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NEW EDISON

Mr John C. Crosbie on Railway Resolutions.

Present Agreement Will Eventually Bankrupt Colony --- Revenue Cannot Stand Strain Put Upon It.

(Concluded.)

625,000, and now you want to cut the railway in two and ask us for a million and a half. I can't understand it. Frightful stuff, and then we are asked to go to work and deliver over \$1,500,000 to the Reid Newfoundland Company. I don't care whether it is to the Reids, it makes no difference to me as far as I am concerned personally. All I can say is that when I was Minister of Shipping, H. D. Reid and R. G. Reid did all they could to assist me, and I know that at that time it cost them money. I know the Government I was associated with gave them so much money to complete contracts that were not adjusted. I always felt that they were entitled to a certain amount and that they should be considered, but you are absolutely gone mad. We can't do this, Mr. Coaker. Are we going to deliberately sell the country out? Are we sitting here to-night with the full intention of passing it over? I made a charge in this House and I repeat this charge now, that there is a Confederation in the Executive Government which will tell you he is an "anti," but his actions prove him a Confederate. You know yourself that you see nothing before this Colony now only Confederation, and you know she has got to go into Confederation, and you think the crowd on this side of the House want to get hold of her when she does go there to get the plums out of it when she does go in. That assertion has been made by you, sir, and I say that you are the gentleman who is sitting up all night to lead Newfoundland into Confederation. But, thank God for one thing. Neither you, nor your Executive, nor the Prime Minister associated with you, can put her in because the voice of the people must speak first. The voice of the people will have to be heard. Canada will not take you in no matter how far down you may get. You will not have the power to put her in till you go back to the people whom you betrayed hopelessly over expenditure and extravagance of the worst type. You will have to go back to them and they will have the final say, and I can see that time ahead now, when every man who thinks his seat in this House is secure, will have to bundle and go. What a pity you have been led astray. What a pity, sir, that you have betrayed the men of the North who stood by you and whom you betrayed, per-

haps unknowingly, but it is too late. Yes, Mr. Hallyard, I would hide right behind that curtain if I were you. Hide yourself away now because I can see the day when you will run away.

Hon. Mr. Hallyard—"I would like to do it now."

Sir John Crosbie—"I believe you would."

Hon. Mr. Hallyard—"You are too noisy."

Sir John Crosbie—"It's a pity you are so quiet. It's a pity you have a vote thrown from the front of this colony away. I can understand why Mr. Hallyard and possibly Dr. Barnes will stick to his Government when they know that Government is in jeopardy. I can understand their position exactly. No man can tell me that we are not on the brink of a precipice. You can't tell me that the Reid Newfoundland Company can be saved from the state she now finds herself in, and the final touch is the railway resolutions. Dr. Barnes you are on a high pedestal with some people in this country who have a certain regard for you and I believe that you know right from wrong, and you know that thing wrong is being done they trust you to take a stand for your country.

THE SILENT MEMBER QUESTION.

I want to ask you now to-night do you think you are playing the part of a man when you propose to sacrifice a million and a half dollars to the Reids. It was only a few years ago you denounced the Reids. Have you changed your opinion of them now? I don't ask you that question now, have you really, Sir, changed your opinion of the operation of the railroad to-day any more than you did a few years ago? No you haven't changed a bit, silence gives consent. I wonder what is the price you are being paid for sacrificing your country. I wonder if somebody is not paying somebody else to allow her to go over. That's how it looks now. Last year Mr. Coaker said we are going to run this railroad economically. You Mr. Targett, Mr. Scammell, Mr. Jones, and all the rest of you, no passes for you, none whatever, you can never have a railroad pass. Mr. Coaker was not entitled to give you a pass, neither was he entitled to stop it. That pass was never any compensation from the Reid Nfld. Company, you got your pass because you were a member, but the hon. member for Bonavista wouldn't give you a pass, but he gives \$7,500 to Sir George Bury to come down and say "how do you do; good evening." Anything that comes in here with any kind of a hat on it, or a long coat, or a good looking mackintosh, always can be more than the man who is living here in his own country. They always come here empty but they always go away with something from the Government or somebody else. And this is the last touch. We want money for everything but we give Sir George Bury \$7,500 for coming down here, and mind you, he was pleased with the railroad, so pleased with his reception here, that he said, "I prefer, now, sailing on the Rosalind, I won't go over the line any more," and I have no doubt the Government bought his ticket for him, and he went by the Rosalind, not by the train. He didn't want to see any more or hear of it. I say the Hon. Minister of Marine and Fisheries has only one intention in his mind, no matter what he says on the other side of the House. I assert that he has become a Confederate and this is part of a scheme to put this Colony into Confederation. Now I make an assertion and I defy contradiction of it, because the hon. member talked it over with me on the Adriatic coming and he said to me there was no hope, only Confederation.

Hon. Mr. Coaker—"I didn't say so."

Sir John Crosbie—"Why don't you try and save her from going into it, then you must be a Confederate and I brand you now as a Confederate."

Hon. Mr. Coaker—"You said a dozen times to-night that she is going there."

Sir John Crosbie—"Yes, and I say you are doing your best to put her there as fast as you can. I say it emphatically, that you and the Executive Government are out shoving her along as fast as you can, afraid she is not going fast enough to suit you. Instead of a twelve-knot boat not to convey her you would like to have a thirty-knot boat."

Hon. Mr. Coaker—"She is not going as fast as that."

Sir John Crosbie—"Isn't she going as fast as that? Nobody knows better than you how fast she is going."

Hon. Mr. Coaker—"It won't be with my help."

Sir John Crosbie—"Sure you're at it overtime. You don't take the ordinary 12-hour day at it, you are going the 22-hour. Aren't these Resolutions a sample? Didn't you admit to me to-night that you couldn't get a revenue beyond five or six millions and your expenditure is going into nine. What is that but driving her to the wall. What are you going to do about it. Get out and get a constructive policy, get out into the centre of this House and I will tell you something that you can do; how to run the railroad. I am at the stage now when I think it is time something should be done."

Hon. Mr. Coaker—"If we went with you could you run her for less?"

Sir John Crosbie—"Well, with your experience attached to me I might possibly do it. I would not like to go there at all without you. I would not like to attempt it without you."

Hon. Mr. Coaker—"If I thought you could run it on a policy of half a million I would join you."

Sir John Crosbie—"Half a million dollars? Easy. Now are you ready to come over? No, you aren't come over because they have you. You aren't come over. You are running the railroad like you ran the F.P.U. You ran the railroad on an unbusinesslike basis and you are running the F.P.U. and anything else you look hold of, like the Fishery Regulations, in the same way, and that's why I am talking to-night. You don't deny any of that."

Hon. Mr. Coaker—"I have my own opinion."

Sir John Crosbie—"Well, that's what I am using. I don't have to use my opinion at all. Facts are facts and you can't get clear of them. There is no need to use my opinion, you know yourself what is happening, you know what is going on, I make that statement; shall I repeat it?"

Hon. Mr. Coaker—"That doesn't prove it."

Sir John Crosbie—"I say that stary,

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strongly oppose, this railway resolution and I am going to do all I possibly can to stop it. I would do anything in reason to help the Reids out, but when it comes down to deliberate taking \$1,500,000 from the people of this country, who are taxed to-day to their limit, I stop. The railway resolution proposed by the Reid Nfld. Company, including subsidies, of between \$400,000 and \$500,000, or about \$5,540 every day, and the service to be cut, is not a fair offer. Now, is it right for us to deliberately throw away this money without the people who sent us here knowing something about it. I don't believe anybody in this House believes it is the right thing to do. I believe the Prime Minister is against it. He doesn't want to do it, but he is driven into a hole.

I would now ask the hon. Chairman of the Railway Commission, Mr. Coaker, if he would tell me, if the General Manager for the railway in the country yet? Do you know a man named Kerr? Is it proposed that he shall be the General Manager?

Hon. Mr. Coaker—"No, it is not."

Sir John Crosbie—"Are you quite sure about that?"

Hon. Mr. Coaker—"Yes, no fear of that. He is not a railway man."

Sir John Crosbie—"You assure me that gentleman is not going there."

Hon. Mr. Coaker—"Yes."

Sir John Crosbie—"Thank you. Are you going to deliberately vote this million and a half dollars? I don't think you will. The man who votes for all that money to operate the railroad for the coming year, who passes over the million and a half to Reid, passes his birthright away. He may think what he likes and may dream as he likes, but I say that the day he registers his vote for that million and a half to be given the Reid Company he suggests by these resolutions, the condition the country is to-day, he gives away his birthright. There ought to be some other way out. If any man takes a contract with you to do a certain thing and he can't do it, you don't go down and pay him because he says he can't do it. That's what we are doing to-night, exactly. I want to say now that I strongly protest against it, absolutely protest against this money being made over to the Reid Nfld. Company. Not on account of the Reids—I don't care about them—but to anybody. They have no right to take this money from the taxpayers of this country without the Government putting it up to the people and getting a mandate from them, because the Hon. the Prime Minister's manifesto was absolutely opposed to the Reids, and he was going to force them to carry out their contract. If we must give this money away, then I say let the people have a chance to give their opinion."

Mr. Chairman, I absolutely oppose these resolutions. I don't intend to vote for them. I don't intend to oppose them because they are utterly impossible—cutting a service in two, taking practically everything from us, and then asking us to pay the Reids. Some other arrangement could be made. We know we must run the railroad, but we feel that there must be some other way of doing it. I really make one feel bad to think of the poor old colony, after struggling along like she did, under many a sale and stress, to be sacrificed now in the last stage of the game. One man in this House long ago said what was right. He is gone now, but if I remember rightly, he foresaw what was going to come to us. That was the late Mr. Goodridge, when he said this country didn't want a railroad at all. He said the railroad it wanted was steamers running in and out the Narrows and down the coast, but we have the railroad and we must run it. I know what he said was absolutely right. We have never had a railroad, but we must run it now that we have it, but surely gracious heaven! we haven't got to be dumped into a million and a half into this thing. I appeal to the Prime Minister to find some other way out of it and see if there is not some other policy possible than handing out a million and a half dollars which we practically have no control over.

The Tower of London.

The Tower of London is a group of buildings, the oldest of which is the central White Tower, built in the time of William the Conqueror on the site of an earlier fortress, dating, according to the authorities, from the rule of Julius Caesar. The Tower, known chiefly for its history as a prison, was also the scene of the courts of some of the earlier kings. Many distinguished prisoners have been led from one or another of its buildings to execution, and a large number of these, including Sir Thomas Moore, Anne Boleyn, Lady Jane Grey and Catherine Howard, lie buried in the Tower Chapel. For sheer dramatic horror there is little to touch upon the storied past of the dungeon of the White Tower. It was called "La Tour Blanche" in the days of the Plantagenets and obtained its name from the frequency with which it was white-washed. It is ninety feet high, and the walls are from twelve to fifteen feet thick. On each of four turrets is a weathercock. The Tower of London, closed during the war, is now again open to the public.

Did you ever read this Mr. Barnes? But I suppose each man had a Manifesto of his own. Little did the present Prime Minister imagine it was about himself he was telling the story. Reid has got him in the mess and instead of treating him like the landlord treats the tenant, making him keep the House in repair, well, Mr. Reid says to the landlord, get up you landlord, get up you Prime Minister, get up you Attorney-General, get up all you gentlemen in the Executive including Hon. the Minister of Marine and Fisheries; get up all of you. I want this House put in repair. I am only the tenant, you get up and put her in repair. What Mr. Squires says was Mr. Reid's duty, to-day Mr. Reid is making the Hon. the Prime Minister and his Government do it. That's correct, Mr. Coaker? That's the answer. Now let us come to another question. The other day I picked up a report and in that report the first time I saw the name of \$4,800,000 worth of property to the Royal Trust Company under a chattel mortgage from the Electric Light and Power Company, the Dock Company, and some other company connected with mines and forests, whatever it was. How did the Reids get the right to do that. Who gave him that right, Mr. Attorney-General? Wasn't there an amendment to the Companies Act in 1918, Mr. Coaker? Didn't it give him this right?

Hon. Mr. Warren—"No."

Sir John Crosbie—"Excuse me I will produce the goods. They are going to transfer anything until you changed the Act and in changing the Act it simply made it of two-thirds being necessary, you made it the majority of shareholders, and that's what you allowed Mr. H. D. Reid to do. You don't deny that. According to you we have no authority over the Reids any more? Who gave it away?"

Hon. Mr. Warren—"I don't know."

Sir John Crosbie—"Do you mean to tell us to-night that we have no right over that Railroad, that Reid can do as he likes with it? If he can I am gone."

Sir John Crosbie—"Well, where do we stand now? Mr. Reid has taken these Companies. They are gone from us, they are registered now with the Royal Trust Co., the Bank of Montreal. We have nothing in the world only the Railroad across the country. Is that what we stand to-day? For the little I do know, I don't know, but in this under the old Act, you had to have two-thirds and under the new Act you must only have a majority. Do you mean to tell me to-night that we have no right over the Dock Company? Is that gone? Surely the dock can't be mortgaged to us if it is a chattel mortgage to the Royal Trust Company?"

NO MANDATE.

Sir John Crosbie—"Well, I would like to pass this over and you examine it. Now, with regard to the expenditure of a million and a half dollars, here's the right thing to do. You come into this House of Assembly here, and you have a manifesto signed by the Hon. the Prime Minister which goes out to the country. The people know nothing whatever about this railroad policy when they were voting for you. The right and proper course for the Government to do was to go to the country on that expenditure and get a mandate from the people to come in here and vote that money. If they wanted it get a mandate from them, go out, and let them know all about it, and if you can possibly find the money you are not to be blamed, but you are embarking on a policy to-day such as they never dreamed of, they never heard of it until now, and I think the proper thing to do, if you are decent about it, is to prorogue this House and go to the country and ask them to decide immediately whether you ought to give that million and a half dollars to the railroad. That's the right and proper course for you to take, before the people are betrayed. At this time, I don't know, but in Committee for some time, I don't intend to say very much more to-night, but as the debate continues I will tell my reasons for so strongly objecting not because of the Reids, that doesn't bother me in the slightest. If they were anybody else but the Reids I would oppose them also. I

Capture of Gibraltar.

On July 24, 1704, during the war of the Spaniards and French against England, Sir George Rooke, a British admiral, commanding a combined English and Dutch fleet, took possession of Gibraltar, which has continued ever since a British possession, being formally ceded to them by the Treaty of Utrecht in 1713. Though it is 1,439 feet high at its greatest elevation, it is only three miles in length, and three-quarters of a mile in breadth; but nevertheless the Saracens or Arabian Mohammedan invaders besieged it, and retained it for 621 years. Since 1713 the British have been obliged to hold it against besiegers on five occasions, it being esteemed of great importance because it commands the entrance from the Atlantic Ocean into the Mediterranean Sea, having on its north coast Spain, France, the island Malta (now an English possession), and other islands, Italy, Greece, Turkey, Asia Minor, besides Africa on the south coast. Since the Suez Canal, 99 miles long, between the Mediterranean and Red Seas was opened in 1859, and opened in great part by the British Government since 1876, the Strait, or narrow passage, of Gibraltar has become of greater importance, for it provides for them a very direct way to India and other parts of the British Empire instead of its ships being obliged to voyage round the Cape of Good Hope, the southern extremity of Africa, or Cape Horn, which occupies that position in South America. It gives also access to Cyprus and Egypt, which are now under British control. The importance of this short and narrow entry of the Mediterranean Sea, as estimated by the British Government, is proved thus: for while on December 31, 1896, its resident civilian population numbered only 19,859, the troops keeping charge of it numbered 4,926.

Origin of Toasts.

Originally, when the ancient Greeks or Romans were at a feast, the custom was to bow before the statue of Bacchus, the god of wine, exclaiming, "Be propitious, O Bacchus!" and pour a little wine on the ground. This was also done to other gods. Emperors being deified, this honor was paid to them. Then wealthy people and beautiful women were thus toasted, and the habit of toasting was established and later people decided to drink the liquor instead of wasting it.

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