

## Id. Wise, & Foolish

In housekeeping, as in other things in life, one should look ahead. Do not be induced to spend a few pence less to-day on buying Soap of an inferior quality which will ultimately cost shillings, and even pounds, in ruined Household linen and clothes. This is not economy. True economy is to use a pure Soap.

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## HOUSE of ASSEMBLY

### Yesterday's Sitting.

Several petitions were presented. The Bills introduced by Mr. Kent to amend the Acts to incorporate the R. C. Bishops of St. John's, Harbour Grace and Vicar Apostolic of St. George's were read a first time. Ways and Means were deferred until to-day.

The House having gone into Committee on the Bill to Encourage Shipbuilding, Mr. Moulton criticized some of its provisions relative to the bounties.

Mr. Kent held that Mr. Moulton had pointed out with clearness the defects in it and he thought with him that the difference of a ton, more or less, was not much. Such a small margin should not be an impediment to securing the bounty when a man had made a bona fide effort and complied with the regulations for building. Another difficulty was that small vessels built in outports in a manner which would qualify them for the bounty did not get it owing to the cost of bringing them to St. John's which would be more in most cases than the bounty itself would be worth. Deputy Surveyors with the proper powers should be appointed in shipbuilding centres to attend to this matter, and the Minister of Marine and Fisheries said this should be done but Mr. Kent did not see such provision in this Act which should be so amended that vessels could qualify in the home ports for the bounty.

The Minister of Marine & Fisheries (Mr. Piccott) said that when they came into power they appointed a man to survey vessels so that they might not have to come to St. John's. This was Mr. S. K. Bell who was appointed general deputy surveyor so that now no vessel need come to St. John's for her final survey, as Mr. Bell went to the outports and did this work. It was not so much the question of tonnage as of the schedule under which the vessel was built to entitle her to a particular bounty. Lloyd's were most particular and blue prints of vessels built for the \$10 bounty should be sent to the office in England to be passed upon there.

Mr. Earle thought it was safest to have a schooner qualifying for a particular bounty built larger, and thought it a hardship that a ton or so in the difference should disqualify a craft. He then spoke with some warmth on the quality of the chains sold in St. John's and which were supposed to come up to the test demanded by Lloyd's. Some of these sold were utterly unfit for the use for which they were intended and it was a shame and disgrace for dealers to dispose of them. He had some which he found to be full of cracks but which were sold as Lloyd's test chains. He dwelt on the risk to shipping and human life which this entailed and advised that they should be destroyed.

vocated the appointment of an inspector.

The Premier.—Everything going into vessels built at home would come in duty free and should be an inducement to build. The smaller class of vessels were built at home but the larger vessels were purchased abroad. These, he held, should be built here, and he showed what a great benefit would accrue to the mechanics and the people generally. He stated that during the past 20 years he had imported 424 vessels valued at \$1,500,000 which had thus gone out of the country. We imported since 1895 326 vessels from Canada, while the little town of Lunenburg with a population about the same as Bonaville built 136 vessels. Last year 124 vessels engaged in the bank fishery. Building at home was now made easier and he looked for an era of great development in shipbuilding.

Mr. Piccott in answer to Mr. Kent's question on the matter explained the procedure of the builder to secure a survey.

The Bill then went through Committee. The House went into Committee on the Bill to amend the law relating to Merchant Shipping. The Bill deals with collisions between vessels and salvage and liability would be fixed in proportion to the degree in which each vessel was at fault.

The Bill went through Committee when the Bill to amend the Game and Inland Fisheries Board Act was read a second time. It had reference principally to the protection of foxes. It imposes a maximum penalty of \$1,000 for exporting them. The Bill goes into Committee to-day.

The Bill entitling the following to pensions was read a third time and goes to the Committee to-day.

Stearns, late of Poor Asylum, two hundred dollars.

W. Cummins, late of Poor Asylum, eighty dollars.

John Sainsbury, late Light Keeper, two and forty dollars.

Wm. Ring, late of Lunenburg Asylum, four hundred dollars.

Robert Toucher, late of Museum, two hundred and forty dollars.

Thomas Hudson, late Light Keeper, two hundred and seventy seven dollars and thirty-three cents.

A. J. Crocker, late Sub-Collector of Customs, three hundred dollars.

Thomas Coffin, late, Chief Locker, Customs, four hundred dollars.

M. Tracey, late Tidewater, Customs, two hundred and sixty dollars.

Mrs. John Carnell, late Keeper of Oil Store, one hundred dollars.

The Bell Island Tramway and Plantation Water Co. Bills were read a second time, when the House went into Committee re the improved Sydney.

Port aux Basques and Labrador Steamship Services.

The Premier explained that this had relation to the steamers Bruce and Lintrose plying between Sydney-Port aux-Basques in connection with the daily train service and the two steamers for the Labrador route. Instead of calling for tenders for these contracts he asserted that the Government were satisfied that they could not do better as regarded price and class of ship. He gave statistics as to the growth of the coastal trade since the days of the Plover and Curlew and the great improvement in the class of ships now running as compared with those plying formerly on our bays and coasts. They were asking for power to make a contract. On the Bruce and the building of the new Bruce, Lintrose and the new Labrador boat the Reid Co. had expended \$1,000,000.

Mr. Kent was sorry that the Premier could not furnish the House with the terms of the proposed contract, and he thought that coming to the time the matter had been under discussion that there was ample opportunity and time to have arranged every contract that might be formed between the Company and the Government. The Government should, before now, have been in a position to place before the House the contract upon which it was proposed to operate the service on Labrador and they should see to it in connection with the Port aux Basques service that the railway system would be operated to the satisfaction of the public. He had already referred during the session to the absence of any information regarding the whole system of the contractor. Last year, for a period, traffic was tied up through congestion. There were then two settlements on the route and the congestion must have arisen from some other source than want of steamship accommodation.

It was that the line between St. John's and Port aux Basques had not sufficient accommodation to handle the traffic of a daily service, and the contractor when this service was inaugurated, should have been compelled to provide sufficient accommodation to meet the requirements of the public. He otherwise the same dissatisfaction with the daily service which we had last year, would again be in evidence. He hoped the inauguration of the Labrador new service would end the overcrowding to which he had alluded recently.

Mr. CHIT was pleased to note that an additional steamer was being built at Notre Dame Bay, and that the contemplated ports of call would be submitted to the sitting members for the District. He thanked the Premier for this courtesy. He was also pleased to know that the additional service extended to Labrador, which heretofore was anything but satisfactory. He praised the Bruce and Lintrose, and declared the accommodation and equipment to be found in them were excellent and belied the public should assist to make these services all they ought to be. He trusted that the advent of the Labrador new service would be fraught with much improvement to the freight and passenger traffic of the Colony.

Mr. Kent here alluded to the difficulty encountered in settling disputes between the public and contractor. Some other method should be found besides arbitration. It was very difficult to handle complaints made regarding the service under the existing procedure. Some permanent Board or authority should have charge of these matters instead of a tribunal of arbitration. That was altogether too cumbersome. In matters of small compass which frequently occur and which in the aggregate were large, some other tribunal should be provided either that or let them go to the Courts. As regards complaints re freights, people had the law as a remedy, but he was referring to present procedure by arbitration which was unsatisfactory, cumbersome and unreasonable, and often inapplicable to circumstances.

Complaints about freight had arisen from time to time as regards the line on the different routes. The provisions of the contract in the handling of these freights was very incomplete. Some amendment must be made as regarded liability as to carriage, particularly in the case of boats subsidized by the Government. Some law covering the duty of liability of common carriers should be introduced which would give a greater satisfaction to those sending freight from place to place in the Colony. He thought the Government in entering into the present contract should bear in mind the matter of the applicability of the present system of settling questions of dispute or any other matter that might arise between the Government or contractor, as to the manner in which the service was carried on. In making the contract the Government should devise some other means besides the present way of dealing with complaints regarding the service.

The Premier contended that in all cases of arbitration the Colony had two arbitrators against the contractor, one of them, and if he were a party to a dispute, he would certainly prefer such an arrangement. The Colony had never yet lost an arbitration except when our own arbitrator signed the award against her. He traced the history of the more famous local arbitrations. The Reids had the special rights and in disputes they had the common law and statute rights of the Colony.

Mr. Kent.—The point he referred to was the procedure itself, which was provided for by the contract was cumbersome, unwieldy and unsatisfactory in the settlement of disputes. He would not discuss the merits of former arbitrations but he would affirm that a tribunal to which any dispute was referred arising in connection with the operation of the contract was troublesome and slow, and there should be an impartial tribunal like our Supreme Court in which all have confidence, and there would be no satisfaction until some such tribunal was instituted.

A Bill giving effect to the Resolutions, was read a first time.

The Premier introduced the Resolutions dealing with the Orr Newfoundland Co., for the manufacture of glue, etc., from fish offal and dog fish. They got the monopoly for five years on this, had already built one and must build four other factories; they MINARD'S LINIMENT FOR SALE EVERYWHERE.

will get in certain machinery, etc. duty free, and the Government has done this will settle the dog fish nuisance to the satisfaction of the fishermen.

Mr. CHIT thought this would be a good way of disposing of the dog fish nuisance and thought it would be a good thing for the fishermen. Mr. Moulton also praised the idea, after which the House adjourned.

## OBITUARY.

MRS. J. E. P. PETERS.

After a protracted illness the death occurred yesterday of Mrs. Peters, wife of J. E. P. Peters, Commissioner of this city. Only on New Year's Day past did Mr. and Mrs. Peters celebrate their golden wedding with their numerous family about them. Several of the came from Canada and the States to take part in this very happy function. Mrs. Peters came to this country from England on March 18th, 1859, and had reached her 74th year. During her long life she ardently identified herself with philanthropic works and was an earnest promulgator of temperance, being associated with the late Lady Thorsburn in the W. C. T. U. and the Poor Asylum Mission, of which she was President. She was kindly and charitable and by exhortation as well as by example led many stray ones into virtuous paths. Mrs. Peters was a good woman in every sense of the word, and many a family in St. John's whom she succoured in their hours of trouble and affliction will regret her passing and cherish her memory. She has gone but her good works will live after her. A husband, her partner for over fifty years, seven sons—Rev. J. E. Peters, M.A., Dr. Charles, Alfred, Joseph, Arthur, William and George, and one daughter, Mrs. Byrnie, of Brooklyn, N.Y., survive. General and sincere sympathy will be extended to the bereaved family, in which the Telegram joins.

JOHN MATHIESON.

The death occurred on March 23, of John Douglas Mathieson, aged 54 years, of 1445 Fifteenth Street, east. The widow and three children are left to mourn the loss of a devoted husband and father. The funeral will be under the auspices of Mount Lebanon Lodge, No. 54, A. F. & A. M., East Calgary, of which he was a member. The funeral takes place from Shaver's chapel, 1206-10 First street East, on Wednesday afternoon at 2.30. Funeral services conducted by Rev. Mr. Esau. Interment takes place in Union cemetery. — Calgary paper.

There passed away on Easter Sunday at Calgary, Mr. John Mathieson, aged 60 years. Thirty-five years ago he came to St. John's to the firm of Ayre and Marshall, where he remained until five years ago, when he started business for himself as a commission merchant. Subsequently he entered the employ of Jackman the Tailor, and later went to Western Calgary, where four months ago he was stricken with a serious ailment and the end came. Deceased was well known here and a prominent member of Avalon Lodge and a Royal Arch Mason. A widow, two boys and a girl survive, for whom much sympathy is expressed.

JOHN QUIRK.

The death occurred last evening at his residence, Monkton Road, of an estimable citizen in the person of Mr. John Quirk. Mr. Quirk was for many years a prosperous farmer, but of late worked as a cooper for the Department of Lighthouses. Socially he was a general favorite and was a man of kindly habit and noted for his honesty and integrity. To his sorrowing mother, sisters and brothers the Telegram extends its condolences.

## Here and There.

Campbell's Milk Shakes are delicious.—Jan 27, 11

The engagement is announced of Miss Lillian M. Power, of Henry Street, to Captain M. Williams, of the White Star Line, Olympic, Chicago, Illinois.

For Pure Milk, delivered daily, try J. W. Campbell's, Ltd.—Jan 27, 11

WENT ON EXPRESS.—Miss Irene Roberts, who had been spending a holiday in the city, went to her home in Carbonear, by last evening's express.

TAKES HEALTH TRIP.—Mr. F. Manuel, operator at the Postal Telegraph office, left here by the Lake Success, on a health trip to Barkados and Brazil.

ABOUT AGAIN.—Mr. James Byrne, of the Nfld. Brewery, who fell and broke his leg several weeks ago, is able to be about again, but the leg is yet too weak to permit him to resume his duties.

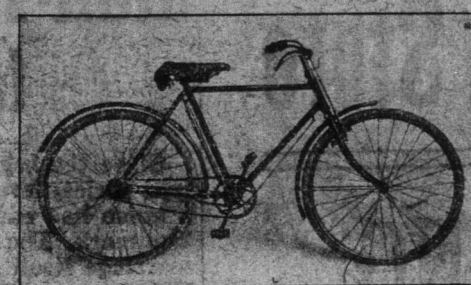
Toric Lenses are best for the eyes because their deep curve corresponds with arc of rotation of the eyeballs. Ground and fitted in short time by R. H. TRAPNELL, Eyesight Specialist.—Jan 25, 11

NOTE OF THANKS.—Mr. and Mrs. Hancarty wish to thank the Cathedral Choir for the beautiful cross to adorn the coffin of their dear son, Gordon; also the many friends who sympathized with them in their sudden bereavement.—adv.

Electric Restorer for Men Phosphorus restores every nerve in the body and vitality. Preserves decay and all sexual weakness. Makes you a new man. Price \$3 a box, or two for \$5. Mailed to any address. The Phosphorus Restorer Co., New York.

FIFTY MEN LANDED.—Regarding the strike on board the s.s. Erik, Messrs. Joy Bros. had a message last evening from Magistrate Roper, of Bonaville, stating that the Erik had landed fifty men there, but no further particulars were received.

## The Summer is Coming



If you want to enjoy yourself the coming Summer you could not do better than invest in one of our English Bicycles. Those who have given great satisfaction to those who procured them in the past, and we are selling them at the very lowest margin of profit. Call at our store and see them.

LADIES' ..... \$35.00  
GENTS' ..... 30.00  
BOYS' ..... 28.00

MARTIN HARDWARE COMPANY.  
P.S.—To arrive Lamps, etc., suitable for English Wheel.

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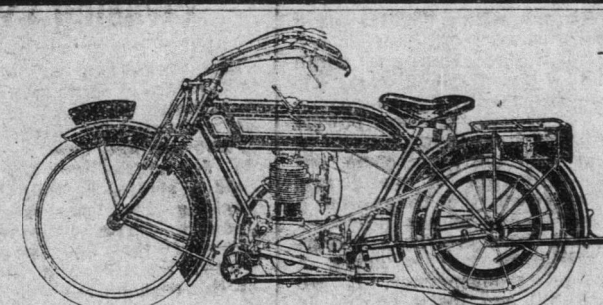
The Famous English Comedian.

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- 1565—Let's Have a Song on the Gramophone.
- 1566—I'll Lead You My Best Girl.
- 1567—Where the Crowd Goes.
- 1568—Wake Up, John Bull.
- 1569—You're the One.
- 1570—I Keep on With Him To-Night.
- 1571—Mrs. B.
- 1572—Why Can't We Have the Sea in London?
- 1573—My Lass From Glasgow Toon.
- 1574—I Don't Owe.
- 1575—Let's All Go Mad.
- 1576—I Do Wish That I Was a Ladies' Man.
- 1577—Take Me Back to U. S. A.
- 1578—I Never Heard Father Laugh So Much Before.
- 1579—I Keep on Tiddling Along.
- 1580—Cohen.
- 1581—All the Silver From Silvery Moon.
- 1582—Wait Till I'm as Old as Father.
- 1583—Where Does Daddy Go When He Goes Out?
- 1584—It's a Grand Old Song is Home, Sweet Home.
- 1585—The Kangaroo Hop.
- 1586—It's Mine, When You've Done With It.
- 1587—Molly McIntyre.

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The most up-to-date English Motor Cycle, made. With the efficient Sturmey-Archer 3-speed gear and free engine clutch, this machine can be started as easily as a car can be. No pushing and running to tire the rider out. Simply with the rider in the saddle and one downward push on the kick-starter the engine is running; then release your clutch and you glide smoothly off.

Can be ridden with safety on the muddest of roads owing to its perfect balance and 26" wheels. No hill too steep to climb. Order a "Humber" now and get early delivery. A sample machine as above has recently arrived. Call and see it. For prices, etc., and particulars of heavier and lighter models, apply to B. HAYWARD, A. Harvey & Co.

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R. C. SMITH,

mar 22, 11, eod General Superintendent.

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