

Yesterday's Proceedings AT THE House of Assembly

Disparity in Salaries to Post Offices and Couriers Shown Up Questions Asked by Opposition Re Postal Telegraph Scandal

The House met yesterday afternoon at the usual hour, when voting on the estimates was proceeded with.

Messrs. Abbott, Coaker and Jennings asked the Colonial Secretary for replies to questions and were given the stereotyped answers that the information was in course of preparation.

The votes under consideration yesterday afternoon were those for the Postal Telegraph Department.

The disparity in the salaries of the Chief Clerk of the Money Order Office and Superintendent of Registration were drawn attention to. He did not object to the high salary but thought it unfair and unbusinesslike that a man after 40 years of service and head of a department should be receiving \$200 per year less than the head of a similar department. He contended that these salaries should be put on the same basis.

Mr. Stone, as a representative of the Trinity, drew the attention of the Government to the salaries paid the Mail Clerks on the Bonavista Branch Railway. Both did exactly the same work, had entered the services about the same time, and one was paid \$40.00 per month, while the other received \$32.50. The Colonial Secretary agreed to look into the matter and if the facts were as stated have justice done the under paid official who was a married man.

Another anomaly which called for an explanation was the salary paid the postmasters at Burin and Burin North. At the latter place the salary paid was

\$150.00; but the amount of work done at the usual hour, when voting on the estimates was proceeded with.

While the vote for mail couriers was being put through, Mr. Abbott wanted to know why the courier at King's Cove, Mr. Walter Brown, and the courier at Jamestown, Mr. Haines, had been put out of their jobs. These men had given faithful service but had been knifed by the defeated Tory Candidates because they supported the P. U. Candidates.

Mr. Jennings suggested that the whole courier mail service should be revised. He gave an instance where a man whom he knew had been making \$150.00 a year out of a mail contract to another party. The sooner these matters were honestly conducted the better for the service and for the country.

Mr. Coaker asked the Colonial Secretary what the intention of the Government was concerning the report of Commissioner Mr. Herbert Knight, whose report on the Postal Telegraphs was now in the hands of the Government. Having read the report he (Mr. Coaker) was convinced that things were not what they should be and that the report revealed a very serious condition of affairs. The Colonial Secretary replied that the report had reached the Government just previous to the Prime Minister's leaving for London and since his return the work of the session and other business had prevented the Government from considering it. It was the intention, how-

ever, to take the matter up in a very short time.

In reply to a question from Mr. Halfyard as to the establishment of telegraph communication at Carmanville he was informed nothing has as yet been done in the matter.

The Minister of Marine and Fisheries in reply to Mr. Grimes stated that he was in negotiation with Bowring Bros. and hoped to secure the Hawk for the lower Labrador service this session. Mr. Grimes urged on the Government to have the Labrador mail boat call at the Public Wharf at Cupids and Briggs going and coming from Labrador. This would be a great advantage to his constituents, who had now to land at Harbor Grace and have their luggage and supplies shipped by rail to their homes. An undertaking was given by Mr. Piccott to have this service satisfactorily performed by the Reid Nfld. Co.

Mr. Targett was promised that mail service on Trinity Bay would be adjusted.

Dr. Lloyd urged on the Government that no unnecessary delay take place in establishing public confidence in the Postal Telegraph Department along the lines laid down in the Commissioner's report. The general public were very much concerned over this matter and it was highly important that public confidence be fully restored by an early date.

Mr. Stone was promised by the Colonial Secretary that telephone connection between English Harbor, T.B. Port Rexton and Trinity East would be inaugurated; and also with Bellview.

Messrs. Winsor and Abbott roundly scored all past Governments for neglecting to connect Hare Bay and Port Blandford and Bunyans Cove by telegraph or telephone. People were compelled to travel from six to twelve miles to get the services of a doctor and valuable lives were lost because of this disgraceful neglect. Petitions had been presented from time to time urging that these hardworking and industrious people be treated humanely but up to the present these requests had been consigned to the waste basket.

Mr. Coaker, when referring to telephone connection, said he would urge with all the power he possessed that telephone facilities be given those people who were now practically isolated from the outside world.

The estimates were passed to the

HISTORY —DAY BY DAY—

JUNE 30TH.

Accittal of the Seven Bishops 1688.

IN 1687 James II. issued the Declaration of Indulgence, granting Catholics and Dissenters freedom in the open exercise of their religion. This was done to favour the Roman Catholics. The Declaration in the following year was re-issued with an order that it should be read twice publicly from the pulpits (May 20th and 27th). Archbishop Canroft and Bishops Lloyd Turner, Lake, Ken, White, and Trelawney refused to obey. They were sent to the Tower, tried, and acquitted. Their acquittal was received with much rejoicing in England.

The Jury Declare the Seven Bishops Not Guilty.

At ten the Court again met. The crowd was greater than ever. The jury appeared in their box and there was a breathless stillness. Sir Samuel Astley spoke: "Do you find the defendants, or any of them, guilty of the misdemeanour whereof they are impeached, or not guilty?" Sir Roger Langley answered, "Not Guilty." As the words were uttered Halifax sprang up and waved his hat. At that signal benches and galleries raised a shout. In a moment ten thousand persons who crowded the great hall replied with a still louder shout, which made the old oaken roof crack, and in another moment the innumerable throng without set up a third huzza, which was heard at Temple Bar. The boats which covered the Thames gave an answer-

and of the Postal Telegraph vote and the Committee rose until Monday.

An Act respecting the keeping of shepherd and collie dogs in Bay St. George was given a second reading. The Act is as follows:

1.—Anything in any other Act contained to the contrary notwithstanding, it shall be lawful for the duly qualified electors resident within the District of St. George's to present to the Governor in Council a petition praying for a proclamation prohibiting the keeping of shepherd dogs and collies within such district, and thereupon the like proceedings shall be had as in the case of a petition under Section twenty-six of Chapter one hundred and forty-one of the Consolidated Statutes of Newfoundland, Second Series, praying for a proclamation prohibiting the keeping of dogs generally, and upon the signatures to the said petition being verified as provided in Section thirty of the said Chapter the Governor, in Council shall issue a proclamation or public notice prohibiting the keeping of shepherd dogs or collies within the said District, and thenceforward sections thirty-one and thirty-two of the said Chapter shall apply to the said District without any exception in favour of such shepherd dogs or collies.

The following amendments were made to the Wreck and Salvage Act:

1.—Section one of Chapter one hundred and twenty-two of the Consolidated Statutes of Newfoundland (Second Series) entitled "Of Wreck and Salvage," is hereby amended by inserting therein after the word "dependencies" the words following, that is to say,—

without regard to whether such goods, merchandise or chattels have or have not been lost or cast from a vessel or broken away from moorings or booms or drifted away from the shore.

2.—Section nineteen of the said Chapter is hereby repealed, and the following is substituted therefor:—

19.—Where, within the limits of this Colony or dependencies, services are rendered by any person in saving any wreck as defined by this Chapter, there shall be payable to the salvor, by the owner of such wreck, a reasonable amount of salvage, including expenses properly incurred.

The Minister of Finance and Customs gave notice that he will on Monday next move the House into Committee on Ways and Means.

The House adjourned at 5.30 p.m. to meet again on Monday at the usual hour.

OPORTO PRICES

The British Consul at Oporto wired the Customs Department yesterday as follows: Old fish, large, 60 to 62 shillings; medium, 58 to 60 shillings. New fish, large, 65 to 66 shillings; medium, 60 to 62 shillings. Expresses in dollars and cents the above prices would read: Old fish, large, \$14.60 to \$15.08; medium, \$14.11 to \$14.60. New fish, large, \$15.81 to \$16.06; medium, \$14.60 to \$15.08.

ing cheer. A peal of gunpowder was heard on the water, and another, and another, and so in a few moments the glad tidings went flying past the Savoy and Friars to London Bridge, and to the forest of masts below. As the news spread, streets and squares, market-places and coffee-houses, broke forth into acclamations. Yet were the acclamations less strange than the weeping. For the feelings of men had been wound up to such a point that at length the stern English nature, so little used to outward signs of emotion, gave way, and thousands sobbed aloud for very joy. "Meanwhile, from the outskirts of the multitude, horsemen were spurting off to bear along all the great roads in 'evidence of the victory of our Church and nation."

(From Macaulay's "History of England.")

JULY 1ST.

Battle of the Boyne, 1690.

IN 1689 James II., who had been staying in France, landed in Ireland and made one more struggle for the throne which he had deserted. In June of the following year William landed in Ireland with a strong army of English, Dutch and Germans. James took up a strong position on the banks of the Boyne. William marched to attack him. The Irish infantry, after a feeble resistance, but the cavalry made a strong stand.

The battle resulted in a complete victory for William, and James' cause in Ireland was lost. Among those killed at this battle was Waker, the brave defender of Londonderry. James fled to France and disappeared from history.

The Flight of James From the Boyne.

King James' valour has entirely evaporated before the first shot was fired. Instead of following William's example, and leading his troops in the conflict which was to decide the fate of his Crown, and which he himself had precipitated, he took up his position at a safe distance from danger, on the hill of Donore, and as soon as the battle approached that point he rode off to Duleek, where he placed himself at the head of the French troops, and led their retreat. He soon, however, rode on ahead, and arrived in Dublin in a state of consternation and despair, the first fugitive from the field of battle. In the meantime the army was whole and unbroken, marching in perfect order from the field of battle, while its King and commander was doing his best to ruin the cause by spreading dismay and alarm throughout the country. The next morning the King sent for the Mayor and Corporation of Dublin and told them that he was under the necessity of taking care of himself, and recommended them to do the same, and to make the best terms they could with the enemy. He then at once mounted and made his flight to Waterford, ordering the bridges to be broken down behind him, although the British Army had not yet moved from its position on the Boyne.

On reaching Waterford James at once embarked on board the ship he had ordered to be in readiness, and sailed for France. From Henty's "Orange and Green."

His Excellency the Governor and Lady Davidson left Long Harbor on Wednesday, visited Hermitage on Thursday, and yesterday took a cruise through Bay d'Espoir, calling at Gaultois and Pushthrough. They will visit Ramea today, afterwards proceeding to Burgeo where His Excellency will officially attend a Commemoration Service to-morrow. The weather latterly has been finer and the trip therefore much more enjoyable.

UNDER THE HOME ROOF TREE By Emma Gary Wallace WAR AND THE HOME.

VEGETABLE CANNING

PERHAPS some of you have had the distressing experience of trying to can vegetables for winter use which kept beautifully some times, while at others and for no apparent reason at all they spoiled. Micro-organisms or spores are difficult to kill and if any of these remain active, they will set all our work at naught. If the heat happens to kill them with one cooking, the product keeps; if it does not, spoilage follows. Some advocate a single cooking of vegetables, but it seems very foolish not to take every precaution.

An approved method which has been eminently successful, is the "cold pack" intermittent method. This looks complicated but really it is very simple and does not take much time when planned with other work. Any vegetable may be preserved by this method with assurance that it will keep. For the sake of convenience I will talk about asparagus.

If you wish to can the stalks, measure the length which will go into your can and tie in bundles, or if you prefer, cut in inch pieces and empty into a clean cheesecloth

bag. Immerse the bundles five minutes or the bag three minutes in boiling water, counting from the time that boiling begins. Lift out and plunge into cold water. This is blanching. Run the cold water on and off. Drain, and pack the asparagus into clean, hot cans. Put a level teaspoonful of salt in to each pint can and a rounding teaspoonful into each quart can. Fill to overflowing with hot water. Put on new rubbers and the tops. If you use Lightning jars, fasten the top snap only, or screw Mason jar tops loosely.

Have ready a boiler of hot water with a fitted cover and slats of wood or straw in the bottom. The water should come to within an inch or two of the can tops. Put on the boiler cover and cook one hour after the water begins to boil. Remove the cans and set on a table but not in a draught. Fasten tops or covers tightly.

Next morning the cans will be cold. Loosen the second snap or top but don't remove. Put into cold water and cook one hour after boiling commences. Remove and fasten tops.

On the third morning do just what you did on the second morning, finally fastening the tops for the last time. Cool and put away.

The reason for loosening the snap or cover is to permit expansion and prevent explosion. Blanch corn on the cob ten minutes, cut and pack in the cans.

An Aeroplane Accident

(From the Nursing Mirror.)

Throb, throb, throb, came the sound of the approaching aeroplane, and I lifted my eyes for a moment to watch that graceful bird-like flight of the biplane as it crossed over the meadow at the bottom of our garden. Scarcely ten minutes had passed when very hurriedly, one of the maids came to say that two soldiers had come running up to report that an aeroplane had come down in a field close to the village, and wanted to know whether the doctor was in. Even as we discussed where on his rounds we might catch him by telephone we heard his step on the stairs, and he came hurriedly in. "Yes," he said, in answer to our inquiries, "there has been an accident to the aeroplane, and I am going down at once. But I called in as I had to pass the house. Nurse, slip on your cloak and come along in the car with me. It's bound to be a nasty mess-up, and I may be glad of your help." Soon we were speeding along the country lane, and in a short time reached the gate which opened into the freshly ploughed field where lay the wreck. It was well in the centre of the field, so we left the car and made our way through the heavy soil. Already a bigger crowd than one would think possible in that quiet little country place had collected. The local troops and the police had acted with great promptitude and a cordon of soldiers were round the wrecked machine to keep off too eager and inquisitive onlookers; also the indefatigable relic-hunter. The aviator, a young Canadian, had mercifully been thrown clear of his machine, and so of— to think that the first thought of a young fellow who had just been through such a terrible experience, had faced death, and was still in great pain, should be asking how soon he could get fit for duty.

SIR WM. REID AND PARTY

(From Elizabethtown Post New York)

Sir William Reid, President of the Reid Newfoundland Railway Co., and his party of twelve were guests at the Windsor over Tuesday night, en route to Newfoundland via Montreal. The party arrived in three cars one of which was run with kerosene instead of gasoline, used for the first time as a practical long distance test, and with most satisfactory results. To do this a Ford car had been equipped with a special carburettor, and was driven by Lieutenant Howard Reid, son of Sir William, who gained great distinction in the war by flying from the Dardanelles to Bucharest, a distance of five hundred miles and which he accomplished in less than five hours. On leaving, Sir William presented Rev. H. H. Pittman, who is a native of Newfoundland, with a pass over the Newfoundland railroads, including the steamship lines.

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