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 Superintendent
 G. W. LeMESSURIER,
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April 19, 23



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House of Assembly Proceedings.

OFFICIAL SYNOPSIS

(Continued.)

(1) The date the \$4,000,000 loan was arranged in London was the 14th February, 1925.
 (2) The accepted tender was 97.38 per cent and interest, payment in sterling. The price it will net the Government in dollars cannot yet be definitely stated, as part of the money will be expended in London, and the balance will be transferred here.

(3) The names of the parties tendering and their respective tenders are as follows:

	Nfd. Funds
Wood, Grundy & Co.	95.98
Equitable Trust Co. of New York	95.5783
Dillon, Read & Co.	94.14
Messrs. Brown Bros. & Co., New York	93.95

(The first named tendered on their own behalf while the other three represented syndicates.)

(4) The advertisement appeared in the following papers:—"The Globe", Toronto; "The Gazette", Montreal; "The Daily Star", Montreal; "The Times", New York; "The Sun", New York; "The Herald Tribune", New York; "The Evening Post", New York; "The Times", London.

ADDRESS IN REPLY

THE LEADER OF THE OPPOSITION took this opportunity to refer to matter outlined in the Speech. He was prepared to expedite the business of the House for the benefit of the country. He said it was gratifying for members on both sides of the House to observe the prosperous condition of the country. This was due to the high price of fish, which was higher than for some years. The fisherman, however, did not reap all the benefit of these prices, owing to the cost of their outfits. Traps are very expensive as are all lines and twines. Some action should be taken as to the grading of salt, and if anything could be done by the Prime Minister, he would have the support of the Opposition.

Cadiz salt is fit for shore fish, but unsuitable for Labrador fish. The trade suffered from a lack of statistics effecting the fishing industry. This was a matter which could be discussed later. Every Newfoundlander is pleased with the Humber industry, owing to the employment given Newfoundlanders. As Newfoundland is a guarantee with the Imperial Government for \$2,000,000 and as it is now rumored that some \$36,000,000 have been spent on the work, it looks as though any further expenditure will mean that this country will have to meet the interest. He hoped that the Government would see that their representative on the Board of the N. P. Co., Ltd., reported as to existing conditions.

The Labrador Boundary matter was one deeply interesting to every one in the country. He regretted the lack of information supplied the House since the return of the delegation to Canada. If the country got the amount of the National Debt, it would be satisfactory. Nobody can set a value on the disputed territory, and it is a question as to whether we should sell it. We can give no knowledge of the country owing to the great lack of maps and charts. Captain Randell declares that a straight line from Blanc Sablon to Cape Chidley would cut off a part of the coast line, and we cannot afford to lose the coast line or any of the present fishing rights.

He was glad to see that the delegation to Canada had discussed the West India business, for we require direct communication for the successful marketing of our produce. Direct communication has bettered our Mediterranean markets, and would do the same with our southern markets. Transshipment is ruining our West Indian trade owing to increased costs. He stated that the section of the Speech relative to the building of a steamer in Holland, was absolutely false and he had proof. A steamer was needed

badly. He had previously mentioned the advisability of obtaining assistance from the Trade Facilities Board. He quoted certain correspondence tabled by the Prime Minister. He did not charge the Prime Minister with any gross misstatement. It was a blunder, but it was up to the Government to find out.

There is a great deal of unemployment to-day in this city, and this shouldn't be. A man with health and strength wants work, not public charity. The role is destroying our men's independence. Every source of work is dwindling, and investigations should be instituted as to new sources. The big works in this country give a man enough to merely allow him to exist, and sufficient is not paid to allow him to carry on with on a rainy day.

He had no reason to believe that the Prime Minister wasn't doing his very best to clean up. The bringing in of a man to place the Post Office on a sound basis, was an excellent move and the Opposition.

He was very glad to see that the Government were considering an Agricultural policy. The Minister was doing very well. We require proper warehousing facilities for our farm produce. The finances are in a highly satisfactory condition. This was excellent. It was contended that this state of affairs was not altogether due to the Government. If the finances were in such a splendid condition then the 1924 Loan should have been raised at par, or at least at a higher price than 97.385 per cent.

If the proposed legislation for a bounty on ship repairs is properly drawn up, the Bill would receive his support. The Prime Minister in reply to a question for information on the condition of the dry-dock, said a further report would be forthcoming and then all reports would be required for proper repairs. He would warn the Government to go slow, however, and first try and interest capitalists in the taking over of the dock.

The repeal of the Income Tax was decidedly a move in the right direction, for many never paid this tax, when they should have. The abolition of the tax permits businesses which are recovering from the recent stringency to employ more freedom in extending their interests and giving more employment generally. Speaking of abolition of departments he said that the Audit Department, as at present constituted should be done away with. He would wipe it out entirely. If it had functioned the scandals would have never occurred.

As yet nothing can be said what has already been said.

about Redistribution, for the ledger of the matter.

Opposition had no real knowledge. Two millions of the recently authorised loan is to be spent on roads. Roads are very important but tourists want good accommodation and this we lack. If we have sufficient roads, we won't get tourists without a hotel. He did not agree with the Prime Minister's mode of advertising the country, but we badly need advertising. A highway Commission is essential for successful operation of the road-building scheme. With all due respect to the Government engineer, he has not had a sufficiently wide experience of road building to warrant his heading this Commission. We want a whole-time road-builder.

If municipalities be incorporated and people run their own affairs it will benefit the country, for it will make for self-reliance. He couldn't talk very intelligently about the American claim under the Hague award. We are altogether too lenient with the U. S. A. in this country. They have taxed our fish \$1.25 a quintal, and Porto Rico buys about 100,000 quintals of fish so taxed.

We are too limited in this country as regards our fisheries. We always think of cod, and never of herring. There is a big future in this branch of the industry, and the Government might do worse than give a bounty on herring.

The Government was elected on the policy of "Clean up, keep clean, and a square deal to all." The Prime Minister little knew of the task ahead of him, for it was no easy matter to clean up in politics.

Turning to the question of granting Crown Lands and Timber Limits by the Government, he complained of the Government not having amended the Act as promised last session. Then arose a short altercation between Mr. Hickman and Hon. Mr. Higgins about the present law on the matter. The latter expressed satisfaction at the explanation thus given.

MR. WALSH, Minister of Agriculture and Mines, to set at rest any idea that may be in people's minds about the Government granting timber limits, stated that not one inch of such had been granted to any individual since he took charge of the Department, with the exception of a limit near the Gander area which was required by the Company who proposed to operate pulp mills in that section. Numerous politicians and others applied for it, but it was sold to the Company on bonus rights for the sum of \$45,800.00. Under these rights the Company must pay rentals, etc., as it is not an outright sale.

MR. HICKMAN continued the discussion for a few moments only and closed by announcing his intention to move an amendment to put molasses on the free list.

HON. MINISTER OF JUSTICE.—Mr. Speaker, I just want to add a few words to what has already been said,

by way of explanation than by way of answer. As a matter of fact I think I may speak for every member on this side of the House when I express the very sincere appreciation of the spirit in which all the honourable members have spoken. The Leader of the Opposition has carried out his promise to deal with the Speech in the spirit of helpful and constructive criticism and not by way of obstruction. The addresses given by the honourable members have certainly typified that spirit, and I think it is a unique happening in the history of this House, to have the policy of the Government since the House last met receive the unanimous endorsement of the House in every respect. The Prime Minister must have reason to be proud to have his policy so unanimously approved by every member of the House.

The public opinion outside the House naturally expect and demand from the Opposition that the attention of the public be drawn to all the misdeeds of the Government, and surely it must be a matter of great satisfaction to the Government that no such reference has been made in this case, because, and the public and everyone must agree with this, they have no material facts on which to base them.

So much by way of generalities, there are one or two things that I think I ought to explain. The honourable the Leader of the Opposition no doubt thought that he was saying something new when he talked of a straight line from Blanc Sablon to Cape Chidley, and said that it would cut off part of our coast on the Labrador. There is no question about that. In order that I might explain this matter better to the House I sent down for a map. The Labrador Boundary that we claim is not a straight line from Blanc Sablon to Cape Chidley. If we had a line from Blanc Sablon to Cape Chidley it would run thus (indicates line on map) and it would cut off a certain piece of the Labrador here (indicates piece on map). But the boundary that Newfoundland claims is here (shows line on map). It is not an absolutely straight line and it retains all our coast line.

Mr. Speaker, in connection with this idea of selling the Labrador, there are two things that must be thought of. When you talk about selling Labrador you must remember that it means the selling of the land right out to the coast. In other words, not alone the territory that is in dispute—the hinterland between the height of land and the sea—but selling in addition to that what is indisputably admitted to be ours. Our right to that part of the Labrador was not disputed at all in our conference, but what may be in the pleadings I do not know. What may be raised in the pleadings as to Newfoundland's undoubted right to the coast is another matter. The dispute is the territory between the land near the sea coast and this height of land. Now, as I said, there are two things to be considered in the matter of selling the land right out to the coast, and having the sovereignty of this land go to Canada with Newfoundland getting rights of fishing, and rights to use the coast by treaty. That is one method of sale, and that method would naturally involve very much more and very much

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NOTICE

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The attention of Owners and Masters of British Ships is called to the 7th Section of the "Merchant Shipping Act, 1894."
 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 hoist the colours and heave hoist signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.
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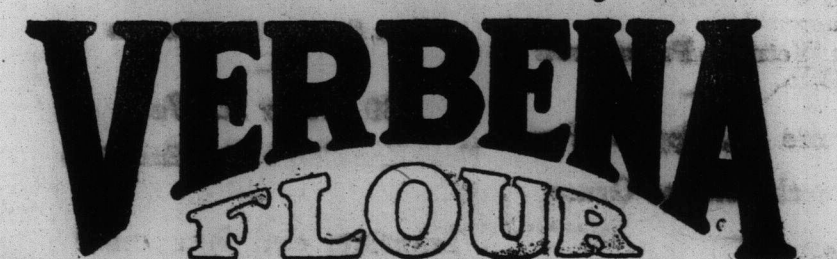
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