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Proceedings at the Legislative Council

(Continued from 8th page.)

The Hon. Member has referred to the undertaking as a gamble. The development of a new country is always a gamble as is also building railways, buying timber lands, etc. The word gamble is sometimes used when the intention is to place a moral stigma upon anything. This is but a word, only slinging mud, and does not get us farther ahead. It does not show whether the investment is a wise one or not. The question is whether a half million dollars should be spent in repairing the dock or a million and a quarter in extending it. Whether the earnings of the latter plan would pay is rather a narrow view. It might not directly, but all sorts of things are subsidized which did not pay directly. They did indirectly. The dock would employ people, trade would be increased, this would be a worth while return. The office and opinion of the Hon. Member was invited on the matter. The Hon. DR. ROBINSON in view of the somewhat heated remarks of the last speaker, though a brief reply was called for. He had distinctly disclaimed any desire to impugn the motives that had actuated the Hon. Member, however unwise the methods adopted by him. His remarks concerning Colonel Mitchell were not made in the spirit of criticism, but rather in justice to both companies. Supposing two local companies had made the proposal, would it have been fair to consult the representative of one, without giving the representative of the other equal opportunity? In his opinion the Tourist policy and the proposed undertakings at the dock were mere guess work. Legitimate industries are not gambles. Experimenting on borrowed money unless results are virtually assured, is at the best unwise speculation. The Hon. member says that the erection of Pulp business is a gamble, it may be, and it may not. When a project of the kind is started, the land is surveyed, enquiries of adequate nature are made and reliable knowledge obtained. To estimate the probabilities of success before entering on a venture may be narrow in the Hon. Gentleman's opinion. It is a little more narrowness of that kind were manifested, our public life would be better. Yesterday the Hon. Gentleman had said the Bill should not be considered from the standpoint of giving employment. Today he takes a different view of the matter and uses the employment question as an argument in its favor. It was correct what the Hon. Member said, that all sorts of things are subsidized, the latest proposal is no exception. The benefits are mythical; the price Newfoundland pays, rarely that our people reap the harvest, but Newfoundlanders have to pay the price.

HON. MR. MORINE explained that he repudiated the building of the dock for the sake of giving employment. He returned rather to the permanent employment which would be afforded by the steady proper employment, this was, he thought, duly appreciated.

HON. PRESIDENT assumed that everybody would vote for this bill.

the views of the public with regard to the matter. We appear to disagree however, as to whether the Government in favouring the Bishop scheme No. 2 was not committing an error of judgment. This error would seem to be in the opinion of several Hon. Members, in providing for a substantial enlargement of the dock at a heavy expense. The remark had been made during the discussion that the repairing of the dock had been a gamble. He did not consider it so. His view was that the repair of the dock was an absolute necessity. We required a dock—at any rate of moderate size and adequate capacity, as much as we required steamers or trains for passengers and freight, but whether we required a dock any larger than would suffice for repairing our local shipping and the smaller class of damaged ocean steamers was a matter in dispute. As an investment the dock had never paid and he doubted if it would ever pay. It had not been built as an investment but because the country forty years ago considered that a dock was required; though possibly, then as now, we had larger ideas about public utilities than were always wise. The most striking drawback in the debate on this question so far at any rate as the public could glean from the report of proceedings in another place, was apart from the fact that the dock was built in 1882 and cost \$600,000, no information whatever regarding its subsequent history had ever been given. He proposed to supply that now and to let the Committee judge from past experience what its future history would be assuming. We raised the money to pay for the dock at four per cent. the interest cost us \$24,000 a year. Yet the minute the dock was completed we leased it to the Simpsons, the builders, for 10 years at \$10,000 a year, or less than half the interest charged. This proved that we were either unwilling to operate it ourselves as a government concern or had no faith in our ability to make it pay. Mr. William Simpson, one of the firm remained as manager for the years then he was succeeded by the late Honorable P. Cleary then a member of the House. He continued as manager for the Simpsons till 1890 when they went insolvent as a result of losses on a dry dock contract in

America and our dock passed again into the Government's hands. It can be stated with confidence that the Simpsons made no money out of the dock while they operated it. For the next four years it was run as a government concern, still under Captain Cleary's management, with losses so heavy that in 1894 the Government leased it for another ten years to Messrs. Harvey and Angel, both also members of this House. The lease was for ten years and the rental was \$15,000 a year. The position then was Hon. James Angel ran an engineering business in the West End, and there was another in the East End, managed by the late Mr. Ledingham. Steamers requiring repairs in dry dock paid dockage fees thereto but repairs were done by one or other of these firms by tender or if the job was a big one they combined forces to do it. Mr. Harvey was head of a large mercantile firm and had advanced ideas about coal depots and bunkering steamers, etc. He and Mr. Angel pooled their interests and acquired the dock in this way, they formed a dry dock company which rented the whole property from the Government and then the Angel company paid a rental to the Dry Dock Company for the shops on the north side to which they removed their engineering equipment so that they could be right on the spot to do any repair job that came to them. The Harvey Company in turn paid a rental to the dry dock company for the sheds on the south side of the dock which they used for coaling and other purposes and where they put up a small coal handling plant. Through this combination the general enterprise was profitable but if the dock itself were disentangled therefrom and had to pay a rental based upon the cost of the property a different story might be told. In 1898 under the famous Reid contract of that year the dock was sold to the Reids for \$325,000 in cash but the transfer did not take place until after the passage of the amended contract in 1901. The Reids acting as landlords so to speak for the others in the interval. The Harvey and Angel interests claimed damages for dispossession, especially for the value of the engineering equipment which had been put in under an agreement whereby the government was to buy the same at a valuation at the end of ten years or previously if the lease was broken. In this arbitration where the late Hon. George Rendell and A. M. McKay both members of this House represented the Harvey and Angel interests and another person whose name he had been unable to ascertain the decision was a nominal verdict for Messrs. Harvey and Angel and with this the property passed to the Reids who held it until two years ago. It has been claimed that under the Reid management the dock paid, but it must be remembered that besides using the dock itself for general repairs they used it also for all their own steamers. They used the south pier for all their shipping purposes and they used the machine shops for railway as well as marine purposes, and what the showing would have been had the various accounts been disentangled remains to be seen, but here again it will be noted that the Reids had this property for half what it cost us to put it there. These facts and figures go to prove therefore that in the forty years it has been in use the dock has not been a profitable proposition for anybody, which fact suggests that to enlarge the dock and spend a lot of more money now is not a matter to be lightly undertaken.

CROSS-WORD PUZZLE

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will tell others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

- HORIZONTAL**
- 2—Concealed
 - 4—Before
 - 8—Rolled tobacco leaves for smoking
 - 9—A type measure
 - 11—Dull, greenish-yellow color
 - 12—Pertaining to the life of rustics
 - 15—Possessive pronoun
 - 17—Neither male nor female
 - 18—Remark (abbr.)
 - 20—Goddess of malicious mischief (Gr. Myth.)
 - 21—Later name of Esau (Gen. XXV)
 - 22—A series organ
 - 23—A southern constellation
 - 26—Suffix forming nouns of agency
 - 27—A son of Noah
 - 29—A plant used for salad
 - 31—A military title
 - 33—Girl's name
 - 34—Beauty of form or attitude
 - 36—Girl's name
 - 37—Interjection
 - 38—To sin
 - 41—Girl's name
 - 43—Man's name (familiar)
 - 45—Man's name (familiar)
 - 46—Certain kind of ship's boat
 - 48—Slaps
 - 50—To undertake, endeavor
 - 51—Current medium of exchange
 - 53—To fascinate
 - 54—A thoroughfare (abbr.)
 - 55—Nest of a predatory bird
 - 56—A kind of potato
 - 57—Part of "to be" (old form)
- VERTICAL**
- 1—Slightly receding bay
 - 3—Chance
 - 5—Persia's official name
 - 6—Cry of wild animals
 - 7—Elephant tusk
 - 10—To ride in an automobile
 - 13—To look
 - 14—Remark (abbr.)
 - 16—A game of marbles
 - 19—Longing for
 - 18—A member of a certain political party
 - 19—Affirmation
 - 24—To tear violently
 - 25—One of the continents
 - 27—A game animal
 - 28—Slightly open
 - 29—Calcium (chem. sym.)
 - 30—Point of compass (abbr.)
 - 31—Magnesium (chem. sym.)
 - 32—Note of scale
 - 35—Slang for "cigarette"
 - 37—Periods of time
 - 38—An item in one's assets
 - 40—A low coral island along a coast
 - 42—Evening
 - 43—To jolt
 - 44—A female bird
 - 45—Mind, intellect
 - 46—Wild animal of America
 - 48—Permanent result of a wound
 - 51—To shed tears
 - 52—Besides, further

Household Notes.

A delicious cake filling is made by using one-fourth as much grated maple sugar as whipped cream.

A one-inch spatula is a kitchen article which an experienced housewife finds has a use for everything.

Kidney or Lima beans are good baked with tomato sauce seasoned with a little chopped onion and carrot.

PAINS IN BACK AND SIDES

Ended by Taking Lydia E. Pinkham's Vegetable Compound

Fulmer, Sask.—"For two or three days very often I would have such pains in my back and sides that I could not do anything—could not even lie quietly in bed, and my head ached, too. I was this way about three years and it was worse after I was married. I was on a farm with not a house nearer than five miles and there was not a person to advise me, as my folks lived in Manitoba. My sister-in-law told me about Lydia E. Pinkham's Vegetable Compound and told me to try it. I took her advice and have been thankful for it ever since. After taking the medicine for three months I can say it has helped me a lot and I am doing fine. I am glad to recommend the Vegetable Compound to others and you may publish my testimonial."

Often some slight trouble will cause a general upset of the system. Such symptoms as nervousness, painful times, irregularity, backache and headache indicate some form of female weakness.

Women so bothered should give Lydia E. Pinkham's Vegetable Compound a trial. This dependable medicine has helped thousands of women and it is reasonable to expect that it will help you. Try it today. Your druggist sells this medicine.

the country had to pay. The President said that he cited this case, not in a controversial way, but merely to make it clear that other people could go astray in their arithmetic as well as himself. The President then went on to deal in some detail with various technical questions raised in Col. Mitchell's report and in the interview which that gentleman had with the members of the House on Tuesday afternoon when he gave them an exploration of the plans of the Bishop Company and also with the further statements made by Hon. Mr. Morine yesterday as a result of his talk with Col. Mitchell before the latter's departure by the Rosalia. The President then went on to point out that two contractors had presented reports on the dock, one being the Crandall Co. of Boston which he understood was a builder of shipways but not of docks, and the other was the Bishop Co. of Montreal which was a general contracting concern without any practical experience, so far as he could learn, in dock building at all. The Bishop Company's report was however, endorsed by Col. Mitchell, who, while a member of a separate engineering firm, was consulting engineer to the Bishop Co. and therefore could not be regarded as impartial. It was understood that Col. Mitchell's firm was to be employed to do a lot of the engineering work in connection with this job and receive a fee estimated at \$30,000 dollars for its services apart from the \$70,000 dollars paid the Bishop Co. was to get. The President therefore thought that before the Government decided to adopt either plan, and especially before it decided to adopt the larger plan with its estimated outlay of a million and a quarter dollars, as against half a million. It would do well to get the opinion of a disinterested expert, English or American. It might cost 20,000 dollars but it might save 200,000 dollars and he submitted that if it did it would be well worth doing, especially as such a man could be got from New York whose examination and report upon the property could be completed within a month.

HON. MR. MCNAMARA said it was necessary that the something he done immediately with the dry dock as it is condition was no doubt serious. He considered, however, that the

It is therefore a question whether the present dock, so that it will meet the needs it has met in the past, or enlarge it so as to cater for the bigger class of crippled ocean steamers that may or may not come here in the future. In deciding that it is most important to remember that only one

or at most two ships in the past forty years that have entered this port for dockage repairs were too large to enter the dock. Every other crippled ship that has come here was small enough to get into the dock though in one or two cases other circumstances prevented their doing so. But the substantial circumstances is that we could accommodate every ship that sought us, except one or two at the outside. What, then, would be the stand of a reasonable business man in these circumstances? He thought it would be that he would decide to rest content with repairing this dock so as to meet the trade it has handled heretofore and not expend a very large sum for a class of trade he may never get. We may take it as certain that every large ship that can stagger along to Halifax or St. John or Quebec will do so rather than come in here because they can get repaired in these ports more quickly than in St. John's and unload or reload with greater facility. We ought not allow our judgment to be swayed by visionary talk about all the big steamers we will get when they know we have a bigger dock. We have had too much of that sort of talk the past 20 years. It is to that we owe our railways and other policies that have swollen our burden of debt almost beyond endurance. It is true all made mistakes as to the branch railways. The Hon. Gentleman Dr. Campbell says he (the President) was the one who estimated the cost at 4 million. The President, replied that he did not make this estimate. That it was made by responsible officials of the government but that even if he did make it, it was a smaller error, in proportion than was made by Hon. Dr. Campbell and his associates in 1920 when they agreed with the Reids as to paying the deficit on the operation of the railway system, undertaking to be responsible for any deficit over 100,000 dollars which sum the Reids undertook to bear while the official deficit was one million seven hundred and sixty-six thousand dollars every cent of which, except \$10,000, the country had to pay. The President said that he cited this case, not in a controversial way, but merely to make it clear that other people could go astray in their arithmetic as well as himself. The President then went on to deal in some detail with various technical questions raised in Col. Mitchell's report and in the interview which that gentleman had with the members of the House on Tuesday afternoon when he gave them an exploration of the plans of the Bishop Company and also with the further statements made by Hon. Mr. Morine yesterday as a result of his talk with Col. Mitchell before the latter's departure by the Rosalia. The President then went on to point out that two contractors had presented reports on the dock, one being the Crandall Co. of Boston which he understood was a builder of shipways but not of docks, and the other was the Bishop Co. of Montreal which was a general contracting concern without any practical experience, so far as he could learn, in dock building at all. The Bishop Company's report was however, endorsed by Col. Mitchell, who, while a member of a separate engineering firm, was consulting engineer to the Bishop Co. and therefore could not be regarded as impartial. It was understood that Col. Mitchell's firm was to be employed to do a lot of the engineering work in connection with this job and receive a fee estimated at \$30,000 dollars for its services apart from the \$70,000 dollars paid the Bishop Co. was to get. The President therefore thought that before the Government decided to adopt either plan, and especially before it decided to adopt the larger plan with its estimated outlay of a million and a quarter dollars, as against half a million. It would do well to get the opinion of a disinterested expert, English or American. It might cost 20,000 dollars but it might save 200,000 dollars and he submitted that if it did it would be well worth doing, especially as such a man could be got from New York whose examination and report upon the property could be completed within a month.

HON. MR. TEMPLEMAN did not know a great deal about docks. At first finish he was in favour of proposal No. 2 but after having both proposals fully discussed he had more or less formed an opinion that we would be just as well off if the present dock was put in order. He considered a small dock for local shipping sufficient if we had not the money to spend, and did not consider it fair to spend \$1,250,000 on a dock for St. John's on which taxpayers outside St. John's would probably never get a single day's work. He was surprised to be informed suddenly that the dock was in such a state of disrepair. Life and death was the order of things, however, and the dock was in this category. He considered it just as easy and as economical to build a new dock as to rebuild the present one. He wondered if we needed one at all. The Simpsons, Angels, Reids had lost money on the present dock and it was probably just as well to give it away as a present. If anyone would accept it. If all these people failed in making it a paying proposition he failed to see how it would pay under any government control. Why not construct a good floating dock. It would probably be more suitable to local conditions.

HON. MR. MURPHY was a firm believer in the old French proverb "work well planned is half performed." When the building of the present dock was undertaken it was not done right. The work was started out in the middle of the harbor, instead of along the South side or North side. The same thing is suggested now, and he did hope we would not fall for the blunder the second time. We should move slowly, and if necessary scrap the old dock altogether. Someone had said it could not be done without. This was sheer nonsense. Why not build a slip on the other side of the harbor? As a matter of fact two good slips could be constructed for what we are going to pay for dock repairs. Along Mudge's, which is Imperial property, there is solid rock bottom, and if a dock were built there the bottom would have to be blasted to make the dock deep enough to admit ships of deep draught. We should not take these reports too seriously. If some reports were more reliable than what he had seen from time to time

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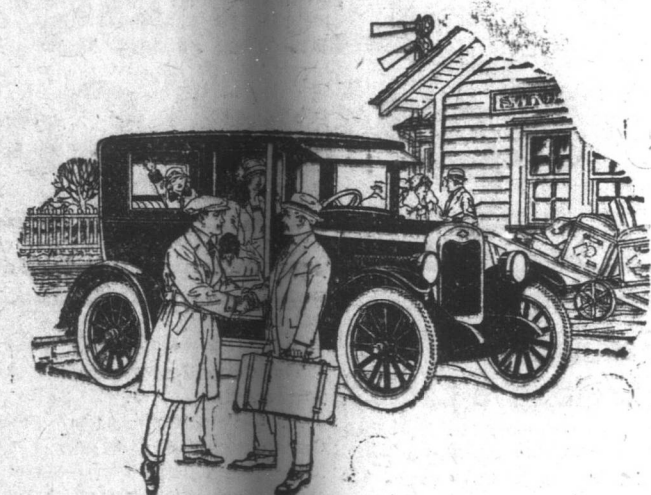
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they should not be considered at all. What was needed was the opinion of some Scotch or English dock builders who knew their business. He had no doubt the government intended to do the best by the people, but there was always a right way and a wrong way to go about things, and we should adopt the former.

HON. MR. GIBBS felt that all were in favor of doing things as economically as possible, and it was not the intention to advertise to the country that we advocated extravagance. He felt, however, that of the two pro-

positions No. 2 was the more acceptable. The whole question was how to put the dock in perfect condition and widen the floor sufficiently to carry larger tonnage than at present. He would like to see the dock concrete from the floor up to the top, then the water-tight wall would be unnecessary. He would like to see the figures of a complete concrete dock. He thought it would be more business-like to secure the services of an independent man and get his report.

HON. MR. MORINE said he did not wish to prevent further debate, but if he correctly apprehended the feelings of members, they were unanimous on two points, and further discussion was, therefore, unnecessary. They seemed to agree (1) that no expenditure should be undertaken until inquiry and report by a competent and disinterested Engineer had showed what was really necessary to be done, and (2) that the project of larger dock, incurring very large expenditure, had not been shown to be economically wise, and should be further studied before being embarked upon. If the Bill were now passed, and it was the absolutely unanimous desire of the House, he would convey to the Premier the information that the House entertained the opinions he had concisely stated.

(Continued on 10th page.)

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