compare with our own losses to the enemy.

But there is another point. Mr. Churchill says that during the Napoleonic Wars, 1793-1814, 10,871 British merchant ships were captured or sunk by the enemy.

On the whole, Mr. Churchill appears to represent our losses in the present war as considerably less than in fact they are, and our losses in the Napoleonic War as considerably more than in fact they were.

NO REAL NEWS FOR TEN OR FIFTEEN DAYS.

The "Germania"—as quoted by the "Norddeutsche Allgemeine Zeitung"—says:—"Perfidious England may be expected even to sink American ships, and then declare it was the work of a German submarine.

That neutral ships will fall a sacrifice to this war is tolerably certain, but that will be more due to Great Britain's measures than to

our methods of warfare. We, of course, shall place mines before English harbours. We are fully entitled to do so, since all the British ports have been declared war ports.

"Our U boats have contrivances for mine-laying, and will make lavish use of them. We may expect from the discernment of our U boat captains that they will be able to recognise neutral ships even in the present difficult circumstances and spare them, but mines are blind, and may strike anyone going into danger.

"OBVIOUS FORGERY."

The "Frankfurter Zeitung" publishes as a telegram from London a short account of the diary of the German reservist, Reinhard Brenneisen, some of the entries in which were reproduced in "the Times."

OGLAIGH NA h-EIREANN (DUBLIN REGIMENT).

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SUNDAY, FEBRUARY 21st, 1915.

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CROYDON PARK ON SUNDAY, FEBRUARY 21st, On the occasion of a Presentation to COUNTESS M. MARKIEVICZ

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COMMENCING AT 4 p.m. PROMPT. Admission ... Adults, 3d. Children 1d.

Sceut an Dáir.

Ar an 13ad Lá de mí na Feil Dhíogha, 1915, do dailleadh Una Ní Dáblaoid AS A CIÚ I SCAPPAIS na Sáine. Solur na Soilre agus radairic na Tríonóide agus na nainseal go bfuaisibíó a h-anam.

IN MEMORIAM.

Ó CIONNAIS—1 nóil cumhne ar Seamur, an mac ba fine do Chioróir Ó Cionnaic. Fear uirnead Stáirín an Dótar Iarainn AS Dúí Cuatáinn, nac maireann. Fuair Seamur dáir ar an 16ad Feabhra, 1890. Cúis bliadna pícead ó íain. Ar deir Dé go raibí a anam.

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A MEETING will be held outside Mountjoy Prison on to-morrow (Sunday), at 3.15 p.m., to protest against the imprisonment of Mr. Bannister, Secretary of the Irish Anti-Vaccination League. Every conscientious objector should attend.

IN MEMORIAM.

THIRD ANNIVERSARY.—In sad but loving memory of our dear boy, Edward Hugh Cassidy, who died February 23rd, 1913—On whose soul, Sweet Jesus, have mercy. Mothers of Dolours, pray for him. All the Masses in the Church of the Three Patrons, Rathgar, on that day for the repose of his soul. R. I. P.

ABOUT CAHILL'S COD LIVER OIL and Malt Extract; now is the time to start taking it; nourishing and strengthening; 1/- and 1/9 bottles.—Cahill, Chemist, Lower Dorset Street.

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