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NOTICE!

We have just been instructed by Mr. Steele, to clear out our present stocks and so make room for NEW GOODS, of which he is now buying extensively in the English Poteries.

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Opening Announcement. THE BLUE TAXI SERVICE.

We wish to make known to our friends and the public in general, that the above named Taxi Service

Will open for Business on Theatre Hill, Monday, March 23rd.

We guarantee good and reliable Service. All first class Cars. Open and Closed. Good and competent drivers.

With the above-named Taxi, are men of reliability, and of long standing in the Taxi Business. Men who have been associated with the West End and Red Taxi Services, and the public are assured that in patronizing the Blue Taxi, they will get a Service that will please, and equal to any in the City.

WE HAVE TEN CARS AT YOUR DISPOSAL.

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Morris Front Brakes

To balance the increased power, speed, and weight of the new model Morris-Oxford cars, front wheel brakes are now being fitted as part of the standard equipment. (The option of rear brakes alone, is, however, also given.) After searching tests the type of brake has been chosen as being the most efficient, the most simple, and the best in the hands of the private user. Made under Rubury patents, these brakes give assurance against skidding when they are applied under the most treacherous conditions, for by a special arrangement of the actuating mechanism the brake pressure is automatically reduced on the OUTSIDE front wheel when the car is turning a corner. This means that there is absolutely no possibility of the wheels locking and inducing a front wheel skid, as is a danger with some other types of front brakes. The Morris Front Brakes are so fitted that it is impossible for them to come on earlier than or in advance of the rear wheel brakes, while the adjustment for compensating for the natural wear of the linings is very simple and instantly accessible. The front of the chassis and the front axle have, of course, been stiffened up to take the extra strains imposed by the front brakes. For purposes of comparison, a Morris-Oxford 4½ seater fitted with front wheel brakes pulls up to a standstill from 30 m.p.h. in 14 paces, as against 25 paces taken by an exactly similar car under exactly similar conditions of speed and road surface. All four wheel brakes are actuated by the pedal; the hand brake taking effect on the rear wheels only.

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ROSE TREES. The very finest named Hybrid Tea Roses, two-year-old bushes. Ten all different sent to your address for \$6.00. Get our 1925 Catalogue of all kinds of Seeds, Bulbs, Plants. GLADIOLI BULBS our Specialty.

The Standard Seed & Nursery Co., Rockingham Nova Scotia Canada. You can get our Catalogue from Mr. C. A. Pippy, St. John's, Nfld. mar16.61

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4000 SIDES BEST AMERICAN SOLE LEATHER, UPPER LEATHER. 4000 AXES—Best of Steel, each one guaranteed. Men's and Boys' Local Made Boots (100) per cent. Leather. Large quantity of Cork, Axe Handles, Shovels, Wrenches; also, Chains, Grapnels, Mauls and Steam Tanned Rope, all sizes. Jiggers, St. Peters Lines, Ratfins, Marlin, and Barked Head Rope. All going at Rock Bottom Prices.

WE BUY Cow Hides, Galt Skins, Horse Hides, Sheep Skins, Wool, and all kinds of Raw Furs; also Scrap Brass, Copper, Lead, Old Rope. North American Fur, Hide & Metal Co'y. NO. 17, WATER STREET. mar15.47

House of Assembly Proceedings

FRIDAY, Mar. 20.

MR. WARREN presented a petition from the people of Harbor Breton and Jersey Harbor on the subject of an improved ferry service. Mr. C. Lake and Hon. J. J. Long supported the prayer of the petition.

MR. BROWN presented a petition asking that the road between Botwood and Grand Falls be repaired. Mr. Grimes and Ashbourne supported the petition.

MR. WARREN presented a petition, on the subject of a road, from the people of Miller's Passage and vicinity.

HON. THE MINISTER OF POSTS & TELEGRAPHS presented a petition from the residents of Holyrood on the subject of a public wharf. The petition was supported by Mr. J. J. Cahill. A petition from the people of Chapel Cove on the subject of a canal was also presented by the Minister.

MR. ASHBOURNE presented a petition supported by Mr. Brown, on the subject of a bridge at Beck Harbor.

MR. HALFARD presented a petition on the subject of a wharf and asked that a special be allocated for the purpose.

MR. C. J. CAHILL presented a petition from Long Pond east on the subject of repairs to a road. The petition was supported by Hon. W. J. Woodford.

THE PRIME MINISTER gave notice that he would on to-morrow move the House in committee on certain resolutions respecting the Dry Dock.

THE MINISTER OF MARINE AND FISHERIES gave notice of a bill respecting Labrador and foreign fishing vessels Act.

THE MINISTER OF FINANCE & CUSTOMS gave notice of moving the House in Committee on supply on to-morrow.

The Bill an Act to Amend the Act respecting the encouragement of ship-building was discharged.

ANSWERS TO QUESTIONS. MR. ASHBOURNE—to ask Hon. the Minister of Finance and Customs to lay upon the Table of the House a statement showing: (a) names of officials suspended from Customs Department since June 1924; (b) whether they are still under pay; (c) various amount paid to Mr. Alex. Robertson, Mr. P. Skirving and any others who have been appointed or temporarily engaged since June 1924 to date.

THE FINANCE MINISTER in reply tabled the following answer:— Names of Officials suspended from Customs Department since June 1924: L. Chafe, W. Royal, M. Kelly, T. Jackman and H. Ford.

W. Royal and T. Jackman reinstated under pay. M. Kelly and H. Ford had been dismissed.

L. Chafe had not received any pay since suspension. The following have been appointed and paid according to voted amounts: Jos. Bishop, Jr., Coll. Western Bay; Jas. Gladney, Storekeeper, Eden's Building; Wm. F. Ellis, Invoice Clerk, Longroom; Columbia Murphy, Collector, Lawn; Malcolm Chambers, Warehouse Keeper; Fred Vatcher, Collector, Rose Blanche; Chas. Barrett, Collector, Old Perlican; P. J. Fahey, Railway Manifest Clerk; Solomon Gosse, Collector, Spaniard's Bay; John Wescott, Night Boatman; Samuel Billard, Tidewater, Rose Blanche; Ed. Kirby, Collector, Holyrood; John Kennedy, Collector, Harbor; Michael Doyle, Collector, Avondale; Frank Tilley, Tidewater, Kelligrews; Jas. Leary, Collector, Conception Harbor; John Smith, Tidewater, Rigololet, Labrador; Rd. Delahunty, Tidewater, Calvert; Malcolm Jenkins, Collector, Bonne Bay; H. N. Burt, Temporary appointed in Examining Store, Alex. Robertson, Temporary appointed in Examining Store; P. Skirving, temporary appointed in Examining Store.

MR. SCAMMELL—to ask Hon. the Prime Minister if the Government has endorsed and adopted the programme of road building as outlined by the Leader of the Government recently, and if so, what is the total mileage estimated for construction under the proposed scheme and what the Government estimates the cost per mile for construction will be and also what the Government estimates as the aggregate cost of the completion of the whole programme.

THE PRIME MINISTER tabled the following reply:— No detailed programme of road building has been definitely adopted. Constructing and reconditioning the roads under consideration at an estimated average cost not exceeding \$5,000 per mile would not entail an expenditure over the two million dollars voted for that purpose.

MR. WARREN—to ask Hon. the Prime Minister if any consultation with the sitting members for the constituencies on the South West Coast on the matter of roads was had prior to the adoption of the road programme detailed by the Leader of the Government recently.

THE PRIME MINISTER tabled the following reply:— No consultation has been held with the sitting members for the constituencies on the South West Coast in connection with the road programme.

The Bill to Amend Cap. 209 of the Consolidated Statutes entitled of Banks and Banking was given third



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MONDAY TUESDAY WEDNESDAY

reading and ordered sent to the Legislative Council.

The House went into Committee of the Whole on the Bill "An Act to Regulate Travel on Highways, Speed, Operation and Load, of Vehicles thereon."

HON. THE COLONIAL SECRETARY intimated that the change of the rule of the road, was not being pressed. He said that since the introduction of the Bill there had been a great deal of controversy aroused in the city, and a largely signed petition with regard to the change of the rule of the road had been presented to the House by the Minister of Finance & Customs. He pointed out he did not stand for or advocate the change of our laws to suit strangers to the inconvenience or of danger to our own people. He was of the opinion that in a short time the change will come, and the rule of the road would be the same as everywhere on the American continent. The development of the tourist policy, he thought, would take some years, and he did not anticipate a great influx of people for some time, and in view of the possibility of the change of the rule not being necessary until then the Government had decided to leave the rule of drive to the left as at present. Whilst on the question the Colonial Secretary took occasion to refer to the Highways Commission Bill passed a few days previously and said: "On introducing this Bill I told the House frankly and honestly all I knew about the Bill. The Bill was introduced by the Government as part of a set policy to inaugurate the building of highways and main roads, and to encourage the tourist traffic primarily and to be in keeping with the Bill which was passed last year providing two million dollars for that purpose. In the Bill two million dollars were earmarked for the construction of tourist roads and highways so called. The Government since then have not given the policy any further consideration. We have decided to appoint a Commission to take care of the work, and the Chairman of the Commission will be the Government Engineer, Mr. Hall. Mr. Hall is a man well qualified, we all admit, for that position, but we have not considered the matter in any greater detail. I saw in the public press, emanating from a source that must be considered authentic, that when the Bill came before the House it had not been given the consideration in debate that its importance warranted. I know no reason for such a statement. It is quite true that no honourable members took occasion to fly into heights of oratory or give any lengthy addresses with regard to it, but I consider that this House discussed that Bill as intelligently as could be expected, and as it was possible for that Bill to be discussed, I expressed my appreciation to honourable members on both sides of this House for the courteous and fair way in which the Bill went through this Chamber. It was an important matter.

Every member sitting here this afternoon will admit that we of this Chamber who provide the money and build the highways, are responsible to the people for the expenditure of this money. We are responsible to them, and to them alone. We would be derelict in our duty if we did not give consideration to a measure of the kind to which I refer. I think it would be unfair to myself, unfair to the Government and unfair to this House if I did not emphatically proclaim that no such programme as that outlined in the press as emanating from another source, has ever been considered by the Government of the country, at least, by the present Government.

In my position as Colonial Secretary I would have some knowledge of such a proceeding, and I would be long sorry to subscribe to any scheme that would involve this country in very much larger expenditure than that already thought of. I do not want to see any more than two millions spent on the highways. I want to see it done economically and carefully, irrespectively of what parts of the country it may be spent in. I want to see it spent in those parts where we will get returns. We have taken an opportunity of discussing, one with another, where we are going to build those highways. We are not going to build them in the wilderness. We are going to build the highways in such

places that they will be of use to the people who want to use them, and in such places where they will connect up the traffic in this country, and bring the people to points of interest, and to places where they will have some means of natural comforts and accommodations. Honourable members, consequently, will appreciate where the money should be first spent. If we are going to enter on this policy one of the first things to be done is that we must build a hotel in St. John's, and the road building policy must radiate from this town. And as we push out and advance we will see where and how and by what means we can develop this programme. I apologize to the House for referring to a Bill already passed, but I thought in justice to this House and in justice to myself that I should make these explanations.

The Bill that we are considering this afternoon is one that has many tourists in great numbers come here. He was also glad to learn that the proposed policy as outlined elsewhere was not to be followed out. He agreed with the Colonial Secretary that St. John's where there should be a hotel built should be the center from which the road building should radiate.

MR. SCAMMELL said in view of the Government's intention not to change the rule of the road and a changed policy as explained by the Colonial Secretary there was very little left in the bill to be objected to. He thought the Government had nothing to be ashamed of in the change of policy. Last year when the bill voting 2 million dollars for road building was passed, there was no idea in the minds of many that such an elaborate scheme as was outlined a few days ago was in view. Before embarking on that policy he thought the Government by reason of the huge amount involved would have had to seek a mandate from the people. He regretted that the Bill would in the near future out the Local Road Boards. He deprecated the remarks made elsewhere that the Bill had not been debated as it should have been.

MR. WARREN said there was considerable anxiety both inside and outside of the house as to the scope of the Highways and Traffic Bills but in view of the Colonial Secretary's explanations, that anxiety would now be allayed. He thought that the Government did wise in not pressing for a change in the rule of the road.

MR. DUFF thought that the Government was turning out to be such a one as had been led by Sir Robert Thorburn, inasmuch as they were doing things on a sound commercial basis. He thought the Government was doing all right. We all knew that we badly wanted roads and he would like to see them soon being started that they might relieve the stress of unemployment. He pointed out that Ontario raised three million dollars from a tax on gasoline and put forward a tentative suggestion that we might do the same.

The House then took up the Bill, section by section, and though some few amendments were made they were purely technical ones until Mr. Warren presented an amendment compelling every vehicle to carry a lamp after dark, excepting two wheeled carts and sleighs. Many members concurred in this amendment.

The Income Tax Bill was deferred. Previous to adjournment the Speaker read a message from the Council sending down some amendments to the Franchise Act, which were then read a first time.

THE ATTORNEY GENERAL gave notice of introduction of an amendment to the Judicature Act.

The House then adjourned till Monday.

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New value—new quality—a new line of Chevrolet models far better than ever before. The public has recognized that Chevrolet represents a high standard of quality at low cost. As a result Chevrolet has become the world's largest producer of automobiles with standard three-speed transmission. Now this Chevrolet quality has been greatly increased. The new Chevrolet embodies quality features such as you would expect to find only on cars of much higher price.

New bodies—even greater beauty and comfort. Open bodies are longer and have new windshield with very low bottom panel, rubber weather stripping. All models have cowl lights and new instrument board refined and cut away for more leg room. The new radiator is of more beautiful design, made of non-rusting airplane metal. All closed models have new and exceptionally beautiful Fisher bodies with the new VV type closed body one-piece windshield and automatic windshield wiper.

New chassis—with a larger, stronger frame; new semi-elliptic chrome tandem steel springs; new and stronger front axle; completely new rear axle of finest construction—banjo type with one-piece, pressed steel housing and greatly strengthened gears; improved fully enclosed, dry-plate disc clutch which requires no lubrication; extra heavy brake bands on big 11-inch brake drums; a new and easier steering mechanism and many improvements on the famous Chevrolet motor.

New finish—all models are now finished in Duco, the new finish that retains its color and lustre almost indefinitely and withstands very much harder usage. Here, again, is a quality feature hitherto not found in other low-priced cars. The new Chevrolet open models and coach are finished in rich dark blue—on the sedan is used a beautiful aqua marine blue for lower panels and hood, upper panels in black—coupe with lower panels and hood in sage green, upper panels in black.

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All kinds of Ladies' and Gent's Garments cleaned and dyed, also repairing. All goods called for and delivered.

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To anyone contemplating a trip to Brooklyn, New York, E. J. Wornell, J. P. of Greenspond, who has boarded with Mrs. Albert F. Pink, 104-12th Street, highly recommends her hotel as a most convenient centre to all railways, and a good table kept, with a prevailing Newfoundland atmosphere. mar4.51, eod

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By C. F. BENNETT & CO. Motor Boat "Margaret" with 8-9 1/2 Gideon Engine.

36 ft. 6 in. long, 8 ft. 9 in. wide; draws 4 ft. 6 in. 32 in. two blade propeller with spare blade. Well fitted with 2 Patent Galvanized Anchors and Chains, Spirit Compass, etc. Sheathed with greenheart, hardwood timbered. mar20.51

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FOR SALE BY TENDER.

Tenders will be received up to noon on Thursday, the 20th inst., for the purchase of that commodious Dwelling House and property known as "Hillboro," situate on the East Side of King's Bridge Road, belonging to the Estate of the late W. A. Marshall. This is one of the choicest residential properties in the city. The highest or any tender not necessarily accepted. For further particulars apply to E. S. PINSENT, Solicitor, or THE MONTREAL TRUST CO., Trustees. ADDRESS: Royal Bank of Canada Building, Water Street. mar13.51, eod

For Sale!

The well known schooner "LaBerge" 94 tons burthen. Well found in every particular; apply to W. W. WAREHAM & SONS, mar9.51, eod Harbor Bldg. St.

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A Good Sound Pony and Pony Harness. Phone 2087. mar14.47

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