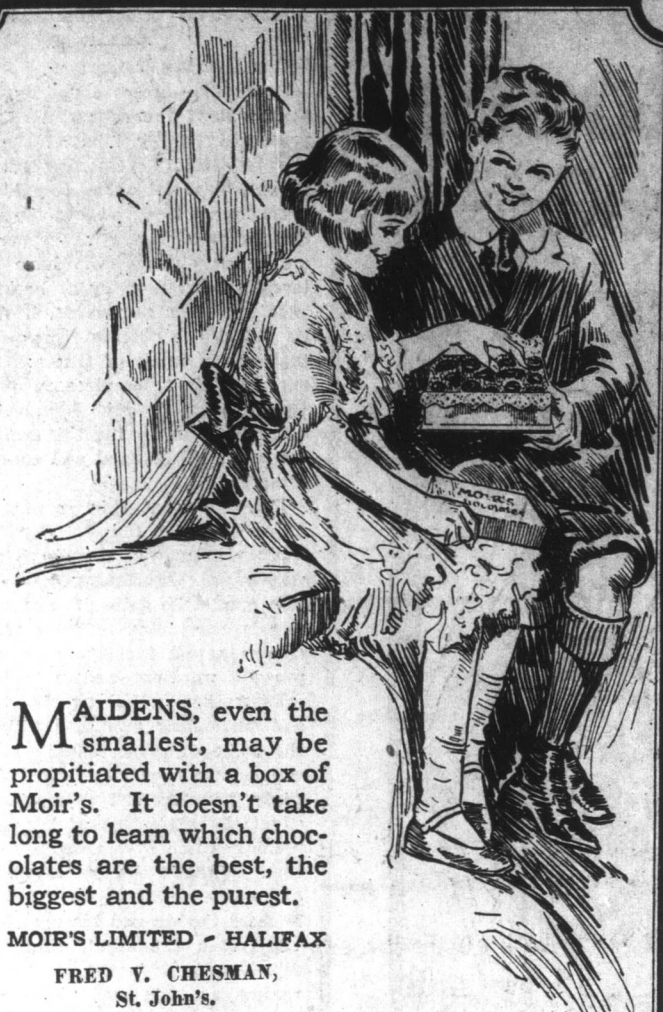




MAIDENS, even the smallest, may be propitiated with a box of Moir's. It doesn't take long to learn which chocolates are the best, the biggest and the purest.

MOIR'S LIMITED - HALIFAX
FRED V. CHESMAN,
St. John's.

MOIR'S Chocolates

Manufacturers Seek Protection.

On Monday evening a delegation of manufacturers waited on the Government, and presented a request for legislation which would prevent the dumping of goods of foreign manufacture. It is claimed that, owing to industrial conditions in other countries, goods similar to those made in our local factories will be piled on

this market at less than the cost of manufacture. It is to prevent this that legislation is being sought. The Government was further requested to keep in view, in the event of a tariff revision, the protection of some industries, not sufficiently encouraged by the duties at present levied on the like foreign article.

Men's Tan Boots, medium or pointed toes, 25 PER CENT. OFF for cash at SMALL-WOOD'S.—mar28,t

11,340 Miles Flight.

When Lord Desborough presided a few days ago at a lunch given in the Connaught Rooms by the Imperial Air Fleet Committee to Captain Sir Ross M. Smith and Flight-Lieut. Sir Keith Smith, in commemoration of their 11,340 miles flight from England to Australia—they did it in 135 flying hours—Sir Ross mentioned that all the arrangements for the flight were made in the space of three weeks.

The lesson of the achievement, to his mind, was that it was far more dangerous to cross the street than to fly in these days, and that Australia was the finest country for flying in, both from a climatic and a commercial point of view.

Wonderful Mechanics.

His brother, Sir Keith Smith, modestly attributed the success of the venture to the two mechanics, who, he said, were often frozen stiff and frequently subjected to great strain, but yet invariably took their coats off and attended to the engines before thinking of themselves.

Among those assembled to do the airman honour was Lieut. Malik, who was the first Indian to fly and who was wounded in aerial combat over the lines in France. Commander Maitland of the R-33, was also there, as was Lord Morris, who made a most telling speech, in the course of which he pointed out that last year Germany had started twenty new air services for commercial transport—a warning note.—Daily Mirror.

Brotherhood Lecture.

A mass meeting of men will be held in the auditorium of Gower Street Church on Sunday afternoon next. Rev. I. W. Williamson of Toronto, who is here in the interest of the Brotherhood movement, will deliver an address. An interesting programme is being prepared and it is expected that every man of Gower Street congregation will avail of this opportunity to hear Mr. Williamson explain the work of the organization.

ASK THE STORE-CLERK for the NEWFOUNDLAND made article every time.—apr11,t

House of Assembly.

APRIL 13.

SIR MICHAEL CASHIN'S SPEECH.

The House met at 2 p.m.

After the presenting of petitions and after notices of question had been given by several members, Sir M. P. Cashin rose to continue his speech on the Address in Reply. Before doing so, however, he drew attention to the questions asked by Messrs. Targett, Jones and Sampson. With reference to that re the insolvent estate of Thos. Smythe, Sir Michael said he was Finance Minister at the time Smythe owed bonds to the Customs. He found Smythe was behind and he collected the bonds, making Smythe insolvent. Smythe's building was taken over to pay for the \$17000 bonds and it is now worth much more. Poor Mr. Targett! Another question was asked by a one-time schoolmaster. He would answer it and it was not likely to bring a blush to his face. He had nothing to dread. Those who asked these questions were merely the tools of others.

Sir Michael then proceeded with his speech on the Address in Reply. He first referred to the Railway. When the House opened last year the Minister of Finance asked the Premier to explain a loan bill he was bringing in connection with the Railway. Why did he do this? Because he refused to bring it in himself. The railway was not kept up to the mark. He did not expect to be saddled with it, however, not two weeks after the House closed. The railway now in the possession of the Government had been discussed by the Government and they had intended to take it over before the House closed. Why was not the House consulted. He was not surprised to find the Premier mixed up in it, but he was to find the Minister of Justice in it. He read correspondence tabled in reply to a question of his which threw a great deal of light on the subject.

Continuing, Sir Michael said the taking over of the railway was a matter of sufficient importance to warrant the opening of the House. Why then was it not opened? Was this Responsible Government? All this important work, including the building of freight sheds at St. John's and Port aux Basques was done less than two weeks after the House closed. The railway will be a millstone around the necks of the people of this country for years to come and yet so important a matter was not mentioned in the Speech from the Throne. Rolling stock taken over was to be charged to the R.N. Co. with interest at 6% per annum well knowing that that Company was insolvent. That rolling stock should have been manufactured here. It could be done and done well. Men are now walking the streets with nothing to do who could have done it. Was this in keeping with the Premier's manifesto? And today they had a Loan Bill on the statute books which they were afraid to put on the market. How was the Reid Company going to be charged with this rolling stock when that company was insolvent. The Reid Newfoundland Company were clear to-day and stand clear as far as any railway liability is concerned. They have their power, forest lands, street railway, etc., still. The Government came in and gave the Reid a clean sheet after denouncing them scathing terms. The arrangement between the Reid and the Government stated that the Government would be responsible for all liabilities over \$100,000. The Minister of Justice and Marine and Fisheries and the Premier were responsible for this arrangement. He was surprised that the Governor permitted this to be done. The Government spent the surplus left by the late Government, on the railroad, and now when they get Reids to take it back when the year is up? How could they? Reids haven't the money to take it back! The Government was now 2 1/2 millions worse off than they were last year and the railway was still in their hands in no better condition. They could not claim any of the assets of the Reid Co. They could not touch the Dock, the Electric Light Plant, the Street Railway, their lands, their mines or their other property. No, all they could have was their rusty railroad. How were they going to get the Reids to take it back? They couldn't, bar it off and they had to run it at any cost. How were they going to do it with the surplus gone and the earning power gone? The Government could not pursue their old tactics of settling the difficulty outside the House. He expressed great surprise at the Minister of Justice being mixed up in the Railway affair. He had thought the Hon. Minister was a stronger man than he had turned out to be. Here they were now, with a railway on their hands and not one cent of money to pay for it. On the 30th June next the Government would not be able to pay the interest on the loan due if they paid their other bills. The cute investors were now selling their Newfoundland debentures at a loss. Here were the Government in a pitiful state. He pitied the leaders. He did not mind those who did not know any better. They were to-day bankrupt. The Bank Crash was a Christ-mas Day compared to present conditions. To-day they owed \$50,000,000 whilst the year of the crash only \$10,000,000 was owed. The interest alone now was 2 1/2 millions of dollars. When the crash came it was the Water Street merchant who went, now it would be the fishermen too! Would the Premier tell the story of what he left behind

in Newfoundland when he attends the Imperial Conference. What was going to be done about supplies for the fisheries? The principal Water Street firms will give out nothing except for cash. Not a hundred quintals of fish could be sold on Water Street to-day. There was no money coming into the country except through Lloyds.

Sir Michael then referred in ironical terms to the Labrador Boundary. This question had been on the floor for years. The substantial progress mentioned in the Speech from the Throne in connection with the Labrador Boundary had been tabled as an answer to a question of his. The following lawyers had been retained, the Minister of Justice, the Prime Minister, Sir John Simon, K.C., Mr. Barrington Ward, K.C., Mr. W. T. Monckton, Lord Morris, Mr. Victor Gordon and the firm of Burn and Berry. The first two named got \$2500 each, the last mentioned firm got \$10,000 last year! Was that honest? Did Coaker, the man who denounced this kind of thing formerly, countenance this? Was that the kind of stuff handed out to a hungry people? The man who did all the work on that case, Mr. Martin W. Furlong, K.C., was now in his grave. These men were vultures feeding on the Colony. Sir Michael then went on to deal with finances as mentioned in the Speech from the Throne until the most dramatic scenes were passed within the Assembly walls was started. A full report of this will be found in another column.

Backache is Gone Does Her Own Work

WHY NEW BRUNSWICK WOMAN
PRAISES DODD'S KIDNEY
PILLS.

Mrs. William Hutchinson, Who Suffered for Years, Tells How She Was Benefited by Dodd's Kidney Pills

Bass River Point, N.B., April 13th.—(Special).—I can't speak too highly of Dodd's Kidney Pills. So says Mrs. William Hutchinson, a highly respected resident here. Nor is Mrs. Hutchinson slow to give the reason why she praises the old reliable Canadian kidney remedy.

"I had a sore back for years and could not get anything to help me," she states. "Some one advised me to try Dodd's Kidney Pills. I took fourteen boxes and I can say with pleasure I am benefited. I never feel my back now and I do all my own work." Women all over Canada use and praise Dodd's Kidney Pills. If you don't know the reason why, ask your neighbors about Dodd's Kidney Pills.

CAR OWNERS.—Send your Tires and Tubes to J. McKINLAY'S to be repaired and get work that is guaranteed and will give satisfaction. First come, first served.—mar26,lm

The Final Rites.

FUNERAL OF ANTHONY McGRATH.

A Telegram reporter was yesterday privileged to meet Sergeant Campbell of the U.S. Army, who accompanied the body of Pte. Anthony McGrath, late A.E.F., to St. John's as a representative of the U.S. Government, and who also went with the corpse as far as Placentia. Sergt. Campbell told our representative that there was a splendid turnout of the people of Placentia to do honour to the first of Newfoundland's heroic dead to be returned to native soil. The arrangements were very complete and a number of returned soldiers, many of whom joined the train en route to Placentia, took charge of the proceedings. Sergt. Collins of the Royal Nfld. Regt. being at their head. The body was taken across the Gut on a motor boat and was then conveyed to the cemetery at Patrick's Cove. The Star of the Sea and the three Placentia societies, and nearly all the people of Placentia participated in the ceremonies in that place. Sergt. Campbell said that already the bodies of 28,000 American soldiers had been repatriated from France and that by Oct. 1st of the present year, 12 or 13 thousand more will have been brought back. Only when at the request of parents are the bodies returned. Sergt. Campbell is a splendid specimen of the American soldier. For 2 1/2 years before America entered the war he was in the regulars and upon the outbreak of hostilities he received a commission in the Flying Corps, in which branch of the service he continued until the Armistice, when he reverted to the rank of sergeant in the regulars again. This was his first visit to St. John's and he hopes it will not be his last. During his short stay here he has made many friends, who will all be sorry to have him go. He leaves for home by Sunday's express.

Eyeglass Insurance.

Eyeglasses are a most fragile possession, yet the people of Newfoundland are wearing well over \$100,000 worth of lenses without protection against breakage. Why not insure yours to-day? You will feel glad instead of miserable when you break a lens. Try it. H. B. Thomson, Opt.D., C.D., Optician, and Optician, 394 Duckworth Street, near Beck's Cove, City. a pr7(eod,t

SPECIAL!

FOR THIS WEEK ONLY

SALE

of
FLANNELETTES
and
SHIRTINGS

important Values that You Should
Not Miss
SEE WINDOW

Two very important pick-ups made by our buyer this season. Important—because we paid cash for our purchases, and as cash talks to-day, we ask you to come and see for yourself these best-in-town values. Come, and come early, it will pay you.

**2000 YARDS
WHITE
FLANNELETTES**

That beautiful soft, fluffy Flannelette that our American friends seem to excel in. Nice for underwear, nightwear, and ever so many family uses. It's years since you got Flannelettes of such excellence for

20c.
Yard

**685 YARDS
WHITE
SHIRTINGS**

36 inch White Shirtings, finished soft for the needle. Regret that we could not secure a couple of thousand yards. If you want real nice quality Shirtings, here they are.

25c.
Yard

James Baird
LIMITED

A Notorious Irish Landowner.

A member of the ancient and distinguished Norman-Irish family of de Burgh, the Marquis of Clanricarde died in London in his 84th year on April 13, 1916. He was born on December 15, 1832, the second son of the first Marquis, a new creation, who was British Ambassador in St. Petersburg, and Lord Privy Seal; his mother being the daughter of Geo. Canning, Prime Minister in 1827. In his early days he was in the diplomatic service, and was a poor man until he inherited some £200,000 from his uncle, Earl Canning, the first Viceroy of India. On the death of his brother, Lord Dunleath, he became heir to the marquise and succeeded him as Liberal member for Galway. It was Lord Dunleath who moved the amendment to Gladstone's Reform Bill in 1867, which led to the victory of the Adullamites and gave Disraeli his chance to "dish the Whigs." The late peer retired from Parliament in 1871 as a protest against Gladstone's Irish land legislation. Succeeding his father in 1874, Lord Clanricarde inherited estates in County Galway to the extent of 50,000 acres, and it was said of him that he never set foot on the property except when he attended his father's funeral, and was in Ireland itself only once afterwards. As a landlord Lord Clanricarde was the most notorious in Ireland. His estates, almost through the whole course of his occupation, were the scenes of evictions, turmoil and bloodshed. One of his agents and several of his employees were assassinated, and it required a whole army of occupation to protect the settlers whom he introduced. He never made any attempt at a compromise. Ultimately, legislation, especially aimed at him, was introduced into Parliament, with a view to the compulsory acquisition and division of his estates. Seidom present in the House of Lords, where he

M. G. C. A.

The newly formed Methodist Guards Comrades' Association, intend holding a Grand Concert in the Methodist College Hall on Wednesday, April 27th. A high class programme is being arranged and a pleasant evening is assured all who attend. The lady supporters are selling Ice Cream and Candy during the intervals. Reserve tickets will be on sale during the week at Dicks & Co. General admission tickets can be had from members of the Committee. In order to avoid disappointment it is advisable to secure your tickets early.

Norwegian Fishery.

	1921	1920
Lofoden . . .	18,200,000	10,500,000
All others . . .	11,300,000	14,300,000
	29,500,000	24,800,000

A coat of dark blue tricotine is trimmed with red braid and stitching. Its collar of white caracul is faced with red taffeta.

Pa was reading about a fellow with a million dollars and no appetite. That's because he never tried

POST TOASTIES
(Best Corn Flakes Made)

—says
Bobby



Attractive Prices

ON
**Ladies' Raglans, Leatherette
Coats, Dress Serges.**

RAGLANS

English make, with Belt; stylish and well finished.

Usual Price \$13.00.	Now selling at	\$10.40
Usual Price \$21.00.	Now selling at	\$16.80
Usual Price \$25.00.	Now selling at	\$20.00

TAN LEATHERETTE COATS

Just the thing for cold, damp days. Made in Sport style, three-quarter lengths, with inverted pleat in back, large outside pockets and belt.

Usual Price \$25.00.	Now selling for	\$17.50
Usual Price \$30.00.	Now selling for	\$20.00

DRESS SERGES

All fine makes, guaranteed all wool, with the exception of the lowest number.

NAVY.

Usual Price \$2.00.	Now . . . \$1.50
Usual Price \$4.00.	Now . . . \$2.95
Usual Price \$4.50.	Now . . . \$3.20
Usual Price \$4.60.	Now . . . \$3.60
Usual Price \$5.00.	Now . . . \$3.60
Usual Price \$5.50.	Now . . . \$4.00
Usual Price \$6.50.	Now . . . \$4.70
Usual Price \$7.50.	Now . . . \$5.50

BLACK.

Usual Price \$2.00.	Now . . . \$1.50
Usual Price \$4.00.	Now . . . \$2.95
Usual Price \$4.35.	Now . . . \$3.45
Usual Price \$4.50.	Now . . . \$3.25
Usual Price \$5.00.	Now . . . \$3.60

Steer Bros.