

NOTICE OF REMOVAL AND PARTNERSHIP!

Hon. R. A. Squires, K.C., LL.B. ANNOUNCES the removal of his LAW OFFICES to the New BANK OF NOVA SCOTIA Building at the corner of Beck's Cove and Water Street, and the formation of a PARTNERSHIP for general practice as Barristers, Solicitors and Notaries, with MR. J. A. WINTER, eldest son of the late Sir James S. Winter, K.C., under the firm name of Squires & Winter. Address: Bank of Nova Scotia Building, January 3rd, 1916. St. John's.

To Motor Boat Owners SPECIAL NOTICE!

THE undersigned, who holds Newfoundland Patent No. 209 on 1 COVERS FOR MOTOR BOATS AND OTHER BOATS, is now prepared to license the use of same to fishermen and others requiring it. This covering can be put on a Boat in about two or three minutes and removed in less time. When on Boat no water can enter it, not even rain, except a small space at stern reserved for steersman. All its attachments are specially adapted so they will not interfere in any way with twine hauling or any other work a boat might be used for. The covering can be made by any Motor Boat owner. A salesman will be on the road shortly with a model showing how covering is made and worked, from whom a license can be obtained for its use. This man will also visit the Northern Districts soon as navigation opens. For further particulars as to cost, etc., write or call on P. F. DELANEY (Patentee) Station Agent, Spaniard's Bay.

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NOTICE!

All Local Councils, in the District of Twillingate, will please send their district assessments of Five Cents per member, to Fred. House, jr., District Treasurer, Twillingate.

W. B. JENNINGS, D.C.

MR. COAKER'S GREAT SPEECH ON FISHERY DEVELOPMENT DELIVERED IN HOUSE OF ASSEMBLY ON TUESDAY

Condemns the Government's Outrageous Action in Permitting the Cutting of Green Timber For Pit Props Contrary to Law--Asks Government to Prohibit All Steamers Larger than Sagona from Engaging in Seal Fishery--Demands that a Tug be Stationed at St. John's to Protect Lives and Property Driven to Sea by Fall Gales--Proposes that a Commission of Five Government and Five Opposition Members Visit Fishing Centres in Canada and America to Investigate Conditions in View of Developing Newfoundland Fisheries According to Latest Methods and Affording the Most Modern Facilities for the Handling, Packing, and Exportation of Fresh Fish.

MR. COAKER--Mr. Speaker, I wish to make a few remarks regarding the matter now before the House; and first, Sir, I think I should congratulate the Minister of Marine and Fisheries for the information which he afforded the House this afternoon with regard to the petitions presented in connection with shipbuilding and tugs. I am glad to notice that the Minister during his visit to the United States was observant and that he has taken notice of things that concern his department. We know that in the United States they are up to date; and we cannot expect for the next fifty years to approach their condition; but I hope that the result of his visit there will mean some improvements in Newfoundland.

Should be a Duty on Imported Vessels. Now the Minister spoke about the amount the Americans and Canadians pay in the way of duty on vessels going into their countries. If an American buys a vessel in Canada and brings her into the United States he has to pay a very heavy duty to have her registered; and if a Canadian buys an American vessel he has to pay a duty of 33 per cent. The consequence is there are no American vessels in the fisheries of Canada. We on the other hand, can find no other way of filling up the gaps in our fishing fleet than by going to America and Canada and buying the offals of these countries and using them in our fisheries. It is true that this year we are getting some new vessels from Nova Scotia. But that is the exception and not the rule. As a rule the vessels that come here are those that are too old to be used in the Canadian or American fisheries. Now if the Americans and Canadians find it necessary for the protection of shipbuilding to put on a duty of thirty-three per cent I do not see why we should not take some step in the same direction. Now we intend to do something with regard to shipbuilding at Catalina. To establish a shipbuilding plant at that place will not cost more than twenty thousand dollars; that is to establish a plant like they have at Shelbourne, Nova Scotia. I found at Shelbourne the best plant in Canada, much better than the one they have at Essex in the United States. Twenty thousand dollars is quite sufficient to establish a first-class shipbuilding plant in Newfoundland.

A Quarter of a Million Dollars Lost to Newfoundland. The Minister said that the sum of \$250,000 will go out of Newfoundland this year to purchase vessels in America and Canada, and I don't think he was very far wrong. Now, this is a very serious problem, and I think we should consider the advisability of prohibiting our people from going to the States and Canada and spending such a large sum of the hard-earned money of Newfoundland in purchasing vessels which are only regarded in this country as second-class vessels. We have material to build schooners here just as good as they have there. We probably won't be able to utilize oak here as much as they do in America, but we have juniper, which a builder in Nova Scotia told me he would just as soon put into vessels as he would oak. Now, if that is so, I don't see why we should not go into shipbuilding on a vaster scale than was ever contemplated before in Newfoundland. There is a large wastage in vessels here. I should say that we would require to build a hundred schooners a year to keep up the fleet. If we don't build vessels we cannot expect to get the income from the fisheries, at least as far as the Labrador is concerned, that we have got in the past. During the last eight or ten years the number of vessels going to the Labrador have decreased something like 600, and during the last three years there have not been twenty vessels built in Newfoundland. Government Should Encourage Ship Yards. You ask why they don't build ves-

sels, they will say that it is too expensive; it costs too much money; it is difficult to get material; labor is higher; and all that sort of thing; and they contend that it is cheaper to buy a second-hand vessel that will last eight or ten years. I submit that it is time for the Legislature to wake up and say to the people: You have the material, and you have the men, and all you have to do is get to work and establish ship-yards, and we will put on a duty of 25 or 30 per cent on all vessels that will be brought into Newfoundland from abroad after, say, two or three years. If that is done, and some encouragement is given the people to go into the business, you will find that this vast amount of money which has been going out of the country for this purpose will probably be kept here. There is no reason why it should not be kept here. The man that I took with me through those shipbuilding yards Capt. Jones said: Mr. Coaker, I have learned nothing by coming up here; we can do the work in Newfoundland just as well as it is done here. Of course the difference up there is that every man engaged in those yards is a professional in his own line. They make it a business. There are sometimes two vessels in a dock. There are two or three men doing the plank; two or three more doing the deck frames; and every one is a professional in his own way; and that is the reason why they do the work so well and so quickly and cheaply, and make such good profits on it.

We Can do the Work in Newfoundland. We can do the same thing if we will only get down to business, and go about the matter properly. At the present time nearly all our work is done with the axe, and that is why the vessels which are turned out in Newfoundland are a little rougher than those turned out abroad. We can build in Newfoundland just as cheaply and just as neatly as they do there if facilities are provided. They pay their men \$50 and \$60 a month for doing work which we can get done for \$40 a month; but machines do the work much better than that can be done with the axe. I do hope that the Government will do something to encourage the re-establishment of this industry. The time has come when something must be done. If we don't supply a hundred vessels a year, our fishermen will, in a few years, have to do without about a million dollars worth of produce that they now bring from the Labrador. What the F.P.C. is Doing in Catalina. They cannot all engage in the fishery in Newfoundland--they cannot all have traps along the Newfoundland shores; some must go to the Labrador, or else we are going to lose twenty or thirty thousand of our population. Even if we don't increase the number of schooners, we must keep up the fleet to its present number. It is no good for the Government to say we will give this matter consideration, and we are satisfied, if any company comes along to take the matter with them. That is not good enough. I have no use for that sort of thing. I want to see a bill on the Statute Book that will be open to everybody that will come along. Let the Government, with the advice of the Minister of Marine & Fisheries, bring in a good, fair measure, open to anybody who cares to go into the business. For instance, there should be a ship-building yard at Harbour Grace. There is no reason why there should not be. They have a dock there, but they won't make a success of the dock unless they have a shipyard in connection therewith. We are having a yard at Catalina, and they at Harbour Grace could do the work just as cheaply and effectively as we can at Catalina. One of those yards would give employment to 150 men, and in that way \$100,000 a year will be spent in the country for each yard that is in operation. This is too serious a matter to overlook. Why should we

continue to send away \$250,000 a year that we can keep in the country?

Industry Would be a Paying One. Now, the Government must wake up and put a bill on the statute book that will be fair to everyone. Lay down your proposition as business men, and guarantee a dividend of say ten per cent on money invested for ten years if operated. I agree with the Premier when he says that this dividend should only be paid if the plant is in operations. Certainly, don't pay any dividend if the business is not operated, but if this dividend is guaranteed the business will be in operation; and I am not afraid to say that after two or three years the business would be paying 20 per cent, and therefore would not cost the government a cent. I hope that the Minister has gone into this matter so seriously, and spoken so clearly, that this House won't rise this session without some measure is enacted that will be acceptable to the whole House. We must deal with this matter. I want to see five or six of those docks established in this country, and vessels turned out here equally as good as anything that is built in Nova Scotia. Necessity for Ocean-Going Steam Tug. Now, as regards the tug matter, the Minister of Marine & Fisheries has made a very clear statement as to the necessity of dealing with this matter. If the Government is prepared to close this session without providing an amount in the estimates to cover the expenditure to provide for a tug, the necessity for which has been so clearly pointed out in the petitions presented to-day, then I say that they will be false to their duties as a Government. The necessity is there. Last year forty lives drifted to sea, on two vessels, and they were only rescued by a miracle; and every year we have the same thing happening. Then, as the Minister pointed out, if we had to spend \$100,000 to provide a tug, she would certainly pay her own expenses and a nice interest on the amount of money invested in her. The Minister stated that between eight and nine thousand dollars a year was spent in taking round supplies to light-houses. Now, that is an eye-opener to me. Eight or nine thousand dollars would be quite a long way towards paying the expenses of one of these vessels. Then there would be towage here in St. John's. We should not care what the Tug Co. says, or how they protest, our duty is to provide a tug capable of meeting every emergency. Scientific Research For Our Fisheries. There is another matter that will have to be dealt with soon in connection with the Fisheries Department, and that is the matter of scientific research. The tug could be used during certain months of the year for this purpose. This is a matter which has been entirely neglected by all Governments and it must be taken up if we are to keep our place as one of the great fishing countries of the world. One of the things that I was most ashamed of during my trip to Canada and the States was having to confess that we were doing nothing in this connection. I was ashamed to say that out of the \$84,000,000 which is collected yearly from the people of this country, not twenty cents is devoted for scientific research in connection with our fisheries. I visited the Department of Fisheries at Ottawa, and was there shown page after page, and book after book of research work in connection with the fisheries of Canada. On every branch of the fishery they could lay volume after volume of information before me. Why, the Superintendent of Fisheries, a Mr. Froude from Prince Edward's Island, knew more about the fisheries of Newfoundland than I did. He could tell me how much fish was exported from this country during the last twenty years without referring to anything. Now, I hope that the Government will take this matter up for her by allowing her to ply also, and do something in connection

A QUESTION.

HOW are these rubbers of yours wearing? What! You've worn out two pairs and the third are fast going? I'm no clairvoyant, but I can tell one thing without even glancing at your feet: You have NOT been wearing BEAR BRAND. Well, it's no use crying over broken rubbers, but take my advice and buy a pair of BEAR BRAND immediately. How will you know them? You will find the "Bear" stamped on the shank, and the lining is purple--a royal color because the rubbers are fit for a king. You should get the rest of the winter out of one pair. Cleveland Rubber Co., New Martin Bldg., St. John's. mar7, tu, fri

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(Continued on page 3)