

LADIES, ATTENTION!

Just a short time now remains for you

To Visit the **PALACE OF FASHION, BLUE PUTTEE HALL, King's Road,**

Where is displayed the most magnificent selection of the very latest New York creations, consisting of

Georgette and Satin Gowns--no two alike. Costumes, Skirts, Blouses--a very great variety.
Sports' Coats--very unique. Ice Wool Slip-On Sweaters, in all shades, very new.

A very beautiful collection of **LADIES' SPRING HATS** to be opened in a day or two. Something very uncommon.
HALL OPEN EVERY EVENING TILL 9 P. M.

House of Assembly.

The House met yesterday at 3 p.m. Petitions were presented by Mr. Winsor from several settlements in Bonavista Bay on the subject of connecting roads; Dr. Jones from Chapel Cove, Mr. Main, relating to public wharf; Mr. Foote from Marytown, Burin, on subject of a road; Mr. Walsh, from Sound Island, P.E., on subject of public wharf.

In reply to a question of Mr. Vinicombe relating to the Superintendent of Public Works, Mr. Jennings tabled the following reply:

"Mr. Wm. Churchill is superintending the work of the Lunatic Asylum and all other work coming under his department except the Sanatorium which is at present under the supervision of Mr. John Davey, chiefly owing to the increased duties of the Superintendent."

In reply to a question of Sir Michael Cashin, the Minister of Finance and Customs tabled the following information as to Free Entries:

1915-16	\$2,487,208
1916-17	3,770,150
1917-18	3,786,124
1918-19	5,371,520

Evidently there were more free entries passed than those of Mr. P. F. Moore, who only had thirty-one in ten years, and these were for public institutions.

In reply to another question of Sir Michael Cashin, the Prime Minister stated that the branch line of railway from the Catalina railway station to Port Union cost this colony the sum of \$90,848.57, exclusive of the cost of land taken. We understand the original estimate of cost was \$90,000. This was authorized by the Constitution Government of 1917, of which the present Prime Minister and Mr. Coaker were members.

On the third reading of bill, "An Act respecting the Department of Posts and Telegraphs" being taken up, Mr. Fox asked that the same be deferred until to-day on account of a matter that had arisen since, which he proposed to deal with. He had stated in some former remarks that Dr. Robinson's retirement was a distinct loss to the country, and he thought so still. When the Prime Minister replied to the remarks on Friday night he had endeavored to show that Dr. Robinson had refused to work with his administration. He then on yesterday asked for all the correspondence in connection with that gentleman's retirement. The Prime Minister, anticipating the question, had same prepared beforehand, and tabled it at once. Thinking that everything was O.K. he had let the bill go through committee without raising any objection, but since yesterday having had occasion to look through the correspondence and compare it with original documents, it had been discovered that a serious interpolation had been inserted in the first paragraph which changed the whole sense of Dr. Robinson's letter of Nov. 20th from beginning to end. This insertion made it appear that Dr. Robinson refused to discuss matters relating to the Postal Department with the Colonial Secretary, whereas the only thing under discussion at that time was the matter of sending the information that another had been appointed to succeed Dr. Robinson broadcast before that gentleman knew a word about such an appointment being contemplated, and Dr. Robinson very properly refused to discuss the situation which this gave rise to until the message had been withdrawn. He hoped that the insertion was accidental. In any case he demanded from the Prime Minister an explanation and rigid investigation with a view to ascertaining who was responsible for this conduct. If it were deliberate, then no words of his were strong enough to picture the depravity to which the culprit had fallen. He insisted that when information was tabled for him that it must be accurate. He was satisfied to co-operate with the Government in putting accurate legislation on the Statute Book, but when inaccurate things were being attempted, no co-operation from him would be forthcoming. The inaccuracy, if such it could be called, under discussion now must be explained in detail, and he demanded that the Prime Minister bring to the table of this House the original letter sent by Dr. Robinson to the Deputy Colonial Secretary, dated Nov. 20, 1919. He gave notice that he would not stand for nor submit for deception to be practised upon him. When information was asked for by him it must be given correctly or not at all. Without further discussing the matter until the explanations asked for had been given, he asked that the third reading be deferred.

The Prime Minister in explanation said if there happened to be any discrepancy in the copying of the letter, and it could be proven against any official of the Department of the Colonial Secretary, whether it was the Deputy or typists, suspension of that official would take place before noon to-morrow.

Mr. Fox stated that he asked for no such drastic action to be taken. He asked the Colonial Secretary to give the matter his personal attention and to remember in doing so that this was not a case of discrepancy, but an addition to Dr. Robinson's official letter which addition altered the whole meaning of the letter and made the last paragraph meaningless. The interpolation inserted in the third line of said letter was not a word or two but a whole line almost. That being so, it merited the direct personal attention of the Prime Minister. It is significant that the insertion in question backs up the statement made by the Prime Minister in the House on Friday night that Dr. Robinson refused to discuss with him administration matters relating to his Department, whereas the letter distinctly states, with this insertion left out, that Dr. Robinson refused to discuss the matter of sending to every post office official in the country the news that another gentleman was appointed P. M.G. without that knowledge being conveyed to Dr. Robinson before being sent to the country in the public news, was withdrawn. The discussion of postal matters was not under consideration. He thought it was not consistent to proceed with the third reading, which was then deferred.

The Bill to amend the Shipbuilding Act was then considered in Committee, Mr. Scammell in the chair.

Mr. Coaker explained the bill briefly, which for general information we give our readers:

1. The Act 5 and 9 Geo. V., Cap. 51, entitled "An Act to amend the Shipbuilding Act, 1916," is hereby repealed.

2. No bounty, as provided in section three of Chapter 176 of the Consolidated Statutes of Newfoundland (Third Series), entitled "Of the Encouragement of Shipbuilding," shall be paid on any vessel the keel of which was laid after the passing of this Act, whose tonnage on builder's measurement exceeds one hundred and fifty tons provided, however, that if such tonnage exceeds one hundred and fifty tons and does not exceed one hundred and sixty tons, and the Surveyor or his deputy certifies that in his opinion the builder bona fide attempted to confine the measurement of the vessel to one hundred and fifty tons, the bounty may be paid on one hundred and fifty tons.

3. (1) Where any vessel of a greater tonnage than one hundred and fifty tons is built in this Colony, the keel of which is laid after the passing of this Act, and

duty has been paid upon any of the materials used in the construction of the said vessel, the owner of the said vessel shall be entitled to be repaid the amount of such duty upon proof to the satisfaction of the proper Customs authorities that such duty has been paid; provided always that the Surveyor or his deputy shall certify that the said vessel has been built in accordance with Schedule A or B of the said Chapter 176 of the Consolidated Statutes (Third Series.)

(2) Where any vessel of a greater tonnage than one hundred and twenty tons, the keel of which was laid after October 19th, 1917, and before the passing of this Act, has been built in this Colony, and duty has been paid upon the materials used in the construction of the said vessel, the owner of such vessel shall be entitled to be repaid the amount of such duty upon proof to the satisfaction of the proper Customs authorities that such duty has been paid; provided always that the Surveyor or his deputy shall certify that the said vessel has been built in accordance with Schedule A or B of the said Chapter.

No objection was taken to the 2nd and 3rd sections until sub-section 2 of section three was reached when a lengthy discussion followed and was not finished when the House adjourned at 6.30. The greatest objection was taken to retroactive legislation on principle and the paying back duty to the tune of \$15,000.00 to people who in no way were in need of it, but had made thousands on the vessels that had been built by them on account of war conditions, some of whom as one member stated, could buy members of the House ten times over.

Mr. MacDonnell thought the principle of retroactive legislation, especially as it applied to financial matters, dangerous in the extreme and a step in the wrong direction. As far as the bill provided for future bounties for encouragement he was in entire

accord, but would not support the last clause of the bill now before the committee. He took advantage of the occasion to advocate a bonus or bounty for clearing agricultural lands the same as that in force some years ago, only on a larger and more remunerative scale. He thought this a good way to solve the H.C.L. problem, as the more production the lower will be the cost of living. An eloquent plea was made by the speaker on behalf of the farmers of his district for consideration in this respect.

Mr. Walsh agreed with the general principles of the bill, but drew the line on the retroactive clause, which he could not support. He advocated that in addition to the bounty on large vessels a bounty on Western boats or smaller vessels. The fisherman and planter should be encouraged in this regard. He also was in favour of the inspection of vessels before sailing as some went across the ocean that were not fit to go through the Narrows.

Mr. Coaker stated that a bill was now being ratified that would coincide with Mr. Walsh's ideas as regards the loading line and inspection before sailing. In dealing with the rebate duty he thought it better to put it in the bill rather than have the people look for an Order-in-Council to have the refund made. If members were adverse to it, he would not push for it.

Sir Michael Cashin stated that in 1917 the bounties and rebate on duties had been discontinued because a man building a vessel was paid for that vessel in the first freight she made across. Some of the vessels built during the war had paid for themselves the first trip, others had done it in two trips. The Government of that day thought that under such conditions there was no need for bounty or duty to be refunded. Now, after three years, we are asked to refund the duty to the people who built vessels in 1917, 1918 and 1919. Under these conditions he could not support the bill. He was in favour of it from this time forward, but to give \$15,000 of the revenue of the country to men who had made such a good thing on vessels during the war and since, he was not in favour of, and no words of his were strong enough to condemn such action.

Mr. Foote advocated the clause strongly pointing out that those who built vessels since 1917 were just as much entitled to rebate duty as those who built previous to that date. He thought to take any other action would be practising discrimination.

Sir Michael Cashin asked the Minister to bring down the names of those who were so anxious to get the duty back. While the \$15,000 did not appear much to some, still it was half the amount St. John's would put into workingmen's homes and that was looked upon as a great deal in the eyes of the Government. The people who were demanding it were not poor men by any means, and were as a matter of fact capitalists. Why make the precedent?

Sir John Croable was glad to see Mr. Foote stepping up in support of his friends from Grand Bank getting the rebate duty. He entirely agreed with Sir Michael Cashin. One freight paid for these vessels built since 1917. If a vessel cost \$80,000.00 and for its freight across the owner received \$50,000.00, he did not think there was much kick coming when rebate duties were stopped. He was utterly opposed to the money being taken from the taxpayers of the country to be refunded to these vessel owners. He would like to see the names of those who were looking for this concession. They could then judge if they were needy men or not. He agreed with bounty in future, as from this time forward it will be difficult to make the vessels pay.

Mr. Fox could not help from registering his protest against this retroactive legislation as it was a vicious principle. If it could be applied to the bill now before the House, it could be applied to any legislation brought down. Where is this thing going to end, if it is now started? We can go back for forty years and overturn acts of the Legislature for pastime. The principle was unsound, and he protested against it.

Mr. Foote in reply to Mr. Fox, thought he was acting the "Simon pure." Thereupon Mr. Fox objected to

T. J. EDENS.

HIP-O-LITE!
Marshmallow Cream—Ready to use.

TABLE DELIGHTS.

Cherries in Maraschino.
CMI Sauce.
Ingersoll Cheese.
Postum Cereal.
Puffed Rice.
Cream of Wheat.
Schepp's Coconut, ¼ lb. pks.

VI-COCOA.
SOLUBLE BARRINGTON HALL COFFEE.

BANANAS.
GRAPE FRUIT.
CALIFORNIA ORANGES.
TABLE APPLES.

LOCAL POTATOES.
TURNIPS.
PARSNIPS.

SURPRISE JELLIES, 17c. pk.

TABLE CORN MEAL.
WHITE HOMINY FEED.

FAMILY MEAT PORK.

FRESH LOCAL EGGS.

P. E. L. WHITE OATS
due Thursday by S. S. Sable I.

T. J. EDENS.

151 DUCKWORTH ST.
(Next to Custom House.)

such a personal retort and said if Mr. Foote could not behave himself he had better not say anything at all. He asked Mr. Foote to take it back. A battle of wits ensued, in which Mr. Foote came off second best, and in speaking again altered his words so that Mr. Fox accepted them as not objectionable.

Mr. Fox was again speaking when he was told by Mr. Foote to "cut it out," when Mr. Fox retorted "I object to your remarks. You get up and discuss this bill in an intelligent way, or do not discuss it at all."

Mr. Higgins thought that the course that should actuate every member was that a protest should be made against retroactive legislation. If the men whom this bill seeks to benefit had suffered, there would be some reason, but these men were so well off that they could buy the members of the House ten times over. He objected to passing legislation of this sort. It was

uncalled for and a case of "feeding the fat sow." There is absolutely no need for this clause in the bill. He thought it was a case of mistaken kindness and would not support it.

Mr. Sullivan also opposed the clause in strong terms. If you put in practice this principle we cannot tell what next will take place. Legislation might next be introduced cancelling Woodford's resignation and the whole election petition proceedings, making the verdict of the Judges whatever it may be, null and void. If you want to give a present to some people of \$15,000.00, give it to the masses, and not the classes, as was proposed by the bill. He strongly advocated a bounty for western boats. He hoped that Mr. Foote would show just as much interest in the H. C. L. bill when it came down as he had shown in getting the duty returned to the class he was fighting for this afternoon.

It was then 6.30, and Mr. Higgins

asked that further discussion be adjourned until to-day. The Committee rose without having passed the bill. Mr. Moore moved the adjournment of the House to enquire from the Acting Minister of Shipping about the coal situation. He had travelled St. John's to-day and could not buy a quarter of a ton. Mr. Bennett also stated that he could neither get coal for his home nor for his business. Mr. Bown, and Mr. Bown had absolutely refused. The situation is very serious. Mr. Cave said two sealing steamers were now loading at Sydney and two others were on their way there for loads, and he hoped to have the situation relieved by the end of the week.

The House then adjourned until to-day at 3 p.m.

Pure Gold Chocolate Pudding—the new Dessert—at all Grocers.—apr30,1m

"I love those cigarettes you English officers smoke. What are they?"

"We call them PLAYER'S NAVY CUT CIGARETTES. They're the richest and coolest cigarettes made."

"England's Richest and Coolest Smoke"

These cigarettes are exceptionally mild, pleasing, satisfying and refreshing. Enjoy them to-day. All Dealers.

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

PLAYER'S NAVY CUT CIGARETTES

School of Nursing

Connected with the Medical-Chirurgical and Polytechnic Hospitals, under the management of the Graduate School of Medicine of the University of Pennsylvania.

Offers to ambitious young women the opportunity to qualify for an excellent paying and useful profession. Best possible preparation for women's special sphere, home-making and motherhood. Expert care given to students in case of illness. Training and board free. Homelike living. Recreation. Monthly allowance. One year of High School or equivalent required. For information address

Director of Nurses,
Polytechnic Hospital,
1212 Lombard Street,
Philadelphia, Pa.