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April 19, 25



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House of Assembly Proceedings.

OFFICIAL SYNOPSIS
 (Continued.)

From this re-distribution may be expected a number of beneficial results. It now takes from six to eight weeks to adequately canvass any one of the three-man districts such as Trinity, Bonavista, or Twillingate, and as long for St. Barbe and St. George. Re-distribution would permit thorough canvassing in half or less than half the time. In the old days it was possible to find candidates ready to give the time required for canvassing, but it is extremely difficult now, and after the re-distribution I would expect a busier class of men to offer themselves as candidates than can be obtained under existing conditions. Under the present system, where there are three members for one constituency, it is usual to secure an outstanding man as leader of the team, and to fill in with less prominent men. After re-distribution, each candidate will have to do his own canvassing, as if were, and having more responsibility thrust upon him, will probably be a man of more individuality. Under the present system, the people of one part of a district not infrequently have very little communication with the people of other parts, and as a result there is a sort of compromise amongst them, and the people in the South vote for a candidate from the North, and vice versa; and very frequently all the Centre has no special representation whatever. After re-distribution, the area of constituencies being much smaller, a natural result will be that candidates will be better known personally to the electors than under the present system, and an increase of local candidates, so called, might naturally be expected. Then, under the present system, the expense of canvassing the large constituencies is very considerable. The smaller areas will call for less money and for less time, and for this reason candidates will be more easily procurable. Re-distribution should improve the standard of qualification for candidates; busy men who need keep out of public life might be expected to take a greater interest. Then, too, there will be increased attention to the districts when representatives have to be personally responsible to the electors, not being able to "pass the buck" to any other representative, and will at the same time be able to obtain a much greater personal knowledge of affairs in the smaller districts they would represent. Some good might result, too, from the special attention which candidates could give to the vocations of the people in smaller districts. In the constituency of Twillingate, for instance, as it at present exists, the pulp industry has nothing in common with the fishing industry of the greater part of the district, and a candidate who well represents the one industry can hardly be expected to represent the other adequately; that is to say, the man who is preferred by the people of Grand Falls cannot naturally be preferred by the people of Twillingate Island or of the many other smaller islands which form so large a part of the constituency. The Humber industry bears the same relation to the district of St. George. It is industrial, while the greater part of the district is agricultural. Under this scheme of re-distribution, labour will probably be represented by the members for the districts of Exploits and Humber, and in view of the growing interest in labour in this Colony, it is desirable that it should be amply represented. Take it all in all, it will be agreed, upon consideration of the matter, that a very great advantage may be expected to result to the Colony from a re-distribution of seats along the lines hereby submitted.

By this proposed re-distribution, no three-man constituencies are left, and only the two-man districts—Harbour Main, St. John's City (West) and St. John's City (East), which is left as at present because division is impossible without depriving the Roman Catholics of a seat.
 The comparative interests of Church of England and Method-

DISTRICT	POPULATION
BAY-DE-VERDE—From Sibley's Cove (exclusive) to Small Point (exclusive)	7700
BAY ROBERTS—From Port de Grave District to Bishop's Cove exclusive	5500
BELL ISLAND—The Island of that name	4400
BONAVISTA (CENTRE)—From Port Blandford (exclusive) to Hare Bay (exclusive), and all the islands to Greenspond (inclusive)	7500
BONAVISTA (EAST)—From Blackhead Bay to Melrose (inclusive)	8200
BONAVISTA (NORTH)—From Hare Bay (inclusive) to Ladle Cove Point and all the Islands East of Greenspond	7900
BONAVISTA (SOUTH)—Blackhead Bay to Port Blandford (inclusive)	6000
BURGE—From Cape Ray to Ramoa (inclusive)	7100
BURIN (East)—Rushoon to St. Lawrence (inclusive)	7100
BURIN (West)—Lawn (inclusive) to Garnish (inclusive)	6200
CARBONNEAR—Bristol's Hope to Lower Small Point, (inclusive)	7700
EXPLOITS—Botwoodville to Millertown Junction (both inclusive)	7000
FERRYLAND—Same as at present	6000
FOGO—The same as before, except the Straight Shore from Ladle Cove Point Eastward	7400
FORTUNE BAY—Harbour Breton (inclusive) to Garnish (exclusive)	7000
GREEN BAY—Cape John to Osmonton in New Bay	7000
HARBOR GRACE—Spaniard's Bay (exclusive) to the District of Carbonnear	5900
HARBOR MAIN—As at present	9300
HERMAGE—From Harbor Breton (exclusive) to Ramoa (exclusive)	5100
HUMBER—The Bay of Islands section, to Gaff Topsails	4700
LEWISPORTE—From Fortune Harbour to Fogo District, and all the Islands, except Twillingate Islands and New World Island	5800
PLACENTIA (East)—From Branch in St. Mary's Bay to Come-by-Chance in Placentia Bay	5600
PLACENTIA (West)—From Come by Chance to Rushoon	6100

ist representation will work out almost precisely on existing lines.
 The Prime Minister then traced the several Districts from a map exhibited over the Speaker's table and explained the boundaries, etc. The districts and populations are as follows:
DISTRICT POPULATION
 PORT AU PORT—From St. George's River to the Serpentine River, about 4300
 PORT DE GRAVE—The same as before 6500
 Harbour to Gregory Riv
 ST. BARBE—From Boat er 5500
 ST. GEORGE'S—From the River St. George to Cape Ray 4500
 ST. JOHN'S CITY (East)—The Eastern part of St. John's City 17700
 ST. JOHN'S CITY (West)—The Western part of St. John's City 19000
 ST. JOHN'S EAST—(Ex-tern)—The old district of St. John's outside the city, except Portugal Cove and Bell Island 5300
 ST. JOHN'S WEST—(Ex-tern)—The old district of St. John's West outside the City with Portugal Cove added 5800
 ST. MARY'S—From Cape Ray to North Harbor, in St. Mary's Bay (inclusive) 4800
 TRINITY (Centre)—From Hopeall to George's Brook (inclusive) 6200
 TRINITY (North)—From George's Brook (exclusive) to Melrose (exclusive) 6400
 TRINITY (South)—From Hopeall (exclusive) to Sibley's Cove (inclusive) 7000
 TWILLINGATE—The Twillingate Islands and New World Island 6400
 WHITE BAY—From Cape John to Boat Harbour (inclusive) 6500
 These are all the districts, gentlemen. This section here, (indicates white space on map in interior country) is the one for which I shall stand myself in four years time unless the Government do better in the next four years than the previous Government did in their four year term. Mr. Speaker, I beg to move the Bill be read a second time and referred to a Select Committee so as to enable every member on both the Opposition side of the House and this side an opportunity to examine the new boundaries of their districts and to make any amendments—in a small way—which we would consider. But if drastic changes in the borders are suggested the whole plan as to redistribution would topple to the ground like a house of cards.
 I may say that we are not pleased to have the number of Representatives increased to forty but we could not see any other way out. As a matter of fact I would rather have had the number reduced. It may be remembered that when I first went on the political platform I was credited with saying that I would like to turn Newfoundland into a Crown Colony and I was called Crown Colony Monro, and I told that I would never have a chance of election. But though I may or may not like to turn the country into a Crown Colony, I do think that half a dozen men could administer its affairs as well as forty. But while the people of the different districts wish to be represented as they

are entitled to be I think they will be better off under this new arrangement than before, and I look forward to the time when the various sections will call out their own men. We have splendid men in the Outports who know their districts better than we in St. John's do, but what is happening? Somebody comes along and says, "Monroe, you go down to Bonavista"—and what is the result; we go down to some district or other without even being asked to do so by the people of the place. That is what is happening but under this new arrangement the people will take a greater interest in the matter of who is to represent them and call out their own men. That is what I hope to see the people doing in the near future.
 The second reading of the Highroads Bill and the Motor Vehicles Bill were deferred and the House adjourned until Wednesday at 3 p.m.

WEDNESDAY, MARCH 4th.
 The House met at 3 p.m. and proceeded to Government House as a body where the Speaker presented the Address in Reply to the Speech from the Throne. Returning to the House of Assembly the regular business was taken up:

PETITIONS.
 MR. W. J. WALSH presented a petition from Branch respecting certain marine works. The petition was supported by Hon. M. S. Sullivan and Mr. Sinnott.
 HON. MR. CRAMM presented a petition from Old Perican on the subject of a road. Mr. J. C. Puddester supported the petition.
 MR. BRONWE presented a petition from certain residents of St. John's West respecting the city boundaries. The petition received the support of the Hon. Sir J. C. Crosbie.
 MR. HALFYARD presented a petition from certain electors of Heart's Content respecting roads. The petition was supported by Capt. Randell, Mr. Godden and Mr. Duff. On the other side of the House it was supported by the Hon. Mr. Cramm.
 MR. MOORE presented a petition from Fermeuse respecting a wharf. Mr. Cashin supported the petition.
 MR. LAKE presented a petition from Fortune, praying for the erection of a breakwater.

The Hon. J. J. Long supported the petition.
 MR. CAHILL presented a petition from St. Thomas in the District of Harbour Main. Hon. W. J. Woodford supported the petition.
 THE MINISTER OF PUBLIC WORKS, in answer to a question, stated that the amount of insurance carried on Public Buildings is \$1,661,200.00. The insurance is not placed with any particular individual. All policies in force during 1923 and 1924 were cancelled and new policies issued.
 THE MINISTER OF PUBLIC WORKS also stated in answer to a question that the amount paid for lighting Dock Bridge, Heart's Content, was \$25.00 per annum. This was the only bill paid by his department for street lighting in the several towns inquired about.
 MR. WARREN tabled the following question:—To ask the Hon. the Prime Minister if it is the intention of the Government to hold an enquiry or investigation into the relations between the British Empire Steel Corporation, Limited, and the Government, and into the operation

(Continued on page 3)

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The attention of Owners and Masters of British Ships is called to the 7th Section of the "Merchant Shipping Act, 1904."
 75.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—
 (a) on a signal made to her by one of His Majesty's ships, including any vessel under the command of an officer of Her Majesty's navy or full pay, and
 (b) on entering or leaving any foreign port and
 (c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.
 (2) If default is made on board any ship in complying with this section the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.
 At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.
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