

WEEK-END CHANGE

STAR MOVIE TO-DAY!

A rousing Melodrama of Terrific Storm Scenes, Sensational Dramatic Moments, Realistic Battles, Spine-Tingling Encounters, with a pretty romance of love and passion.

"HARBOR LIGHTS," in 8 Parts

A Two-Act Star Comedy that will cure the Blues.

Send the Children to our usual BIG MATINEE TO-MORROW

NOTE—As we have been repeatedly asked by our patrons to again show that wonderful picture, THE SEA HAWK, we have wired New York to return it. It is due here by Rosalind on Monday or Tuesday, and will be shown next week. See this space for nights of showing.

House of Assembly Proceedings

THURSDAY, Feb. 26.

When the House opened yesterday the Minister asked the concurrence of the Opposition in order to settle the passage of the Seal Fish Bill. By unanimous consent the House went into Committee on the Bill.

In reply to a question by Mr. Hickman the MINISTER OF MARINE AND FISHERIES pointed out that owing to the varying ice conditions from year to year the sailing date ought to be left to the discretion of the seal captains and owners of ships. His impression was that the 10th day of March was about the right date of the voyage.

MR. SCAMMELL expressed himself in accord with the statement of the Minister. "That the sealing Captain should have a say in the time of the voyage is the period of the voyage out, and he thought a decision should be laid down for the voyage."

MR. WINSOR in reply said the Minister would decide when they are to sail. Most of the ships carry a license to last only till April 25. The majority could not stay out till the 15th April. He thought it right and fair in view of the cost of the voyage that the ships should not be compelled to return while a prospect of getting a trip remained.

MR. RANDALL said he was of the opinion that the date of sailing was material, and as to staying out he thought the matter would adjust itself.

MR. HICKMAN thanked the Minister for the information, but he thought it was necessary to use caution that the seal herds should be kept in the bay. He agreed that the time for the voyage could be left to the sealers. Capt. Winsor gave the House quite a lot of information about the sealing industry, and expressed his regret at not being in a position to prosecute the voyage this year. He indicated that next session would seek legislation that would give sealers masters absolute authority in the matter of selecting their time. This, he said, was necessary.

PRESENTING PETITIONS.

THE MINISTER OF JUSTICE presented a petition from Bell Island asking an extension of a public wharf.

THE MINISTER OF AGRICULTURE & MINES presented a largely signed petition asking for the erection of a Fog Alarm at Point La Haye. The Minister urged the necessity of the alarm.

Particulars sought by Mr. Hibbs (Question No. 14) in reference to marine works in Fogo district was tabled.

In answer to the request of Mr. Hickman the Prime Minister yesterday tabled the correspondence relative to the construction of the new steamer now in process of building at Schiedam, in the Netherlands, by the New Waterway Shipbuilding Company.

There were eighteen tenders, of which the lowest was accepted. The figures are in pounds sterling and are quoted below:—

1.—Armstrong Whitworth Co., Ltd., £143,685. Delivery in about 9 months.

2.—William Badmore & Co., £133,550. Delivery in 8 months.

3.—Naval Construction Works, Barrow-in-Furness, £128,100. Delivery about 9 months.

4.—Vickers, Ltd., £123,100. Delivery about 9 months.

5.—Cammell, Laird & Co., Birkenhead, £125,650. Delivery 8 months after approval of plans.

6.—Atlas Shipbuilding Co., Ltd., Troon, Ayrshire, £118,230. Delivery 10 months after corrected and adjusted plans.

7.—Fairfield Shipbuilding and Engineering Co., Ltd., Govan, Glasgow, £117,200. Delivery about 7 months from time of approval of plans and specifications.

8.—Lithgows, Ltd., Glasgow, £116,200. Delivery 7 to 8 months.

Thus the lowest tender was accepted, with a saving to the colony of £7,040, or approximately \$35,000. In addition to Cold Storage provision and Bronze Propeller, which were included in all the figures above quoted, the Waterway Company will install Radio Wireless, Directional Wireless, Deep Sea Sounding, will load and unload a three-quarter cargo for the trial trip, a consignment of the other tenders was willing to concede. Two strong features in the accepted tender are a guarantee from the Bank of Rotterdam, and provision for demurrage of £100 a day, in default of prompt delivery on the first day of July.

Several other firms were asked to tender, but none of them was in a position to offer delivery under fifteen months.

ORDERS OF THE DAY.

THE MINISTER OF MARINE continuing his address of yesterday said in reference to the slogan of clean-up, he had a hard and difficult task as far as his department was concerned. Every day since he took charge he finds bills coming in that should have been paid as far back as 1921. The day before yesterday he received a bill for \$5,300.00 from the Imperial Oil Co., for expenses in connection with an oil purchase made by Mr. Chesman of the West Coast and he expected that when this is cleared off, other back bills will be presented, and it was impossible under these conditions to expect a complete clean up, in the short time the Government has been in power.

MR. WARREN addressing the House on the motion said he desired to refer to some things not in the Speech, but might likely come before the House. He referred to the present coastal service in Fortune Bay as the best that could possibly be. He then alluded to the Glenora and regretted that she was being taken off and replaced by the Home during the sealing season. Re the Prohibition Act he knew his own requirements, but would not say whether a bottle a day was too much or too little, but he felt that the law was unduly hard on the Outport man, as he could not get more than one bottle on an order without a lot of trouble and extra expense. Citing "that the report made on the logging industry could be written by anyone sitting in his armchair," the speaker gave Mr. K. Brown a dressing down for making the remark and then went on to tell of the conditions in the logging camps as he found them. He said the companies were prepared to pay higher wages provided they got returns commensurate with the increase. The trouble he found, was that a number of men engaged in the fisheries in summer engage in logging in winter but not being as proficient as others are disappointed at the small returns. The day will come he declared when the men will regard logging as a skilled industry and engage in it as such. Alluding to the Civil Service the speaker asserted that the time has arrived when it should be put under a commission. He thought that in the past, too many appointments had been made without regard to ability. Only by having qualified men in the service can the conditions of the past few years be avoided. The speaker specially referred to the post office which he said requires a strong hand to pull together. In reference to the coal miners he said, he believed that the miners had been exploited by Besco and a strong hand should be taken in dealing with the Company. The speaker pointed out that the 1905 contract expired about 1920 when another agreement was made. Since this contract was made there has been constant trouble. Mr. Warren reviewing the situation since the last contract was made said in part when in 1920 the contract expired, the Government of the day made another agreement with them. This agreement was a little different from the other, and obligations were put on them to carry out in some cases the tax was increased—and in others the tax was abrogated. Further we must remember that that agreement was a mutual one, not between the Government and Besco but rather between Besco and this House. As a matter of fact it was accepted first outside this House, then submitted here, and to a joint Committee consisting of members of both sides of the House. Further, the Committee took the matter up with representatives of the miners and agreed to amend

owing to the heavy responsibility placed on the shoulders of a captain. He said everyone who would think that the bill would lead to all Bonavista Bay men getting berths was laboring under a delusion. It was not the fault of the captains more southern men did not get berths. They would, he said, be more men from the southern bays going to the ice if the captains had the choice of selection.

In reply to CAPT. RANDALL the speaker said he thought March 13th was early enough to begin killing seals.

MR. WARREN expressed great regret because Capt. Winsor's duties under the Crown prevented him from going to the icefields. He thought there was a great mistake in not allowing such an experienced sealing master to go and bring wealth into the country, and he saw no justification for not permitting him.

MR. SCAMMELL followed, and although he regretted the services of Capt. Winsor was lost to the industry, he thought that as a public servant the Captain was doing the right thing in remaining at his post, as under somewhat similar circumstances there was an outcry against Sir William Coaker.

MR. WARREN reiterated what he had said, and explained that his stand was taken on national grounds. At this juncture the Minister moved an amendment to the bill, making the law applicable to any year instead of the present year.

MR. HICKMAN opposed the amendment and the Prime Minister explained that the amendment was proposed in order to avoid the necessity of having to pass the original bill again next year. The explanation was satisfactory and the amended bill was put through all its stages. Subsequently it was put through the Legislative Council, and together with the Loan Amendment received the assent of the Governor.

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MR. WARREN addressing the House on the motion said he desired to refer to some things not in the Speech, but might likely come before the House. He referred to the present coastal service in Fortune Bay as the best that could possibly be. He then alluded to the Glenora and regretted that she was being taken off and replaced by the Home during the sealing season. Re the Prohibition Act he knew his own requirements, but would not say whether a bottle a day was too much or too little, but he felt that the law was unduly hard on the Outport man, as he could not get more than one bottle on an order without a lot of trouble and extra expense. Citing "that the report made on the logging industry could be written by anyone sitting in his armchair," the speaker gave Mr. K. Brown a dressing down for making the remark and then went on to tell of the conditions in the logging camps as he found them. He said the companies were prepared to pay higher wages provided they got returns commensurate with the increase. The trouble he found, was that a number of men engaged in the fisheries in summer engage in logging in winter but not being as proficient as others are disappointed at the small returns. The day will come he declared when the men will regard logging as a skilled industry and engage in it as such. Alluding to the Civil Service the speaker asserted that the time has arrived when it should be put under a commission. He thought that in the past, too many appointments had been made without regard to ability. Only by having qualified men in the service can the conditions of the past few years be avoided. The speaker specially referred to the post office which he said requires a strong hand to pull together. In reference to the coal miners he said, he believed that the miners had been exploited by Besco and a strong hand should be taken in dealing with the Company. The speaker pointed out that the 1905 contract expired about 1920 when another agreement was made. Since this contract was made there has been constant trouble. Mr. Warren reviewing the situation since the last contract was made said in part when in 1920 the contract expired, the Government of the day made another agreement with them. This agreement was a little different from the other, and obligations were put on them to carry out in some cases the tax was increased—and in others the tax was abrogated. Further we must remember that that agreement was a mutual one, not between the Government and Besco but rather between Besco and this House. As a matter of fact it was accepted first outside this House, then submitted here, and to a joint Committee consisting of members of both sides of the House. Further, the Committee took the matter up with representatives of the miners and agreed to amend

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10.—The Colada Shipbuilding and Engineering Co., Ltd., £115,660. Delivery 8½ months.

11.—Furness Shipbuilding Company, £111,050. Delivery about 9 months.

12.—Palmer Shipbuilding and Iron Co., Ltd., Hebburn-on-Tyne, £110,975. Delivery 10 to 11 months.

13.—David William Henderson and Co., Glasgow, £102,225. Delivery about 8 months.

14.—John Brown & Co., Ltd., Clydebank, £101,850. Delivery about 7 months from date of definite approval.

15.—Swan Hunter and Wigham Richardson, £100,600. Delivery about 7 months.

16.—Neptune Works, Walker, Newcastle, £100,200. Delivery about 7 months.

17.—Napier and Miller, Ltd., Old Kilpatrick, Glasgow, £98,715. Delivery about July, 1925.

18.—New Waterway Shipbuilding Co., Schiedam, £89,675. Delivery July 1st, 1925.

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Grandfather was never caught like this—



William Fox presents
WILLIAM RUSSELL
in
Times Have Changed
Directed by JAMES FLOR

it so that peace might reign, and all would be satisfied. The Honorable Minister of Justice, I think, will bear me out that the Committee offered various alternatives, but the Company would not agree—we offered a sliding scale and a tax, but the contract was fastened on the Government, and no sooner was it ratified than the Company began trying to evade it. The very year after, having found, to use a local colloquialism, that they had bitten off more than they could chew, that they had entered into a contract with the Government which they could not fulfil, they started to try and evade it.

MR. BROWNE—Why did they enter into the contract?

MR. WARREN—I do not know what was in their minds at the time, but I remember we met outside in the Speaker's room, and they would not agree to our proposal.

HON. THE MINISTER OF JUSTICE—President Wolvin of Besco says that they never intended to carry out the contract as far as certain sections were concerned, that clauses such as that dealing with the promise of an erection of a smelter, were never intended to be lived up to, and when asked as to why an alteration in the contract, as suggested by the Committee, could not be made, he stated the Company would not consider any alteration at all, because having had a signed contract with the Government they were afraid, in view of the talk of the famous dollar a ton export duty, it might possibly lead them into a worse state of affairs. This was Mr. Wolvin's statement to me in Montreal a short while ago. I had intended, Mr. Speaker, when the opportunity offered, to bring this matter to the attention of the House.

MR. WARREN—I do say this that so far as I was concerned in that Government and so far as the Minister of Justice was concerned, there was no question of \$1.00 per ton when they came into make that contract.

HON. THE MINISTER OF JUSTICE—In fact, the proposal of the Select Committee was to make a lighter tax.

MR. WARREN—But, having made the contract, they have tried to evade it, hence it is a strong hand that must be taken with them. When I was in the Government, year after year, in December month, when everything else was dead and there was no work doing for laborers, Besco always stopped and closed down the mines. I think that the Prime Minister will find in his files a copy of a letter from me to Mr. Wolvin dealing strongly with this annual lockout on the part of his Company, and I hope that the Prime Minister will see that it must stop and that there are no more of these lockouts from the Besco people. And this is not the only country that has experienced trouble with Besco. They are up to their necks in it in Nova Scotia where Besco is having a fight with the coal miners. When it came to the end of 1924 in Nova Scotia Besco said to the miners "your wages must be reduced by ten per cent." The miners, through their Union, said "No, our wages must be increased by ten per cent." No arrangement or agreement could be arrived at and eventually the Dominion Government stepped in and a council board was appointed. The miners refused to appoint representatives on it. Although such a Board was illegal by a judgment of the Privy Council a representative for the miners was put on that Board with the result that, after taking various evidence at what was known as the Windfield Commission, it was decided that the whole matter should be thoroughly explored and that there should be an investigation and both sides of the dispute were willing. Both the Company and the miners said, "Yes, we are satisfied to have an investigation." But what happened? The investigation called out all the forces of the Government and the result was a complete failure.

garding the Company, internally and externally, as to whether their side of the case was right or wrong and as to whether their wages should be increased or not. The Company wanted to limit the scope of the investigation and have it determined as to whether "we can this year afford to pay an increase of ten per cent." There the matter stopped and there it rested, except that the Prime Minister of Nova Scotia has now offered a Royal Commission to enquire into the whole matter. It is not my desire to offer destructive criticism; but constructive criticism, and I have made up my mind that the one course for our Government to pursue is to have a Commission of Enquiry and investigate the whole matter, thoroughly and see if the contractor can pay those workmen on Bell Island or see if the men are overworked or are producing too much for what they are being paid. We want the industry here to go on and we want the men to get work; but I consider that there is only one course for the Government to take and that is a complete investigation and not to take the issue of Mr. Wolvin, who frequently says that "Besco cannot do this, that or the other thing. Let the Company come before the men and substantiate on oath what they are doing and then the Government, the miners, and the people of the country will know for certain what the position is, and until that is known we will be constantly in a state of turmoil over these annual lockouts and with a spirit of antagonism prevailing between the miners and the Company. And I want to say that there are some parts of that contract that Besco would like to have carried out and there are other parts of it that they do not want to have carried out. There is in that contract a proposal to give the Company the use of the waters of the river known as Rocky River, in the District of Placentia and St. Mary's, for power purposes. When I was in the Government I was approached by various people both on behalf of themselves and on behalf of Besco asking that that power on Rocky River should be given to Besco, but while I was leader of the Government I always refused, and I would like to point out to the Government of the day that efforts are likely to be made still on behalf of that Corporation to obtain the use of the waters of Rocky River and pitch the rest of the contract overboard. I hope that the Government will take into their consideration the water of Rocky River when they make a new contract, if they ever do, with that Corporation. Reference was next made by the speaker to the Labrador Boundary Question and quoted from the Speech made on this subject last year by the Minister of Finance and pointed out that it has suddenly dawned on many people that there is something of value in Labrador and that the claim of squandering money on lawyers' fees, etc., was not wholly justified. The speaker said he spent about three and a half years with the Boundary Question and was responsible for bringing it to a head. Mr. Warren gave a very concise history of the negotiations up to the time the present Government took up the matter. At the present time he said there is no machinery to compel the Quebec Government to present their case to the Privy Council and they might hold it up for the next five years. So that some mutual agreement with the Quebec Government he thought, was the best course to take. Other matters referred to by Mr. Warren were the Economic Conference in England, which he attended, and the operations of the Trades Facilities Board; also the Enquiry under the head of Public Charities. He urged that the publication of the report of the Commission would go a long way to prevent a repetition of wrongdoings alleged.

he Minister of Marine

stated that there was a market for that product in Russia.

being made on account of the air balloons. He understood that the Lobelia and airships were real gifts and not Greek presents, as they now appear to be. Reference was made by Mr. Warren to the telephone system which, he said, is not at all what it should be. Also he spoke of the cost cars and their disgraceful condition. To remedy these matters he urged that a Public Utility Commission be appointed. Reference was also made to relief and the course to be adopted to prevent a recurrence of this drain on the National Exchequer. Before closing the speaker dwelt on various aspects of the fishing industry. In this connection he eulogized the great amount of information gathered by Mr. Taylor and Mr. Huntsman, and he urged that these reports should be more widely distributed and argued that we should aim to increase production as a means of employing a larger number of people rather than trying to get extra prices for smaller catches.

THE MINISTER OF MARINE AND FISHERIES informed the House that about 3,000 of Mr. Taylor's reports had been sent out.

Concluding, the speaker called attention to the herring fishery and he stated that there was a market for that product in Russia.

at 3.30 p.m. further details were given.

"Times Have Changed".

STARRING

William Russell and Mabel Scott.

Romance--Drama--Comedy

MAJESTIC To-Day.

A Fox News Reel.

— ALSO —

A SUNSHINE COMEDY.

\$7,300.00

The Kilbride Sweep 1925.

ST. JOHN'S, Nfld.
N4092
REFERENCE DIVISION

(Permission Granted)

PRIZE LIST:

1st Prize—Total Catch \$2500

2nd Prize—1st Arrival 750

3rd Prize—2nd Arrival 500

4th Prize—3rd Arrival 400

5th Prize—4th Arrival 300

6th Prize—5th Arrival 200

7th Prize—6th Arrival 100

8th Prize—7th Arrival 50

9th Prize—8th Arrival 750

10th Prize—Total and ½ Catch 200

11th Prize—Total and ¼ Catch 200

12th Prize—¾ Total Catch 200

13th Prize—½ Total Catch 200

14th Prize—¼ Total Catch 200

15th Prize—Consolation on side 1st Prize 100

16th Prize— " " " 1st Arrival 100

17th Prize— " " " 1st Arrival 50

18th Prize— " " " 2nd Arrival 50

19th Prize— " " " 2nd Arrival 50

20th Prize— " " " 2nd Arrival 50

21st Prize— " " " 2nd Arrival 50

22nd Prize— " " " 2nd Arrival 50

Total Prizes \$7800

RULES GOVERNING SWEEP.

All prizes awarded on the result of the number of seals landed and tallied in St. John's and Harbor Grace, or other Newfoundland Ports, according to the official report of the firms.

Only the catch of the regular sealing steamers considered. The Total Catch to include seals brought in on Second Trips—if any.

In the case of Prizes 10, 11, 12, 13 and 14, a fraction of a seal will count as a whole.

THREE CHANCES ON A TICKET.

TICKETS TEN CENTS EACH

IMPORTANT—Entire Ticket must be presented, otherwise prize will not be awarded.

COMMITTEE IN CHARGE:

F. DENSMORE MICHAEL TRACEY
C. MYLER THOS. J. ROLLS

Address all communications to the Secretary, Kilbride Sweepstakes Committee, P.O. Box, 81, City.

N.B.—Outport orders will receive prompt attention, and tickets sent under registered mail, provided orders are not below \$10.00.

TICKETS NOW ON SALE AT VARIOUS BUSINESS STORES. Feb 27, 1925

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