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## HOUSE OF ASSEMBLY

Yesterday's Proceedings—Opposition Alert—Tactics of Government Closely Watched and Keenly Criticized.

The House met at 3 p.m. yesterday. The annual statement of the Council of Higher Education was tabled and statements of expenditure asked for by the Opposition for the Marconi and winter mails service.

A large number of questions appeared on the order paper the answers to most of which are being got ready.

The Col. Secretary replied to Mr. Clift that a public building would be erected at Channel likely this summer.

Mr. Clapp asked the Right Hon. the Prime Minister to lay upon the table of the House a copy of all correspondence in relation to the providing of a new steamer for the Labrador service; also in relation to the improvement of the existing coast steam service in Notre Dame Bay, on the North East Coast and in Bay St. George. The following was the Prime Minister's reply, with copies of letters:—

The following reply was given by the Colonial Secretary:—

The only correspondence in relation to the providing of the new steamer for the Labrador service is a letter bearing date November 13th, 1911, written by the Colonial Secretary to the Reid Newfoundland Company, and the Company's reply thereto, dated November 19th, 1911. It will be remembered that after the S. S. Fife was lost in 1911, the steaming vessel, Virginia Lake was purchased by the Contractor, and put on the Labrador service in the place of the S. S. Glouce built for that service. She was lost in the year 1909. She was replaced by the S. S. Invermore which performed the service until 1911. In that year the S. S. Solway was put on. The Government then notified the Contractor that they would not accept the Solway, and accordingly the new steamer was provided.

There is no correspondence in relation to the Notre Dame, North East Coast, and Bay St. George service.

On motion the House went into Committee of the Whole to consider Resolutions for providing assistance to sufferers from Marine Disasters.

The Premier Sir E. P. Morris, in introducing them explained to the Committee the provisions of the Resolutions which are in brief that if any fisherman or seaman domiciled in the Colony shall be drowned on the high seas or within the territorial waters of the Colony his family or

relatives will be entitled to the sum of \$100 out of the Funds of the Colony, proof of death to be adduced within six months after such drowning, and the applicant satisfying the authorities that the deceased left one or more relatives who depended upon him for support and needed assistance; any amount so granted shall not be liable to attachment.

In the course of his speech the Premier gave some details of the deaths by drowning of Newfoundlanders during 1912; more lives were lost out of vessels on the Grand Banks by drowning from Canadian, American and Newfoundland vessels than from all other causes of death put together in any one year. He felt certain the Legislature would receive the Resolutions in a sympathetic way.

Mr. Kent believed that there could be no two opinions as regards the attitude of the Committee and Legislature on these Resolutions when they come to consider the untoward circumstances of the last year or two for those had drawn public attention to the extreme risks that attend the calling of the great majority of our people. Perhaps in no country in the world is such a large proportion of the population dependent for a living on the sea as in Newfoundland. All over the country from north, south, east and west the people day after day, in all kinds of weather, under all circumstances had to face the dangers of the deep to provide for themselves and families. From time to time this great fact is accounted when some great disaster, such as those to which the Premier had just referred, accidents like the loss of the Erna and Regulus and the Greenland disaster occurred. Such terrible events being before us in the most acute and harrowing form the dangers which surround our people in carrying on their daily avocations. What a terrible toll we pay to the sea might be gleaned if in the course of years were to calculate the number of lives lost in the Colony through the sea and lost under circumstances which attract little if any attention. It was the small punt fisherman who often meets an accident; his boat upsets, or he is caught in the sea or in some other way, whereby he often not alone is lost himself but one or two other lives are sacrificed with him. In every case he or they have someone dependent upon them. The probabilities are that the victim is a father of a family,

the sole dependence and sole source to which a family of young children would look for education and sustenance. He (Mr. Kent) thought that it was only proper that they as legislators, as representatives of the people in the Assembly, should make some provision for those constantly recurring disasters which cause such loss, suffering and misery to a great part of our people. We all recall, said (Mr. Kent) the accidents that had happened each member here has seen the effects of such accidents in particular families; they had seen widows bereft of kind husbands and children bereft of bread winners; they had seen also the heart break, grief and utter despair into which families had been cast just at a time when they were looking forward to comfort, strength and support from the main help of a family. What harrowing sights are witnessed month after month in different parts of the Colony, and some help, some assistance, some consolation will be a great aid to those grief stricken ones when fathers, brothers and sons pay the dread price which their fathers are being too often, also, demands. It was true that they were unable to provide a fund sufficiently large to tide over all difficulties which arose under circumstances of the kind, but he thought that in making the provision proposed in the present Resolutions, \$100, averaged a fair representation of what had been done in the past. Personally, he had no fault to find with the amount provided. There were some circumstances in connection with the Resolutions, however, which he (Mr. Kent) thought it would be well to give consideration though he did not refer to the principle of the Resolutions, but details as to their carrying out—It was very easy to frame Resolutions of a general character, but difficulties arise in the administration of laws such as this and no law perhaps give more cause of future trouble than laws drawn generally and badly framed. Questions of construction and other questions of this kind should be regulated in advance. These Resolutions might require some consideration in this respect. Take the first words of these Resolutions: "Instance:—If any fisherman or seaman."—What did these words cover? Did they include fishermen or persons of that kind? They were special provisions in the Merchant Shipping Act referring to those employed at sea. Seamen as they defined the meaning. There were other clauses of a similar kind that might also require some consideration. He (Mr. Kent) knew that it was the intention of the Government and House to cover those who do their duty on sea in ships or whose lives were in any way lost by drowning or otherwise on the ocean, whether freemen, engineers, seamen or fishermen whatever occupation they may fill. But if they were drowned on board ship on the high seas, very often circumstances attended loss of life on board passenger boats; there might be persons on board such boats, when circumstances would be such that these Resolutions should be extended to them. Some differentiation should be there which would include these and make the words "fishermen" and "seamen" as comprehensive as possible to cover cases of this kind. Of course he (Mr. Kent) thought the another direction in which effort should be made would be in the direction of prevention. All requests for such unfortunate accidents when they occurred, but were they doing all in their power to prevent them occurring? Had they proper inspections and surveys? Had they those employed in ships competent or authorized to procure their inspection before sailing? Were there laws on the Statute Book which would enforce this? He thought that precaution was very often better than a remedy and that our laws in respect to inspection and survey of steamers other than passenger steamers were very limited. Again the matter of investigation after accidents have occurred requires to be in a more acute condition. Take the enquiries that take place into the loss of life by shipwreck or otherwise on sea. Were they sufficient? All who were in any way interested in these enquiries should have the opportunity of a hearing before these enquiries. As a general rule they take place quietly. It was a practice everywhere, but he thought that they were not sufficiently public and reports upon such enquiries should be placed upon the table of the House every year without the necessity for any special request for them. He presumed that it was not the intention to put the Resolutions through at this sitting as he would wish to have the opportunity of examining the machinery by which they would be carried out.

The Minister of Marine and Fisheries praised the Resolutions also. All connected with the navigation of ships were seamen—the stokers, the men, engineers, the cook in his galley and the Marconi man in his deck as well as the purser. They were termed so in the British Shipping Act. All would be beneficiaries of this Act. He (Mr. Piccott) had visited coastal boats and any boats of life belts not in proper condition were put ashore by his orders.

Mr. Clift could not but commend the last speaker for his zeal and energy in the discharge of his duties, and was interested, too, in hearing him tell the Committee as to his inspection of certain vessels before they went to sea for the purpose of seeing whether they were in a seaworthy condition, whether the boats were well and sufficient found, whether they all had life belts and apparatus for life saving in part, but he (Mr. Clift) would like to know from the Hon. Minister if this was a part of his duty as the Minister of Marine and Fisheries or if he merely did it as an individual interested in the fisheries and those employed in the undertaking? He (Mr. Clift) would like to know also whether he visited all vessels that sailed from this port and gave them a certificate of equipment and fitness before they left or whether he only visited the chosen few? And generally who authority he had for visiting vessels, and ordering life belts or other apparatus that he thought unfit for the purpose intended, ashore. He (Mr. Clift) was not aware of anything in the Act under which the Department over which he presides exists that authorizes him to perform such a function. He would also like to be informed, because it seemed to him (Mr. Clift) to be an important matter, and one which ought to involve the country

### A Message For Those Who Suffer.

Mrs. E. J. Talbot Tells Them to Find a Cure in Dodd's Kidney Pills.

She Had Rheumatism, Lumbago and Neuralgia and Found the Remedy She Was Looking for in Dodd's Kidney Pills.

Hamilton, March 10. (Special).—"I know there are a lot of people who suffer and do not know what will cure them. Dodd's Kidney Pills will." These are the words of Mrs. E. J. Talbot who resides at 293 Wellington street north, this city. And Mrs. Talbot speaks out of her own experience.

"Last July I was very sick," Mrs. Talbot continues. "My heart bothered me, and my limbs were heavy, and I had a dragging sensation across the loins. Rheumatism, lumbago and neuralgia added to my sufferings, and the doctor I called in did not help me much."

"I finally decided to try Dodd's Kidney Pills, I have used seven boxes and I am so much stronger and better that I feel I must recommend them to others."

Mrs. Talbot's complication of troubles all came from sick kidneys. That's why Dodd's Kidney Pills cured her. For Dodd's Kidney Pills are to cure all. They simply cure kidney disease of any kind. They never fail to do that.

In its consequences, if a Minister occupying the position such a position as he (Mr. Piccott) did, give certificates of fitness to a vessel going out, but she was well found in every particular in life saving apparatus, then of course it might be thrown back upon that Department in the event of the vessel being lost or if an accident occurred to her and it was found that she was incorrect in his certificate. Mr. Clift thought that Mr. Piccott would kindly inform him on this matter.

The Minister of Marine and Fisheries (Mr. Piccott), answered that Captain English was employed to do this work, and grant passenger boats certificates, and is empowered to do so by the British Board of Trade and where he (Mr. Piccott) had seen life belts and boats of an inferior kind on ships, he had ordered them to be taken ashore and never gave certificates to vessels.

Mr. Clift thought his friend might have misunderstood him. He (Mr. Piccott) at first spoke generally, but now he confined his observations to vessels under subsidy from Government, and as that was a different matter he, Mr. Clift, understood to refer to our sealing vessels and other vessels generally engaged in the fishery. He did not deny that he had a right to see that vessels under subsidy should be up to requirements.

Mr. Devereux here spoke in support of the Resolutions and wound up with a panegyric of the Government, which he prophesied, though in a halfhearted way, would again be returned to power. The committee then rose and the House was moved into Committee in the Resolutions to confirm an agreement entered into with the Marconi Wireless Telegraph Co. It was explained by the Minister of Justice, but this is a continuation of two contracts already entered into with the company. There will be an additional station at Holton and the company will pay half its cost. Additional stations will also be erected at Cape Barrigan and Fords if the Government required them. The Company will erect a station at Fogo to connect with Bell Island and \$200 will be paid by the Government towards this. The tariff will be altered and will be 5 cents for the first 10 words and 2 cents additional. The agreement will continue till 1920.

Mr. Kent had heard the explanation of the Minister of Justice to the bill, and hoped the idea was not entertained of rushing it through hurriedly. It was a service of great importance and should be carefully examined by every member of the House. He would ask the Minister of Justice to hold the bill. They should have embodied all the rules under the agreement. Mischief occurs then upon have to interpret this agreement by the light of other agreements, and such trouble ensues. It was the same with the Railway Contract. He would ask that the Resolutions, Amendment of 1902, with the Company, be laid on the table.

The Minister of Finance (Mr. Caslin), now moved the House into Committee on Supply and explained several changes in the estimates, which of course would be expected from such an extravagant Government resolve themselves into an additional burden on the poor fishermen and taxpayers generally.

Mr. Kent asked for the accounts in the Auditor General's Report, which should have been tabled, to enable the members to examine them. It was always customary to have the public accounts on the table before going into Supply. They were always a preliminary to Supply and before the House should be asked to grant supply the public accounts and reports upon previous expenditures, should be tabled.

The members of the Assembly at the late Government House at 11.30 today, to present the Address in Reply.

POLICE COURT.—Two drunkards were discharged and a third was fined \$1 or three days. Only one case was disposed of in the Central District Court.

BRITISH SOCIETY.—The first of a series of teas in connection with the British Society's Bazaar, will be held in the British Hall Thursday afternoon.

Before ironing a table cloth, the edges should be pulled straight, making the corners even. It should then be ironed with a heavy iron. Always iron it half dry on the wrong side and entirely dry on the right side.

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Let others follow if they can.

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**LITTLE GIRLS' WASH DRESSES,**

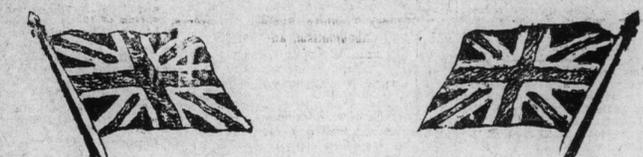
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