

AT THE HOUSE.

Estimates 1923-24 Tabled--Mr Higgins in a Forcible Speech Denounces Government Ownership of Railway.

The Assembly met at 3.15. Mr. Hunt presented a petition from M. Hampton in relation to the local manufacture of blocks. Questions were asked by Sir M. P. Cashin after which the House went into Committee of the whole on Supply.

Hon. Mr. Cave, Minister of Finance presented the estimates for the coming fiscal year. The House then went into a Committee of the whole on the Humber Project to which some amendments, submitted by the Opposition, were accepted.

Mr. Higgins asked the Government's acceptance to the amendments which called upon the Company to pay taxes after 30 years operation. Sir Richard Squires replied that this particular amendment could not be accepted, which means that the Company is relieved from all taxes for life.

Mr. Higgins brought up the minimum wage amendment to learn that it would be accepted at \$2.50 a day at all costs.

Mr. Higgins and Mr. Fox discussed the Taxation Amendment with the result these clauses were left over until later and the other sections were read and passed the Committee.

The House then rose and entered into a committee of the whole on the Railway Resolutions.

Mr. Higgins in a very forcible speech dealt with the seriousness of the Government's indefinite policy regarding the Railway. He made it very plain that he, with the Opposition, was determined to oppose the Clause which exempted the Company from Municipal Income and Business Profits Taxes for all time. He likewise condemned the statement that the Humber Deal was contingent upon the Railway settlement which were as far apart as the poles. It was quite clear to him and his colleagues that no doubt many members of the Government put this forward and gave the Company credit as shrewd business men and much credit for all was coming to Mr. H. D. Reid, the President of the Company. It reminded him of a statement accredited to a former Prime Minister when he looked across the floor of the House of Assembly and said to a member "I will get you when I want you. It can be said with truth now that the Reids got both the Prime Minister and his Government when they wanted them. The country is going to pay a terrible price in order to get clear of the Reids. The payment of \$2,000,000 is nothing compared with the millions that must follow in order to operate the Railway. It is a railway now that we have to advertise to the world which nobody wants. The country cannot afford to run it. The Reids won't; and no outside person or company would undertake it and all because of the bungling of the Government. It is a frightful position for the Government and Country to be placed in. It is a situation entirely of their own making and would not, in any shape or form, be endorsed by the Opposition. He condemned the actions of the Government in 1920 which was the outcome of a ridiculous policy, outlined in 1913, when they wished the country to believe in their antagonism towards the Reids with the result the same put in less than six months after, the Government because of the Government's refusal to seek expert counsel in England. After three and a half years the Government was still without any future policy except the admission of their past mistakes and a proposal to take over the services as outlined. It was quite evident that the Reids were not fools. They had advice and well knew the outcome of the Government's bungling and mistakes. The Prime Minister stated in his speech that the Government had to be cautious. What a pity they were not cautious at the beginning of their career. Newfoundland would have been millions of dollars better off to-day. Most of the trouble; in fact all of the trouble, was brought through Minute-of-Council or Executive responsibility. The House was closed and not allowed to open last fall because then, as now, the Government had no policy to put forward other than pay Reid off. Not one member of the Government gave a slight thought to same during the three and a half years and now we find out what the cost is going to be or who will be in charge. It was quite clear to him that we will not have a railway that will be a something for party politicians a position that only members of the Government care for. It will be run on lines similar to that of the Agriculture and Mines Department, a department which is a standing joke and a Government convenience and unfortunate burden for the taxpayers. The Government have not brought down what the Premier announced a business like proposition and conditions.

from now on will be worse than heretofore. If the unlucky hands of the Government had not interfered for two years we would be in a much better position to-day. We would be \$5,000,000 better off. The resolutions if passed were the birth of new difficulties and new troubles. It is going to be very difficult to get people to operate the railway, we spoiled our own chances in this respect. To use an old expression, we are like the man who cut off his nose to spite his face. He then referred to the paragraph in relation to the St. John's Light & Power Co. which the Premier said was a run down condition, the much delicate manner in which the Premier seeks to work out his despicable plot. On the 3rd day of July, we begin our real big difficulties yet the Premier would have us believe that to-day for the first time for 15 years, the country can draw a fresh breath ignoring the fact that we are embarking upon an unfortunate experiment as a result when we can't afford to shoulder the burden. So far no statement as to how it is going to run or be operated whether by a board, a department, or a Minister of the Crown and because of the seriousness of the situation and the lack of future policy he was not going to support the resolutions before the chair.

Mr. Grimes said he was in favour of Government Control, he forgave all about the terms of the Government's Commission which proved so costly to the people of the Colony. He said Government Control would mean more efficiency than we had in the past. Countries such as Australia, New Zealand and Canada approved of it and he for one was glad the present Government thought likewise. He admitted somebody's got to pay and offered a weak apology for Sir W. F. Coakley's attempt. At this point Mr. Higgins mentioned the name of Mr. John Fowell. Mr. Grimes replied, anyone would suit provided the Government did not interfere; which ridicules his own statements and wishes as to Government ownership and control.

Owing to the lateness of the hour the Committee rose at 6.30 p.m. to meet again this afternoon. Mr. P. J. Cashin--To ask Hon. the Minister of Marine and Fisheries if the Marine Grants for the District of Ferryland have been sent out to the various settlements in the District within the last six weeks, to whom allocated and at what request.

Hon. Mr. Halford replied. That no grants had been sent out. Mr. P. J. Cashin--To ask Hon. the Prime Minister, in the absence of the Minister of Posts and Telegraphs, to lay on the Table of the House a statement showing the daily receipts of the Telegraph Office recently opened at Ferryland from the date of opening until the present date.

No reply was given. Mr. Walsh--To ask Hon. the Minister of Shipping if it is the intention of the Government to send a coastal steamer to serve the section of the country between Trepassay and Placentia. If so, when may we expect a steamer to be sent.

The Minister replied that when the occasion calls for a steamer one will be sent.

Other questions asked by Mr. J. Moore, P. F. Moore and Sir M. P. Cashin will remain on the Order Paper.

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Singapore Once Deserted Jungle.

HUGE CITY OF 400,000 HAS GROWN UP IN CENTURY.

Singapore, which by a vote in the British House of Commons is to have \$50,000,000 expended on it to make it an impregnable naval base, already is heavily fortified, and in strategic position is the Gibraltar and Aden of the far east, says a bulletin from the Washington headquarters of the National Geographic Society.

The great trading centre and fortress of to-day is a shining example of how Great Britain has "muddled"--as the British themselves put it--into possession of some of the world's most important strategic gateway. Singapore is an island 17 miles long by 14 wide, and just misses being the southernmost point of the continent of Asia by a half-mile channel. It is at the funnel point of the Strait of Malacca, which extends between the Malay peninsula and the island of Sumatra, the great water highway between India and China.

Little more than a century ago the island, owned by the Sultan of Johore on the nearby mainland, was a deserted jungle save for a little fishing village. Ships in the China trade passed it by as they passed many an

other jungle shore; the only ports of call in that region of the world were those on the Dutch islands of Sumatra and Java. But these ports took a big toll in fees, and Sir Stamford Raffles, an official of the East India Company, began to dream of free British ports that would facilitate trade. In 1819 he obtained the seemingly worthless island of Singapore for his company for a small fee.

Developments quickly proved him a prophet, for within two years the little trading centre he established had a population of 10,000. It was only in 1822 that the British government consented to take an interest in the place.

In the little more than 100 years since it was founded the jungle of Singapore has given place to a huge city of close to 400,000 population, carrying on trade valued at a billion dollars annually--one of the metropolises of the British Empire.

Its quays and anchorages serve thousands of craft of all sorts and sizes, from the picturesque, graceful Malay sampans and the stately Chinese junks to the familiar freighters of the West, and what Kipling asserts are the "ladlike" liners. They built up Singapore's shipping to the tremendous total of 17,000,000 tons yearly.

When you need that Taxi 'Phone 2016. June 21, 1923.

Why do Women Take So Long to Get Ready.

Much more refreshing than most novels is "Webs," the magazine of the "Endowed Boys' school, Bowness-on-Windermere. The Christmas number is full of good things, says the London Daily Chronicle.

"Why Women Take Such a Long Time to Get Ready" is the subject of an essay by T. Atkinson, aged 9.

"If a woman has to go anywhere she always takes longer to get dressed than a man. Supposing they thought that they would go to the theatre, the man would have to pay. The man would just have to put his good suit on and do his hair. He would be ready in about 10 minutes.

"Then he would have to wait for his wife, while she put some scent on her frock, and she would curl her hair with the poker. That would take nearly all the time.

"Women always have so many fad-dolls to arrange. After that they go for some chocolates to eat in the theatre. Then they would go to the theatre and be late through her."

Bath night tempted many boys to make confessions: "Bath night is very nice sometimes I do sail a boat. Our bathing night is on a Saturday. I do like bathing. Wednesday my father was bathing, he was leaning up a ganst the side of the bath. He fell fast asleep, and I soon woke him up. I go right under the water, my eyes as well. The water bubbles when I come out of the water!"--Roy Robinson, aged 7.

A charmingly express description of clouds is given by Hubert Richardson, aged 8: "Sometimes the clouds say: 'Let's dress up and make ourselves nice,' and they dress themselves up in a blue frock with little bits of white on, and it's a fine day.

"They put a gray frock on to go to work, and then it begins to rain."

To Develop Paper Resources of B.C.

A NUMBER OF GROUPS OF OUTSIDE CAPITALISTS ARE CONSIDERING PROJECT.

VICTORIA--Indicative of the interest being shown by capitalists in the pulp and paper future of British Columbia, Hon. T. D. Pattullo, Minister of Lands, under whose department negotiations are being carried on, announced a few days ago that six separate groups of financiers are negotiating with the provincial government for the establishment of pulp and paper mills in the province.

"It takes about \$10,000,000 to get one of these concerns going and the details take time to work out, but I am confident that two or three of them will be under way in a short time," says Mr. Pattullo.

A powerful group composed of Chicago and San Francisco financiers, interested in angling for control of the Bridge River Power Company, which will provide the power for a new pulp and paper enterprise.

Minneapolis capital is said to be behind a move to establish a big pulp and paper mill at Uak, on the line of the Canadian National (G.T.P.) and is reported to be interested in the rehabilitation of the plant of the Prince Rupert Pulp and Paper Company, formerly held by the Emerson interests. Following the death of John A. Emerson the company went into liquidation and recently has been operated only as a sawmill. If the new interests take hold of the property, it will be developed as a pulp and paper concern.

TRAIN NOTES. -- Tuesday's west bound express arrived at Bishop's Falls 3.40 this morning. The Carbonear train arrived at 12.45.

Wedding Bells.

KENNEDY-NEWELL.

On last Tuesday morning a quiet but very pretty wedding took place at the residence of Mr. and Mrs. Butler, Mantels, when Miss Winifred May, daughter of Mrs. Mary M. and the late William Kennedy, Western Bay, was united in Holy wedlock to James Henry Newell, eldest son of Mr. and Mrs. William Newell, Bridgus. The wedding room was very prettily decorated for the occasion, and to the strains of the wedding march played by Miss Flora Kennedy the bride entered leaning on the arm of Sir John C. Crobie, as father-in-law, and attended by Miss Nancy Newell as bridesmaid, while Mr. Chesley Ayre Kennedy supported the groom. Rev. J. G. Joyce, pastor, of Wesley Church, performed the ceremony. The wedding party partook of a very sumptuous spread and Sir John C. Crobie in a happy manner proposed the toast of the bride, which was responded to by the bridegroom. The happy couple accompanied by their friends then motored to St. John's, where they joined the S.S. Ssua for Catalina to spend the honeymoon. Their future home will be in St. John's. The large number of presents and telegrams testified to the popularity of the young couple. The Telegram joins in wishing both a happy voyage over life's matrimonial sea.

ROSE-HEARN. A quiet but pretty wedding was solemnized at St. Patrick's Church on Sunday, July 1st, by the Rev. Dr. Kitchen, when Mr. Matthew Hearn, son of Mr. John Hearn, of Alexander Street, led to the altar Miss Margaret Rose, daughter of the late William Rose, of Placentia. Mr. G. Kavanagh ably supported the groom, while Miss Mary Hearn, sister of the groom, acted as bridesmaid. The groom served with the 1st Nfd. Regt. overseas. The presents received were numerous and costly, testifying to the popularity of the bride and groom. The Telegram wishes Mr. and Mrs. Hearn many years of prosperity and happiness.

West End Taxi Service. 'Phone 2016. June 21, 1923.

Five Arrests in Brutal Murder.

German Variety of Ku Klux Klan Makes Initial Appearance.

Berlin, June 27.--A German variety of the Ku Klux Klan, mysteriously allied with the Right Radical organizations, again upset the minds of country Germans when a brutal murder, surrounded by all the dark rites of the middle ages, became known to-day.

Walter Cadow, member of the Right Radical organization of Miffling, whom his friends suspected of revealing their secret plans to the German Government, was murdered by his associates on June 1, with canes, swords and bullets and buried in a forest near Parchemin until two members of the organization reported the murder to the police, who exhumed the body.

Five persons were arrested in connection with the murder and they are members of the former party of the German national freedom, closely connected with Herr Rosshach, who is now in jail charged with conspiring against the government.

Relics From Old Gold Camp.

Kettles in which "Big French" John boiled his beans, and the helmets from "Sandy" Bower's brogues are among the relics of the Comstock being cleaned daily by powerful magnets from ore that was once the shallow soil of the '69 camp of Slippery Gulch Nevada.

From the historic spot on which these two and scores of other famous Nevada characters rose from poverty to riches at the stroke of a pick or the roll of a miner's cradle the huge stamp mill of the United Comstock Mines Co. now grinds out the gold they daily trod upon.

With the undermining of the ground on which Mark Twain published his Virginia City "Enterprise" and Dan De Quille wrote his anecdotes of western mining camps, horseshoes, nails, tin cans, stoves, lids, anvils and the metal whatnots of the '60's fall into ore-cars and are carried to the mill at American Flats.

In order to protect the machinery powerful magnets sift the metal from the ore.

The gathering scrap heap looks old and rusty, but there is an air of romance about it. The tide of humanity that flowed past Slippery Gulch laid the foundation of the wealth that helped build San Francisco and the same tide of gold and silver floated Nevada into the Union.

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Perched Upon His Bench Turkish fashion, sewing away for dear life, the tailor who is absorbed in his work--who is determined to produce a suit worth while--is the man you should patronize. Let us tailor that next suit and you will be pleased and proud at our work.

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ELAINE HAMERSTEIN

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COMING--"TURN TO THE RIGHT"--"GRANDMA'S BOY"--"PEACOCK ALLEY"--"THE HANDS OF NARA"

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ESSAYS OF ELMO.

JULY--July is the Month of Lilacs

The poet says "Oh what so rare as a day in June," meaning of course a fine day when all Nature is radiant with the promise of many such days to come. As applied to Newfoundland our fine days in June are rare indeed, especially in recent years and we have to look to July for the realization of the poet's desire. Such a day as yesterday and one is struck with the thought how easily we forget all the miseries and depression of the cold rainy days once we are vouchsafed a fine spurt of weather. As a day for driving or walking in the country yesterday was ideal. The air was balmy, the sunshine not disagreeably hot and the odors of the trees and flowers invigorated the olfactory sense like the grateful spiciness of the Indian Ocean so famed in song and story. Everyone who had a motor car seems to have made use of it yesterday, and there was a perfect cloud of dust over the suburban roads, which, by the way, are in better condition now than ever before. The fact that there were no collisions and no serious accidents speaks well for the care exercised by the drivers of the motor cars. July has always been the month of plenty in Newfoundland because it is the month when our great piscatorial wealth in codfish and caplin strike in most abundantly on the coast and keep the people busy sixteen hours of the day with the outports when codfish is plentiful. July gives the record of fewest deaths in Newfoundland, because everybody is able to get out of doors

who is not bed-ridden and when people are able to enjoy the gladdening warmth of the sunshine and the pure invigorating air such as we have in our country in this month they are least likely to die. Emerson, the American Essayist and Philosopher says "In a fine day in August death becomes almost problematical." In Newfoundland it can be more appropriately applied to July, as August is a hard month on young children and holds a record for Cholera infantum. July brings nearly all the beauties of the field and forest to their fulness of garniture in branch, leaf and flower, and there is no keener or purer pleasure to one who has a love of Nature's operations in her rustic laboratory than to spend a day in the country reading the many song and story. Everyone who has a motor car seems to have made use of it yesterday, and there was a perfect cloud of dust over the suburban roads, which, by the way, are in better condition now than ever before. The fact that there were no collisions and no serious accidents speaks well for the care exercised by the drivers of the motor cars. July has always been the month of plenty in Newfoundland because it is the month when our great piscatorial wealth in codfish and caplin strike in most abundantly on the coast and keep the people busy sixteen hours of the day with the outports when codfish is plentiful. July gives the record of fewest deaths in Newfoundland, because everybody is able to get out of doors

When all they meet is fair and good And all is good that time can bring, And all the secret of the spring Moves in the chambers of the blood."

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P. E. I. Table Potatoes

In the finest possible condition

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Whites

All one price, per brl. \$4.25
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W. J. ELLIS
July 4, 1923

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July 4, 1923.

Trees and Potatoes.

How shelter-belts can increase potato yields on the prairies was well illustrated by an experiment recently carried on at the Experimental Farm at Scott, Saskatchewan. In 1920 Gold Coin potatoes in the open field yielded at the rate of 165 bushels per acre, while within the shelter-belt the yield was at the rate of 473 bushels per acre. The following year that variety yielded at the rate of 249 bushels in the open field and 761 bushels inside the shelter-belt. Another variety, the Everitt, in 1920 gave 121 bushels per acre in the field and 418 bushels per acre inside the shelter belt, and in the following year the yields were 156 and 576 bushels respectively.

The ancient cities found by Dr. Spinden were brought to light by cutting down the dense tropical forests covering them for centuries in regions where railways are being constructed or banana plantations laid out.

The Quarterly Meeting of the G.S.F. will be held in the Synod Hall to-morrow, Thursday, at 8 p.m.--July 4, 1923.

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July 6 Aug. 3	Montrose
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