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**G. W. V. A.**

A meeting of the Great War Veterans' Association was held in the T. A. Armoury Tuesday night. Colonel Bernard presided and considerable business came up for discussion.

Comrade J. G. Higgins read the report of the Special Committee with regard to the 20 per cent. in Pensions which have been granted and paid to all widows, orphans, totally disabled men and dependents. This being retroactive to January 1st. The matter of the 20 per cent. increase for all other Pensioners is receiving the earnest attention of the Special Committee and they informed the meeting that the Government intended that they were awaiting the report of Major Parsons of the Pensions Department who went far into the matter of the granting of Pensions while in Ottawa.

We understand this report is now being laid before the Government and it is hoped to have their decision in short.

Comrade Mitchell spoke for some length regarding the responsibilities himself and the late Secretary had taken with regard to the Building Funds. He pointed out that this Association was not incorporated. It would be most desirable to have this done as soon as possible.

The Financial Statement was read by the Secretary and copies of same distributed to the members. The President, in his remarks, said in part that the Association was on a fairly sound financial basis, but that the earnings of the Club-Rooms, unfortunately, fell short of all anticipations, being only \$245.00 since being opened.

It was pointed out that the expenditure required to run the Club Rooms in the same period was in the vicinity of \$3,000.00 and it was felt that it was up to the members of the Association to discuss this and say how they thought the receipts of the Club Rooms could be increased.

The President informed the meeting that having the financial statement in view he desired to place a proposition before the members. This being an offer of \$1500.00 which had been received for the ground flat including the Secretary's office and basement. The present tenant, Comrade Matthews' rent being much below this figure and as he had the matter of accepting, the offer of \$1500 was up for discussion the members were asked to express a sound view. Much discussion followed and on a motion from Comrade Higgins who felt that the matter was of an urgent nature he proposed it be held over till next meeting. An amendment being put to the motion was sustained and it was ordered that a special meeting be called for Tuesday, October 5th, when it is hoped that the members will have a chance of thinking it over and giving expression to their views.

The President said he had much pleasure in taking advantage of the opportunity to express his sincere thanks to the late Secretary, Mr. P. A. Brien who has had at all times been conscientious and faithful in the discharge of his duties. He also paid tribute to the members of the Executive who had unsolicited given assistance and help at all times and he wished to place on record his own appreciation of the valuable services.

He informed the meeting that it would probably be the last occasion when he would preside as he was leaving the country very shortly and asked the Vice-President to assume the duties of President until the Annual Meeting which takes place next month.

In placing his resignation before the Association he desired to assure them that their welfare would always be his first consideration and he wished them well. He asked the members to stand together as they did when Overseas and he would then feel sure that all was well.

The Vice-President was sorry to hear that the President was taking his departure from amongst us but felt that he had the good wishes of everybody and thanked him for the efficient and self-sacrificing way in which he served the Association. He called upon the members to rise with him and give three hearty cheers for Colonel Bernard.

Comrade Garland spoke for some length with regard to having a representative of the G.W.V.A. placed on the Board of Pensions. In this he was ably sustained by Comrade Thistle and on the motion being put to the Association was unanimously carried.

The meeting then adjourned until Tuesday, Oct. 5th, when it is hoped that all members will make an effort to be present.

The meeting concluded with the singing of the National Anthem.

**VACCIATION**

Bulletins at the Reid Nfd. Co's. station to-day advertise that it will be necessary for all passengers for Canada and the States to be vaccinated in future, and to be able to produce a certificate to this effect. People neglecting this may be put to serious inconvenience in travelling.

**MISSING CONSONANTS**



There is a certain consonant which, when sprinkled in among the letters on the first sign, will make a complete sentence. There is another consonant which, when sprinkled among the letters on the second sign, will make another sentence.

Answer to yesterday's puzzle: (tea)T, (cage-cap)E, (coat-cat)O, (pea)P, (note-ton)E, (all)L, (note-ton)N, (coat-cat)A. Rearrange and have a laugh.

**House Of Assembly, 1920 Official Proceedings.**

TUESDAY, May 18th, 1920.

SIR JOHN CROSBIE (Continued).

I think the bill in itself, as far as the ministers of posts and telegraphs and education are concerned is perfectly right, because, I presume there was nothing else to be done, seeing that they have already been appointed to fill these positions; but why the hon. the prime minister and the government have decided to come in here with an act, which is irregular, and appoint Mr. Cave head of a department which you are going to do away with in six months time. I am at a loss to know.

I remember a couple of years ago when I was appointed minister of shipping, bills were passed to cover positions of ministers of the crown, but the great argument at that time was that a national government existed and the great war was on. To-day matters are entirely different. But even when those bills were being put through a couple of years ago, the present prime minister, in his place in the Upper House, was very strongly opposed to them, and in fact did not believe in them at all, but I suppose it is a case of Peck's bad boy, "What we do is alright, but what the other fellows do is all wrong."

I would like to say that in my opinion that the department of shipping, under the control of the hon. minister of marine and fisheries, is just as essential to-day as it was two years before the war, because until the hon. minister of marine is prepared to take that position and get extra help to run it, and run it as it should be run, we have a grave crisis ahead of us. My argument for that statement is as simple as A. B. C.

The position in this country today is worse than it was any time before and the hon. minister of marine and fisheries knows what I am saying to be correct. We are in a very serious position and a more serious position than I would like to tell this country, but I honestly believe that we are standing on the verge of a volcanic eruption and do not know when it will come off. The hon. minister of marine and fisheries knows this as well as I do and if the hon. the prime minister and his government don't know, the Hon. Mr. Coaker ought to tell him quick. I repeat, without any hesitation whatever, that you are in an acute position to-day, and I appeal to the Hon. Mr. Coaker to say whether I am right or whether I am wrong.

You have in this country now something like from twelve to fifteen thousand hogsheads of salt and you cannot get a tubful out of Cadiz or some ports of Spain. You have only enough salt in this town to-day to last seven days for the supplying of all the vessels that come from north. I make that statement without fear of contradiction. In the light of that then do you mean to tell me that you do not want a minister of shipping? When I was minister of shipping in 1918 I was associated with the hon. minister of marine and fisheries, he was on my board and he knows how I had to fight to bring salt here.

In 1918 we had in this city over thirty thousand tons or approximately one hundred and twenty thousand hogsheads of salt. To-day you stand to meet a situation of less than a hundred hogsheads and still you want to clew up that department. Let me emphasize that it is more essential than ever it was; and let me tell you further that the minister of shipping should be a member of the executive government, and if the Hon. Mr. Cave had held an executive seat you would not be in the position you are in to-day. I say if he had held an

executive seat he would have been able to confer with his executive government to lay correspondence time and again before his brother councillors. I do not blame the Hon. Mr. Cave for the coal situation that exists in the city at present, because I know that he told the executive about it. But what help could he get from them? He simply had to fight his own battles and the only way he could do that properly was to occupy a seat in the council himself. I believe that the Hon. Mr. Cave was entitled to an executive seat, and I told him personally that it was imperative that he should have it, in order to carry on that position correctly; and I say to the hon. the prime minister and to his government that the Hon. Mr. Cave was entitled to an executive seat, and I told him personally that it was imperative that he should have it, in order to carry on that position correctly; and I say to the hon. the prime minister and to his government that the Hon. Mr. Cave has been treated unfairly. And I say, sir, if you hope to extend his term of office, let him go to the district of Bay de Verde again for election, if the department of shipping is considered necessary by you, but if you think it is not necessary, clew it up immediately.

Look at the coal situation to-day. I wish to state here right openly in this assembly this evening that the coal question was never more serious than it is at present. Such a condition of affairs would not probably exist if the Hon. Mr. Cave had had the opportunity to do his duty properly, but for the reason already stated, he was hampered and obstructed in the performance of his duties. At present schooners are lying up in Sydney Harbour awaiting to get a ton of coal to bring down. You will find there schooners from all parts of Newfoundland lying there for indefinite period.

I have previously referred to the salt situation, and I fear that the result will, in my judgment, be serious. Something should be done and I appeal to the Hon. Minister of Marine and Fisheries. We want to do something and do it quick. We want to help the fishermen and get them to work to enable us to settle the price of fish for them for next fall.

Here is another serious matter confronting the country to-day. Four weeks ago I asked for information on the same subject, but have heard nothing since. It is really the business of the shipping department. There is not a word from the Prime Minister or anybody else about it. I refer to the coastal service. We want a definite policy outlined concerning this important matter. You members on the Government side do not know any more about it than we do on the Opposition side. The Portia is on dock but we do not know when she will resume the service on the South West Coast. Regarding the Prospero, who knows when she will get north? Not a member on the Government side knows. The time is come when Mr. Cave, if appointed again, should be given the power to enable him to do his duty in a right way, and not have him running around after the Prime Minister whenever he wants to do something. If I had to go looking for the prime minister every time I wanted to do something, during my tenure of office, all would have been lost. I say again it is not fair to Mr. Cave, or it is not straight for the way in which he has been treated. If he has responsibilities and blame to shoulder, well then give him some powers. I would like to know from the Prime

Minister what the government are considering or proposing to do with reference to the coastal service. Let us know what they are considering and we will help them out. I am not here to obstruct; I am here to assist if I can, in honor of the constituency that sent me here.

Certainly I think that this is a vicious bill. However, if Mr. Cave, by accident or oversight on the part of the Prime Minister, is considered passed his day after another try-out of six months, get some other man to try the job and endeavour to do something in that department. You cannot expect the Hon. Minister of Marine to do it all. I know pretty well what a heavy task he has got to perform and the obligations he has got to meet. I know and he knows that this very time is more serious than at any time since I was in charge. I want to appeal to the Prime Minister and his associates to take this salt question up seriously and get to work at it or you may have no codfish next fall to put a price on. Just think of this, Mr. Chairman: This time twelve months ago (in 1919) we had one hundred and twenty thousand hogsheads of salt in St. John's, and to-day you have less than sixteen thousand hogsheads; and that in addition there is now a strike on in Cadiz and we are informed from Cadiz that they cannot give us any definite idea when they can give us any salt, nor can we get a shovelful of salt out of other ports in Spain. Consequently we should ask ourselves this evening: Whither we are going and whither tending.

During my absence here last season when this legislature was open there was quite a deal of talk over the matter and price of salt. I regret I was not here. At that time we had our salt supply arranged, but if I had not held up the combine in December 1918 and demanded that salt be brought to this country, you would have realised what it meant to be without salt, but his outfit decided not have the salt

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you are going to be without it this time and that is the funny side of it. Through the assistance of Sir E. R. Bowring, on the other side, and Mr. W. B. Grieve, who agreed with me, we got the salt here last year. Job and what it meant to be without salt, but his outfit decided not have the salt come here. If you had been without salt last year, on account of Job and Morey, what a lovely position you would have been in.  
To be continued.

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