

## British Parliament Opens Important Session To-day

French Opinion of British Debt Note Has Changed in 24 Hours--Atlantic Shipping Combine Characterized as a Menace--Beam Trawlers Purchased in Boston for Nfld. Trade.

**PARLIAMENT OPENS TO-DAY.**  
LONDON, Feb. 9. There is sufficient domestic legislation to occupy the House of Commons for six months when it opens to-morrow. Right Hon. Stanley Baldwin has a majority of 215, counting Liberals, who accept the Conservative leadership. This is the Ministry's position fairly stated, nevertheless there are many in the session demand a change in the safeguarding of Government, which guarantees protection to British industries which can be suffering unfair and unequal competition. This was previously denounced by the Liberal Party and by Ramsay MacDonald as a policy of tariff by back door. The House will discuss the long question of the Singapore Base. The entry of the new ship of Orford and Asquith will not be discussed as several preliminaries in connection with its establishment are still incomplete. The Exhibition is expected to be a topic for lengthy discussion.

**PARLIAMENT NOT SO CONFIDENT.**  
PARIS, Feb. 9. Twenty-four's reflection has somewhat cooled down the warmth with which the British note on debts was received in Paris. The sincere good and conciliatory spirit shown in Churchill's note is still fully respected and its acceptability as a basis for discussion is not questioned. Various passages are found to be obscure and requiring elucidation before a reply can be made. The news has assured the country of Germany's failure to fulfill the obligations would have a bearing on the amount France was called upon to pay, but the realization that she is asked to pay fixed amounts irrespective of her reparations remains somewhat of a shock to French opinion.

**STEAMERS COLLIDE WITHOUT DAMAGE.**  
MONTREAL, Feb. 9. The Canadian Pacific Steamships headquarters gave out to-night that the collision to-day in New York Harbor of the Empress of Scotland, bound to the Mediterranean with tourists, and the incoming freighter Scotsburg, resulted in no damage to either craft and both proceeded.

**B. C. THINKING OF ANOTHER RAILWAY.**  
VANCOUVER, B.C., Feb. 9. Vancouver can be put within a little more than 700 miles of Peace River country by construction of a railway through the Wapiti Pass, according to information brought out at a discussion Premier Oliver had with

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"California Fig Syrup" is Dependable Laxative for Sick Children



Even if cross, feverish, bilious, constipated or full of cold, children love the pleasant taste of "California Fig Syrup" and it never fails to sweeten the stomach and open the bowels. A teaspoonful to-day may prevent a sick child to-morrow. Doesn't cramp or overact. Contains no narcotics or soothing drugs. Ask your druggist for genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother! You must say "California" or you may get an imitation fig syrup.

**C.P.R. DIVIDENDS.**  
MONTREAL, Feb. 9. At a meeting of directors of the Canadian Pacific Railways to-day the following dividends were declared on preferred stock, 2 per cent. for half year ended December 31st last; on common stock, 2-1/2 per cent. for quarter ending December 31st last, from railway revenue and special income. Both dividends are payable April 1, to stockholders of record 3 p.m. February 27th.

**GETS LIFE IMPRISONMENT.**  
GENEVA, Ill., Feb. 9. Warren J. Lincoln, the eccentric Aurora lawyer florist, who confessed he killed his wife and her brother, Byron Shoup, burned their bodies in his green house furnace and sealed their heads in a concrete block, to-night was found guilty of the murder of his wife by a jury which fixed his punishment at life imprisonment.

**NEW YORK FOG ACCIDENTS.**  
NEW YORK, Feb. 9. Two persons were killed and more than a score of others injured to-day in a curious series of accidents due to dense fog that prevailed over the eastern States and causing a general tie-up of traffic on land and sea. The grey blanket, thick as the proverbial London fog, was charged with responsibility for three collisions on elevated railroads in the city's outskirts, a disruption of the ferry service between Manhattan and New Jersey, Brooklyn and Staten Island points, a collision of two ocean going steamers in the lower harbor, a general delay of train services bound to and from New York, surface car collisions and a train of minor mishaps.

**HERRIOT CRITICIZED.**  
GRENOBLE, Feb. 9. Speakers at the second day's session of the Socialist Congress being held here, although not advocating the withdrawal of the party's support from Premier Herriot, indulged in severe criticism of the head of the present government. One of the orators accused M. Herriot of entirely lacking intellectual probity because he was forever depicting Germany as a wolf and France as a lamb. Another of the Socialist speakers boasted to the Congress that the party had chased M. Millerand from power and made the government recognize the right of state employees to form unions, thereby justifying the support given the present ministry. Mr. Herriot often talks about the disarmament of Germany but he never mentions the disarmament of France, said one of the delegates, a man who was wounded during the war. He added that the German people are not seeking for revenge and that only a small minority fostered the vengeance idea.

**BEAM TRAWLERS FOR HERE.**  
HALIFAX, N.S., Feb. 9. Announcement was made here to-day that two former beam trawlers, the Seal and Walrus, have been sold by a Boston ship broker to parties in St. John's, Newfoundland, and will be taken there shortly.

**JOB'S CHARTER STELLA MARIS.**  
HALIFAX, Feb. 9. The steamer Stella Maris of the Farquhar Line will go to St. John's, Nfld., February 20th, to complete outfitting for the sealfishery, for which she has been chartered by Job Brothers of that city. It is understood the Farquhar Company will send none of their boats to the sealfishery this season.

**TRAGIC EVENT IN THE CANADIAN BACKWOODS.**  
OTTAWA, Feb. 9. News of the death by fire of three young children near Murray Bay, in the backwoods of Renfrew County, has been received here. The father, J. Crosswick, was away lumbering, and the mother left the children alone in the farmhouse, while she posted him a letter at the cross roads. When she returned she found the building

in flames. She succeeded in rescuing her few months' old baby, only to find it already dead. The other two children, a boy aged 18 months, and a 3 year old girl, were burned to death in a cot. The mother was badly burned in attempting a rescue.

**BLIND GIRL THE PRINCE'S PARTNER.**  
LONDON, Feb. 9. The Prince of Wales made an immense impression upon the townspeople of Melton, Mowbray, in Leicestershire, Saturday night, through the attentions he showed to a blind girl who was among the guests at a ball given by the British Legion. The Prince had a dance and three encores with Miss Mabel Southgate, a former school teacher, who lost her sight in the 1918 influenza epidemic.

**NEW YORK FOG CAUSES MANY CASUALTIES.**  
NEW YORK, Feb. 9. Two men were killed and more than fifty injured in a series of collisions on the New York transit lines to-day, while one of the heaviest fogs of recent years overspread the city. Harbor and river traffic was virtually paralyzed as a result of the lowering fog that clung close to the surface of the water. The fog was reported extending along most of the Atlantic seaboard and affecting shipping both on land and sea over a wide area.

**FINAL SESSION OF CONCILIATION BOARD.**  
HALIFAX, N.S., Feb. 9. The Winfield Conciliation Board, appointed to investigate the difference existing between the British Empire Steel Corporation and its 12,000 coal miners over the 1925 wage scale, is holding a final session this afternoon, and to-morrow morning Dr. J. W. Robertson, the men's representative on the Board, will proceed to Ottawa, presumably with a report.

**CONDEMNATION OF N.A. SHIPPING COMBINE.**  
OTTAWA, Ont., Feb. 9. "The North Atlantic Shipping Combine is an obvious menace to natural development of export trade of the country and an evident deterrent to prosperity and the welfare of the population of the Dominion. The moving spirit in this gigantic world wide maritime organization has conspired, combined, agreed, and arranged to unduly limit facilities for ocean transportation to and from Canadian ports." In these words W. T. R. Preston, who was appointed by the Government to enquire into the operation of the alleged North Atlantic Steamships Combine, summarized some conclusions he reached as a result of his investigation in a report tabled in the House of Commons this afternoon by Hon. T. A. Law, Minister of Trade and Commerce.

**The Ocean Around Newfoundland**  
(By A. G. HUNTSMAN, Director of Atlantic Stations, Biological Board of Canada.)

**PERSONNEL OF EXPEDITION.**  
This expedition was carried thru during the summer of 1923 by the Biological Board of Canada under the auspices and with the support of the Canadian Department of Marine and Fisheries and of the Newfoundland Government. We were assisted by Dr. L. Gilchrist, physicist, of the University of Toronto, and by Mr. A. C. Gardiner, biologist, of Cambridge University, England, the latter representing Newfoundland. Two vessels were employed, the Canadian Government Fisheries Patrol Steamer "Arleux" under Capt. Milne, and the Biological Motor Boat "Prince" under Captain Calder. Cabot Strait, the eastern half of the Gulf, Belle Isle Strait, the Labrador current, and the east and south coasts of Newfoundland were successively explored. The facts obtained have cleared up many points in regard to the movements and the character of those waters.

It was thought that the Strait of Belle Isle would furnish the key to the problem of these movements. The Strait is about one hundred miles long and for the most part from ten to fifteen miles wide. Curious temperatures, that had been reported for the water on the two sides of the Strait, made it probable that a double movement takes place, of cold water into the Gulf on the north side, and of warm water out of the Gulf on the south side. The two boats anchored, one on each side of the Strait, and kept their respective positions for several days measuring the currents at various depths and making many other observations. The results were quite definite. The water flowed in through the Strait during the flooding tide and out during the ebbing tide, but the inward was stronger than the outward movement on the north side, while the opposite was the case on the south side. On calculation it worked out that the water on the Labrador side was gaining or making inwards at the rate of about 3 miles per day, at the same time that the water on the Newfoundland side was gaining or making outwards at the rate of about eight miles per day. Also the former water was constantly cold, and carried icebergs and Arctic animals, while the atmosphere above it foggy, whereas the latter water was steadily warm, became and remained free of ice, and carried animals more

or less peculiar to the Gulf, with the atmosphere clear.

In this way was established in a practical fashion a very important oceanographical principle, that has not been hitherto appreciated. The ebb and the flow of the tides act like the up and down strokes of a pump in causing the water to circulate. A pump must have valves. The rotation of the earth makes moving water in the northern hemisphere turn to the right, and in the Strait this deflecting force acts as an imperfect valve or series of valves holding more or less closely to the Labrador coast the water that makes inward, and to the Newfoundland coast that makes outward. This principle goes far toward explaining the complex circulation of the water over the continental shelf across which the tides ebb and flow. The water circulates around islands and shoals in the direction that the hands of a clock move, and around inlets and submarine basins in the opposite direction.

This circulation was demonstrated also in other ways. That the Labrador current in part made in through the Strait was made clear by the many icebergs found inside the Strait far along the north shore even to the Anticosti Island at the centre of the Gulf. Special bottles were set adrift along definite lines in hundreds, and the information gained from those, that were found by various people and reported, likewise proved an inward movement through the Strait far into the Gulf, and also an outward movement. In brief it was made quite far along the north shore even to Gulf and of the continental shelf outside Nova Scotia is not due to any one influence. The Strait of Belle Isle is definitely a cooling factor, cold water and warm water leaving it through the Strait. Some cold water from the Labrador current finally reaches the Gulf along the south coast of Newfoundland, but the Grand Bank in the first place and St. Pierre Bank in the second offer such effective barriers that it is greatly altered in character by warming up and by being mixed with other water before it reaches Cabot Strait. Finally a very considerable amount of cooling of the water necessarily takes place in the Gulf during the winter.

**ANIMAL LIFE DETERMINED.**  
Such extensive movement of water from the north must have a determining effect on the kinds of animals to be found along the coasts. The Arctic seals (harp and hooded) come down in immense numbers with the ice in the winter and leave when it melts in the spring. The walrus and polar bear, though exterminated in the region at an early date by the Europeans, still come down occasionally on the icefields to the coasts of Newfoundland and the north shore of the Gulf; and Arctic man, the Eskimo, is not yet extinct at the Strait of Belle Isle. The conditions are similar for the lower forms of life that have neither the intelligence nor the ability to choose or migrate to suitable places. The Oyak or Greenland cod is able to live throughout the year along the shores of Newfoundland and of the northern part of the Gulf. We found his helpless fry to be a regular constituent of the Labrador current outside the Strait of Belle Isle and into the Gulf far along the north shore, which shows clearly how its numbers are kept up.

In somewhat similar fashion but not so effectively the warming up of the summer season and the movement of warm water northwards along the west coast of Newfoundland permit southern animals to find suitable conditions towards the north. The mackerel migrates though in small numbers in the warm water all the way to the Strait of Belle Isle until stopped by the Labrador current. The wrinkle or periwinkle that is not to be found scattered over the north rocks, when the tide is out, is all around Newfoundland, but on the north shore of the Gulf is limited to the warmer places, and does not occur on the Labrador coast at all. The lobster, whose fry perish in the cold waters, even as far south as the Bay of Fundy, develops successfully in the warm waters of the west coast of Newfoundland, but no farther to the north, so that the adults are to be found only as far to the north as they are able to attain in their slow migrations, which is scarcely beyond Belle Isle Strait. The caplin, which in Newfoundland is known at bait, because of its regular use in catching cod, spawns generally along the shores of the region, but the fry hatch out and survive only in the warmer waters as on the south side of the Strait. Hence it does not occur in northern Labrador, although usually considered as an Arctic fish.

**CODFISH MOST IMPORTANT.**  
The codfish, however, is the most important animal of the region. It is here in its own word "fish" is used. For it, for over four hundred years European vessels have annually crossed the Atlantic, and it is the reason d'être for the white man of the northern shores. Each summer large numbers of Newfoundlanders migrate north to Labrador to load their vessels with the fish that are frequently got with such ease and in such large numbers right against the coast. The cod migrates long distances and its movements are governed by the conditions it meets. The most interesting results obtained by the Expedition have to do with the

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