

Trapnell's Gift Suggestions

FRENCH IVORY 75c. to \$45.00.
DIAMOND RINGS \$25.00 to \$175.00.
SIGNET RINGS \$6.00 to \$15.00.
SET RINGS \$5.00 to \$30.00.
WRIST WATCHES \$20.00 to \$45.00.
BRACELETS \$8.00 to \$20.00.
PEARLS \$6.00 to \$15.00.
ROSAIRES \$5.00 to \$6.50.
MESH BAGS \$4.00 to \$25.00.
WALKING STICKS \$1.25 to \$15.00.
WATCH FOBBS \$4.00 to \$6.50.
CUFF LINKS \$4.00 to \$12.00.
CIGARETTE CASES \$1.00 to \$25.00.
MILITARY BRUSHES \$6.00 to \$11.00.
ASH TRAYS \$1.00 to \$4.00.
TOBACCO POUCHES \$4.00 to \$5.00.
FOUNTAIN PENS \$2.50 to \$5.50.
PENCILS \$1.50 to \$5.50.

These are just a few items of many that we offer and we will gladly answer any enquiry. Please remit with order and save delay.

R. H. TRAPNELL, Ltd.
JEWELLERS AND OPTICIANS.
197 WATER ST., ST. JOHN'S.

Monuments - Headstones

If you want a first-class Headstone or Monument, send to

Chislett's Marble Works

We carry the LARGEST STOCK and BEST FINISHED WORK in the City.

Entire Satisfaction Guaranteed

Our Carving and Lettering pleases everyone. We are now booking orders for

Spring Delivery

DESIGNS and PHOTOS of our own work sent everywhere FREE.

Write to

Chislett's Marble Works

208 Water Street, ST. JOHN'S

P. O. BOX 86.

JAS. G. BAGGS, AGENT, BAY ROBERTS.

Newfoundland Government Postal

Telegraphs and Cable Service

Covers the whole of Newfoundland with Telegraph and Telephone Service.

Has Wireless connection with Shipping, via Cape Race, Fogo and Labrador, via Battle Harbor.

Gives quick service to Canada and the United States, and all benefits of reduced low rates for night messages. Direct service to Great Britain at rates as low as 6 cents a word.

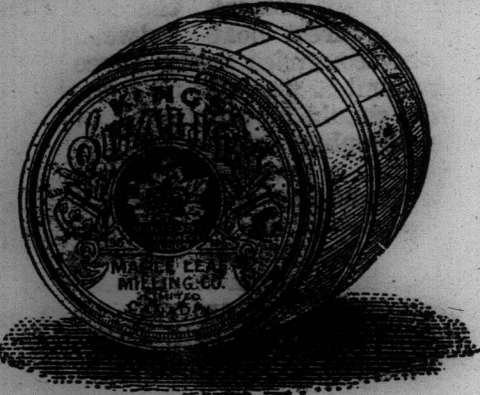
Earnings go to Newfoundland Revenue and the business is audited by officials sworn to secrecy.

DAVID STOTT,
Superintendent

G. W. LEMESURIER

Deputy Min. Posts & Telegraph

April 19, 23



ROTHWELL & BOWLING LIMITED

DISTRIBUTORS.

C. CHESLEY BUTT, HARBOR GRACE, BROKER.

SOLD BY W. H. GREENLAND, COLEY'S POINT.

Nfld. Government Railway

VACATIONISTS!

Take the Sea Trip!

Via "PROSPERO", "PORTIA",
or "GLENCOE".

"A Fortnight Afloat".

Ask our Railway Agent about the Exceptionally Low Round Trip Fare, including berth and meals. Every consideration given to the Round Tripper.

NEWFOUNDLAND GOVERNMENT RAILWAY

Proceedings At The Legislative Council.

(Continued.)

To talk, expound and exaggerate; to encourage resistance, to head the situation is the very worst service to the people working there. The Premier is acting in a courageous manner over this labour question. The labourers, our neighbors, have our entire sympathy. Who had questioned about the right to work, and right to labour? Nobody, and I take issue with the contention that it was the duty of the Government to provide labour and work, and spend in doing so, the money of the many paid in taxes, etc., on the few who were unemployed. The Hon. gentleman's thesis was all wrong. If carried out there would be no limitations to the duties devolving upon the Government in this respect. It is rank Communism to say that the Government must step in and take money to pay for labour which was not productive. That is nothing but the capital levy, the doctrine of the Socialist. (Hon. Mr. Gibbs interrupted to say Mr. Morine was misquoting him). Well, maybe Hon. Mr. Gibbs had not actually said that in so many words, yet the inference was clear that what he meant by right to labour was to have labour provided by the Government. The Hon. gentleman had read too much without perception, and if he considered it the duty of the Government to do such a thing he must be mad. A wise Government would help to provide labour by developing the natural resources of the country—by encouraging and opening up those resources and in this way supply labour to the unemployed. But to say it is the duty of the Government to provide work whether profitable or not, or wise for the whole people or not, is rank Communism and would reduce the country to the level of common beggary. Why if that were so men would neglect opportunities to work, and appeal to the sympathy of the Government and the Government would have to provide them with labour and food.

Hon. Mr. Gibbs defines a 'dole' as something given for nothing. Is not money spent on rock-breaking a dole? It is a large amount expended for what?—a few rocks. If \$20 were given to anyone for an article worth \$10, with the object of helping that person to the extent of \$10, that \$10 is a dole, however disguised. If \$10,000 were expended for an advantage which in a proper season would have cost \$5,000, that \$5,000 extra is a dole. It is something for nothing. It is an arrant nonsense to talk of 'dignity of labour' in reference to work which if not wholly unnecessary could be done to greater advantage at some other time if it was not for the necessity of giving work now. Another thing which shows how specious and flimsy is this sort of talk, was the harrowing picture drawn of the policeman entering a house to find out conditions. If enquiry were not made what would happen. Work would be given out to every one who applied for it whether they needed it or not. How could this sort of thing be prevented unless enquiry were made? But such enquiry horrifies my Hon. friend. If the money of the people is to be expended it must be expended on something which is productive and necessary. Hon. Mr. Morine considered that it is not practical to talk of doing concrete work in the winter time, or such work as changing the bridge, improving the South Side basin, enlarging dock, etc. In the first place work of this kind would be more expensive done at this season, and concrete work, under ordinary conditions, is not done during the winter months because of the harm frost does to it. Men couldn't work with the same vigour at this kind of thing in winter as they could in summer, and it was not necessary to have this done at this time of year. Hon. Mr. Gibbs had made the statement that the condition of unemployment just now is normal. If that is so, and I agree that it is, the Government's position is normal. How many years could the Government go on providing work, taking the money out of the taxes to pay for the work done at unusual seasons and at unusual cost? If labour-giving industries could be developed so

as to supply work which would bring in sufficient money to tide men over the parts of the year when no work was obtainable, it would be well.

The war may have created that condition of taking advantage of the unemployment situation. For some argued why seek work when money can be obtained for nothing? How many instances have been known of men who during the past years have been receiving pay for Government work and at the same time have been employed by private parties?

None of us want to see suffering or think it is around us, and I think the Hon. gentleman might give the members of the Government credit for the same feeling as he experiences himself in this matter. If at times we have to steel our hearts it is because it is in the best interests of the community for us to do so. It seems to me that it would be much better to let the authorities grapple with things as they can, and not make too many speeches about it, and perhaps create wrong impressions outside the Colony. It cannot be good for our credit or for our people. It may do a little harm to the Government of the day, but that does not matter very much. The Government are fixed in their determination that the way they are following is the right way, and why cannot the Hon. gentleman at least let the Government try their way. The other way has been tried for years with great harm to the country, and I do earnestly ask the Hon. gentleman not to dwell too much upon this subject in this way with possibly evil effects to all concerned.

HON. MR. MURPHY said he was familiar with the work practically his whole life time. He was intimately acquainted with the Besco people for a number of years and to some extent knew what was going on. Some years ago when he went to New Glasgow and Sydney, and Sydney mines to instal lighting plants the Company had their industries working at full speed. The blast furnaces were running the steel works were in full swing and the coal mines were working at full capacity. The order of things had changed and for a number of years these plants had been going down and were still going down. In his opinion the Company was not making any money. With regard to the coal industry they had many obstacles thrown in the way with strikes year after year and still continuing. No matter what concessions had been offered the miners they were not satisfied. Formerly it was possible to get out ore on Bell Island at 40 cents a ton, but the wages gradually increased, and while the wages now paid were not too much in accordance with the cost of living, yet it

was dangerous to interfere with the Company. Years ago he paid 70 to 80 cents a day to loggers, and the workers were quite satisfied, but we were living in a different age then and in his opinion the people were even better off than at present. He was an old man, he said, and knew what he was talking about. When wages were increased to well paid. Later the wages had that they were extremely gradually rose from \$1.00 to \$2.00 and \$2.50 for ordinary work, but he questioned if the increase brought about the results expected. In his opinion any industry making large profits should share them with the employees engaged. The Besco he thought, was not making large profits, and we should be very careful not to kill the industry entirely by hampering the Company. The Company had enough to contend with already without further obstacles being placed in the way. He considered that eight hours a day was enough for men to work underground and if the Company desired a greater output than under the present system they should employ more men, and shorten the shifts. With regard to the much talked of rock breaking, he thought that properly handled it might be a profitable industry. Broken stone was very necessary for concrete work which is now almost universally used in building, and there was a big field here, even if the Government had to carry a surplus stock from season to season. The trouble with rock-breaking was not the work itself but the way it was carried out. Under Government direction there was no one to look after it. Invariably political leaders were engaged as bosses and those employed were not allowed to work. Those in need were not the only ones employed, but many of those with independent means and money in bank. These latter were the class of men who took advantage of every job going. The system under Government control was not to work but to play cards and amuse themselves and draw their pay. In the case he knew of a man who, because he did work, was driven from the rock shed. The political bosses in charge did not want any work done, for fear the job would end too quickly. Government log-cutting was also a failure for the same reason. When the work was contemplated he had called on the Prime Minister of the day and offered him the use of his forty years experience and was prepared to outline a programme for the Government, whereby if no money was made, at least no money would be lost. His suggestion was not accepted, and it was a fact that when such experienced lumber men as Mr. M. Ing side by side with the Government, E. Martin and others were workmen contractors the former made money while the Government lost money. The loss in both cases, rock-breaking and log cutting, was the result of employing political leaders, and not conducting the work in a businesslike manner. He, together

with the late Hon. John Harvey, was the first to engage in exporting pulpwood from this country, but were forced to go out of business, not because they lost any money in the venture, but because the Government of that time wanted men from outports employed by them, which brought on trouble after trouble and the work was abandoned. What is required in all Government undertakings is proper supervision and management, but not until then could anything of a productive and profitable nature be expected.

The address was read a second time and passed and ordered that it be presented to H. E. the Governor by a deputation of the whole House.

Hon. President read a message from the Assembly requesting concurrence in accompanying bill entitled "An Act to Amend the Act 15 Geo. V., Chap. 20. An Act for the raising of a sum of money on the credit of the Colony for certain public purposes."

On motion of Hon. Mr. Morine said Bill was read a first time, and with the consent of the House, a second and third time, and passed.

House then adjourned until Thursday next at four o'clock.

Thursday, Feb. 26, 1925. The Council met at 4.20 pursuant to adjournment.

Hon. Mr. Morine informed the House that it was the intention of His Excellency the Governor

to attend the Chamber for the purpose of giving his assent to the Loan Bill, and added that if the members were agreeable to permitting a bill dealing with the Seal Fishery, which would now be introduced, to pass through all its stages. His Excellency's assent could also be given it.

In moving the first reading of the Bill "An Act Respecting the Seal Fishery during the Present Year," Hon. Mr. Morine explained that for some time past there had been some irregularity in dealing with the matter of allowing ships to sail earlier than previously. It is proposed to allow the steamers to sail on March 6th. During recent years permission for early sailings had been granted through Minute of Council; this irregularity was now being done away with, and the present bill to legalize the matter, introduced.

The principal argument in favour of earlier sailings is that the ships are old and consequently not very powerful. This measure was a temporary one, for should a more powerful fleet in time take the place of the one we now had, the Bill could be repealed. It states that "No sealing steamer shall depart for the prosecution of the seal fishery, during the present year, before 8 a.m. on the 5th day of March." The killing of seals, however, was not to take place until after the 13th of March. If the House consented to the Bill passing through all its stages, those interested in fitting out

The Liverpool & London & Globe Insurance Co. Ltd.

The World Auxiliary Insurance Corporation Ltd.

British Fire Offices

Property insured at Tariff Rates. Losses

Liberally and Promptly Settled

Gus. Dawe

SUB-AGENT AT BAY ROBERTS.

Bowring Bros. Ltd., St. John's, Nfld.

AGENTS for NEWFOUNDLAND.

NOTICE.

Department of Agriculture and Mines.

Farmers requiring ground Lime Stone for use in their ground, will please place their orders with this Department, pay for same and present the order at the Lime Lila, Battery Road, and take immediate delivery of the material. The maximum amount available to farmers in five tons. Persons operating on small areas of land may purchase proportionately less quantities only. The Pulverized Lime Stone will cost \$6.00 per ton at the Pulver.

Outport applicants requiring this material are requested to communicate directly with this Department.

W. J. WALSH,

Minister Agriculture & Mines.

Oct 2, 61

NOTICE

To Owners and Masters of British Ships

The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1904."

75.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—

(a) on a signal made to her by one of His Majesty's ships including any vessel under the command of an officer of His Majesty's navy or full pay, and
(b) on entering or leaving any foreign port and
(c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any ship in complying with this section the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to take the colours and heave to if signalled by a British Warship. If a vessel hoists no colours and runs away, it is liable to be fired upon.
H. W. LEMESURIER
Registrar of Shipping.

FARMING IMPLEMENTS

Rakes, Forks, Plows, Cultivators.

Everything for the Garden and Farm.

A Full Line of Terry's
New Seeds.

MAIL ORDERS

specially attended to with
promptness and despatch.

Bowring Brothers, Limited,
St. John's, Nfld.