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HENRY BLAIR.

dec13, eod, tf

The Sailors' Snug Harbor,
New Brighton, Staten Island, N.Y.

Buick Motor Company,
Flint, Michigan.

Dear Sirs:

There isn't any use of your sending me a solicitation to buy a Buick as I would buy no other.

I have owned five cars, the last two being Buicks. My 1920 Buick I drove 43,000 miles with no repairs except relining the brakes and renewing the spark plugs when needed. The car, of course, was well taken care of mechanically and was not abused. At present I own and am driving a 1925 Buick Master Six Coupe and it has everything beaten that I have ever owned or driven for dependability.

During September I drove 4,226 miles and its total mileage now is 7,500 miles, without a scratch or a puncture or any repairs. So far by actual measurement I have averaged twenty miles to the gallon of gasoline, and have only added oil when the crank case is drained and refilled every 500 miles, when there is but slight difference in the oil level on the oil gauge.

September 7th, I had breakfast at the Hotel Windsor in Montreal, Canada, and slept the same night at home on Staten Island, a distance by my speedometer of 420 miles.

After a day's rest I drove to Washington, D.C., 251 miles and so on for the month of September.

The Buick in my opinion cannot be beaten for reliability, economy and comfort. The secret of good service is in following the instructions given in your Reference Book and in looking after the car every time it is driven.

Yours very respectfully,
HOWARD C. WILLIAMS, M.D.
Medical Director.

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House of Assembly Proceedings

PETITIONS.

Petitions were presented by:—
Captain Winsor, from St. Brendan's and Dock Cove for public wharf.
Mr. Halfyard from Winterton, on the subject of a public wharf.
Mr. Power, from Codroy, on the subject of breakwater.

QUESTIONS.

The answers to some questions were tabled, and others were in course of preparation.

In answer to a question asked by Mr. Hibbs, re cost of rails, etc., purchased for the Railway, the Colonial Secretary stated that the contract for rails, plates, etc., were given to the Harrow Hematite Co., of London, England. The total cost will be \$470,000. The price of rails and angle bars will be \$5 per ton; of nuts and bolts \$20.11.6 per ton, of track spikes \$20.16.0.

In reply to Mr. Duff's question concerning the dismissal of Mr. Guy from the Carbonate Water Company, the Colonial Secretary stated that in 1920 after the Squires Administration was returned to power, the Manager and Secretary of the Carbonate Water Company was retired and Mr. W. T. Guy appointed to the position. When the present Government came into power they received a requisition asking that Mr. G. H. Soper be appointed in place of Mr. Guy. The Government granted the request and made the appointment.

In answer to Mr. Warren's question regarding relief, the Colonial Secretary replied that up to the present time 1,274 families had been relieved. The grant to families was \$10.00 a week and graded downwards, and from Jan. 1st to Feb. 15th the amount expended for this purpose was \$7,278.67.

The Minister of Agriculture and Mines tabled returns of his department for year 1923-24.

ADDRESS IN REPLY.

The orders of the day being taken up Mr. Halfyard resumed the debate on the Address in Reply.

After hearing all the speakers he thought there was very little to say on His Excellency's speech. He congratulated the mover and seconder on their able addresses and also the Prime Minister and Minister of Fisheries on the confirmation of their election in Bonavista District. He then referred to the Speech as more lengthy than he had been accustomed

to. He noted that we are to-day living under better conditions than existed twelve months ago but he claimed that the seeds sown by Squires Government had much to do with the prosperous state of the country. In regard to the fishery he thought that something should be done to improve marketing conditions, and as the Prime Minister was one of the largest fish dealers in the country, he felt sure that he would do everything possible for the good of the industry. He then read some extracts from a memorial presented to the Squires Government in Nov. 1922 advocating the appointment of a commission to enquire into and report on the fish marketing situation as it then was. Regarding the Government policy of economy, he thought that the only saving would be on public charities. Now we hardly remember that we had unemployment. He wished to recall how during the term of the past administration practically every avenue of employment was closed and in Trinity Bay alone 160 saw mills were closed down. He admitted that at the time money was thrown broadcast, and much of it was obtained by false pretences. Mr. Halfyard thought if his party had come back to the Government, they would be in a position to reduce expenditure. Being in the Opposition, he said, might be good for his health whatever it might mean to his pocket. Turning to the subject of transportation the speaker dwelt for some time on the steam services on the different bays. A great portion of the speakers address was taken up with a discussion on trivial district matters. Reference was made to the abolition of the income tax, which he thought was favorably viewed by those who evaded the regulation. He felt that the removal of the tax was not lighting the burden on the ordinary man, and he could not see why it was done. The Prime Minister remarked that the speaker's leader, Mr. Hickman, had said, "the tax ought to have been removed long ago." Mr. Halfyard continued his remarks until near half past 8 o'clock and concluded with some humorous notes on the good old days when rum sold at 1s. 6d. per quart.

The Minister of Marine and Fisheries making reference to the Speech from the Throne, took occasion to reply to some questions raised by Mr. Halfyard. He first referred to a charge that he (Capt. Winsor) had put his brother in charge of the Wren. He characterized the charge as a lie. In reference to the running ashore of the Wren, he said that his brother did not loose her and further there was a pilot on board. Mr. Halfyard interposed that this was extravagance and the Minister replied that we are to-day suffering from some of the bad management and extravagance of the Government of which Mr. Halfyard was the member. The speaker further said that it was not true as stated by Mr. Halfyard that 75% of the people of Bonavista Bay wanted a bonus on fish last year. About the Malakoff, the speaker said that in the first place Mr. Halfyard took her off Bonavista Bay to please some of his supporters and she was brought to Trinity Bay for the benefit of a private concern. Re a charge about turning certain individuals off the boats, Capt. Winsor referred to the solitary government supporter on the Malakoff not being allowed on shore to vote. In reference to the matter of members of a district not getting money to expend the reason was that for the last eight years before 1923, the members who were sent money for Bonavista Bay handed it over to the union councils and they gave it to those only who supported their side. He added that a case was stated last year where \$1000 was sent to his home town and because certain men were not on the union side they did not get one cent of it. He challenged Mr. Halfyard to point out any case where distinction is now made in the giving of a day's work. In reference to not giving the bonus on fish, Capt. Winsor said that with fish at from \$8 to \$12 per quintal his constituents and those of Notre Dame Bay did not think it fair that the other people of the country should be taxed to pay it.

At 6.30 it was moved and seconded that debate be adjourned and the remainder of the orders of the day deferred. The House then adjourned.



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