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Mr. Coaker's Speech on Shipbuilding and the Lobster and Herring Fishery of the Colony

He Asks the Government to Provide a Tug for Helping Schooners in Distress.

MR. COAKER—Mr. Chairman, I presume the Hon. Colonial Secretary has made a distinct promise on behalf of the government that as soon as a reasonable time for consideration has elapsed, this report will be published. (Postal Telegraph enquiry.) I do not know why the Government has not been more active unless it simply means to continue what has been going on in that department. You admit a man was assaulted and various other circumstances of a shocking nature, and are you going to permit that sort of thing to go on? The Postal Telegraph Department. He apologized to the man he had assaulted. The apology was accepted. You have proof of this man being intoxicated. The offender admits his guilt and yet in the face of all these facts, you did nothing to establish any sort of discipline in that department, but rather by your acceptance of his admission of guilt and apology you have acquiesced with his guilt. These things have been going on year after year for the past ten years. Information has been lodged in the Colonial Secretary's Department here and you have all the proof you require and yet you do not take any action to establish discipline. You should consider the public. Can the people of the country place any faith in an institution whose Chief Clerk was intoxicated. Private messages have been copied, private business messages have been sent over the wire, no charge having been made. All these facts are known, and what can the public think. However, I am content to abide by the arrangements you have made and I hope you will get the report down as soon as possible. The government ought to do what they can to make that Department first-class, and you are not going to do this until you get to the bottom of the entire trouble.

The Northern Lobster Fishery
 The one thing that I would like to see done in connection with the lobster fishery in the north is to close down for two or three years. There were only a small number of cases—perhaps 150 packages—put up last year in all the Northern districts; but in the meantime there is a certain amount of uneasiness amongst the people; some are prepared and some are not; but if it were decided to close down the whole thing, all those who are interested in the fishery would be satisfied and would get some other employment. There would be no harm done, because the number packed, so far as the Northern districts are concerned, doesn't amount to anything. I think if there were a close season for a few years, there would be a great improvement in this fishery. Now, if we could get an assurance in connection with the matters that I have dealt with, in relation to the improvement in the Fisheries Board and the tug matter, we would have no further objection to the Estimates. As regards barrels, I visited some factories the past winter and strongly approve of the barrels I saw. I may mention that several factories will be built solely for this purpose in a few years, and I am sure that it is a plan which every large herring exporter will have to adopt. The barrels must be made of the best wood. Anyone going into this business will simply have to have these factories to make those barrels. For it is only those who are equipped with these facilities and can secure cheap barrels can maintain a market in the face of so much competition. These people can make a barrel at sixty cents in their own factory that cannot be bought for less than ninety cents if made by hand, and that is a considerable difference. The F.P.U. took up the matter in relation to the common barrel and made certain recommendations.

The Matter of Suitable Herring Barrels
 After four or five hours consideration with the best packers from the North at our convention, we arrived at this conclusion, and I think the Fishery Board will take a serious step if they depart from these suggestions. The barrels we get here in St. John's that come from the North are often unsuitable to contain pickle; that, of course, is a very serious matter, because if a barrel of herring is put in the sun for two days it will be found that the herring is ruined. Thousands of barrels go out of the country in this condition, and consequently, their market value is very small, and the people tell us that their experiences with our herring prompt them to say that they do not want any more. The name of Newfoundland Herring is repugnant to dealers in America. They do not want our herring if Scotch pack, from across, are to be had. Of course, I am talking about the herring that the merchants buy in the Spring and often sell in the Fall. Inferior herring should not be allowed to go out of the country. There is no inspection of barrels, and there is no way to guarantee the quality of the fish. There is one fact we may be sure about if the herring are good, we will always get a market and to make the herring sufficiently good quality to send away you must have barrels and contents inspected. We must not mind the complaints; that will be heard, as some will grumble. The barrels that Mr. Jennings described was in every respect a good one. As regards turbot I might mention that the F.P.U. also sent a recommendation to the Board of Fisheries.

The Shipbuilding Problem
 I am very thankful to the Honorable the Premier for the kindness in taking up the petitions that I have presented in relation to shipbuilding and owners. I understand that a Bill will be brought in here soon to deal with these matters. The Minister of Marine and Fisheries evinced deep interest when I first mentioned the matter in this Assembly, and the Premier responded with great promptitude to the appeal made from this side of the House, and we are going to have a satisfactory Bill passed. This bill will be a resurrection in this country of this industry, and will have an immense and far-reaching effect upon the fisherman and other people of this colony. I would also like to make reference to the statement of the Marine and Fisheries Department with regard to the petition presented here with regard to the Tug. I hope the government has not lost sight of this matter. We want a tug in the Port of St. John's that will be available when called upon to search the ocean for vessels that have been cast away by storms, etc. It is very important that we should have a very satisfactory reply.

Views The Different Fishery Votes
 But it would show the bona fides of the government in this matter if we had a vote that might be spent for the building of such a boat as soon as the markets become normal again. I don't think the order ought to be placed now, because conditions at the present time are such that it would cost fifty per cent. more to build a boat now than it would under ordinary circumstances; but if, in the meantime we had an assurance that something would be done we would be satisfied.

Should Have Trade Agents Abroad
 These are the conditions we must create if we desire to bring this pack up to a first-class condition. All the turbot available will be sold fresh in a year or two. The Member for Placentia referred to placing agents abroad. I do not know whether he proposed the Government asking them to appoint agents upon the identical lines he suggested here in this House this afternoon. It is not a position to be occupied by any commission merchant or needy friend of the Government. He must be a man specially trained and qualified for that position for the American people are as shrewd as will be found. Mr. Devincenzi says it is a question of courage. I say it is a question of knowing how. It is not done by having discussions here in this House. You must select ten men who know the business, give them power to do what they consider right. As the Minister of Marine and Fisheries has said you will have to form your Board on the lines of the Scottish Board, if you desire to accomplish anything. I have every faith in the future of this industry, for there is a chance of large markets, but we will have to deal with this matter in a competent and capable manner. The right men must be placed in charge, for everything depends upon his expert knowledge of the business. There will be no need to go to South America then for our herring markets. We will find markets in Canada and the United States.

Views The Different Fishery Votes
 I may say that so far as the fishery votes are concerned this year, we have no very great objections to make. I went through the report of the Department, and there is not very much to grumble about. The lobster policy is still being carried on, and will be, I suppose, in spite of anything that we may say, but that is the only thing I disagree with. Some splendid recommendations have been made with regard to the inspection of herring. I would suggest that the reports of the inspectors might be published, so that people might know exactly what their opinions are. I would like to see as I know I will, if the suggestions of the Minister of Marine and Fisheries are carried out, something

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The unsuccessful politician is not the man for this job. You want a business man. I myself suggested a year or two ago, two or three men that would be satisfactory. The first thing, however, that you need is a system of cold storage. Success depends upon being able to place in cold storage fish we have here waiting to be sent abroad. We cannot bring fish from the North and let them rot on our wharves all summer, as we have been doing in the past. We depend upon the Government for support in this matter, and won't be satisfied until the matter is properly dealt with. If we were here in St. John's with cold storage depots of our own, we would limit the amount going to the markets from week to week or from month to month, and we need never glut the market. An no money that you spend could be employed in any better way, so far as the interests of the Colony are concerned. You may build railways, construct public works, or do anything else you like, but no money that you can spend will give better returns than that spent in connection with the improvement of the fishing industries. This country has had three hundred years experience in the business, and if we have any brains at all we ought to be able to make a success of it now. We must take the question entirely out of politics. We must make it a national question, get our brains interested in it; and if we do that we will very shortly find that the value of this industry to Newfoundland will be three times what it is to-day.

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Squires & Winter,
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NOTICE OF REMOVAL AND PARTNERSHIP!
 Hon. R. A. Squires, K.C., LL.B.
 ANNOUNCES the removal of his LAW OFFICES to the new BANK OF NOVA SCOTIA Building at the corner of Beck's Cove and Water Street, and the formation of a PARTNERSHIP for general practice as Barristers, Solicitors and Notaries, with MR. J. A. WINTER, eldest son of the late Sir James S. Winter, K.C., under the firm name of Squires & Winter.
 Address: Bank of Nova Scotia Building,
 January 3rd, 1916. St. John's.

IMPORTANT NOTICE!

THE following information is published so that the friends and relatives of the members of the Newfoundland Regiment may address their letters in accordance with the following directions:—

Always put the regimental number, full name, rank and Company (if known) of the addressee.

1. If the addressee is understood to be at the Depot in Scotland the letters and parcels should be addressed as follows:

(No.) — (Rank) — (Name) —
 Company
 Newfoundland Regiment,
 Newton-on-Ayr, Scotland.

2. If the addressee is understood to be on active service:

(No.) — (Rank) — (Name) —
 Company
 1st Newfoundland Regiment,
 British Expeditionary Force,
 c/o Newfoundland Pay and Record Office,
 58 Victoria Street,
 London, S.W., England.

3. If the addressee understood to have been invalided to Great Britain and is in Hospital:

(No.) — (Rank) — (Name) —
 c/o Newfoundland Contingent,
 Pay and Record Office,
 58 Victoria Street,
 London, S.W., England.

If in doubt of the whereabouts of a member of the Regiment, use same address as above, No. 3. Never address a letter in care of the War Office or in care of the G.P.O., London.

With regard to Parcels, they should be carefully packed and bear a Customs declaration specifying contents. The outer cover should be of strong linen, calico, canvas or other textile, (water-proofed), and must be securely sewn up. Packing in cardboard or paper is not sufficient.

(a) The address must be written in bold letters on the covering in ink or indelible pencil and not on a label, whether tied or pasted on.

(b) Wooden or metal boxes with square corners should not be sent unless well padded, as such boxes are liable to damage other parcels in transit.

(c) No perishable articles may be sent, and anything likely to become soft or sticky, such as chocolate or sweets, must be packed in tins well fastened down. Bottles, pudding basins, and the like are prohibited and will not be accepted for transmission.

(d) Cigarettes and Tobacco should be packed in tin boxes, soldered to make them airtight, and these should then be placed in wooden boxes, otherwise they are liable to be spoilt by damp.

Parcels must not exceed 14 lbs. in weight.
 Any further information may be had on application at the Post Office.

H. J. B. WOODS,
 Postmaster-General.

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