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OFFICIAL SYNOPSIS

(Continued.)

MR. WARREN considered long ago that the case was one for settlement out of Court. From his own personal knowledge he knew that every possible effort had been made by the Prime Minister to effect that settlement. He expressed a hope that all celebrity was made with the hearing before the Privy Council which was agreed to by the Attorney General, who promised that this request would be forwarded to the Canadian Minister of Justice at once. He pointed out that while the negotiations were in progress he had officially made the same request.

THE LEADER OF THE OPPOSITION did not think it was a case for settlement out of court. He was surprised that even a suggestion for the disposal of our rights for such a small sum as \$15,000,000 should have been made by the Prime Minister. He was very glad that the offer had been rejected.

Resolution from the Committee of the Whole on Supply were read a first and second time and agreed upon.

SUPPLY.

Prior to the House going into Committee of the Whole on Supply, at the motion that the Speaker leave the Chair, Mr. Warren rose to propose an amendment and referred to the answers which he had received to certain questions he had asked relative to the Railway and Board of Liquor Control.

MR. WARREN said it was a well established rule that no supplies may be granted before there is a redress of grievances. He discussed at some length the standing of the Railway, Commission and the Board of Liquor Control. He suggested that a vote "in toto" be incorporated in the Estimates for all expenditure for the Railway Commission and for the Board of Liquor Control.

The motion that the Speaker do now leave the chair being put, was passed and the House went into Committee of the Whole on Supply.

MR. ASHBOURNE spoke on the vote for the Department of Marine and Fisheries. He deplored the small vote of \$2,000 for the encouragement on account of our main industry. He thought it wholly inadequate. Money was being spent in large amounts for all other works and in all other departments, that would be far better employed in being applied to the work of the fisheries. He dealt at length with the various aspects of this industry and reviewed the progress made in the whaling and sealing fisheries. Touching upon the cod fisheries, he referred to Dr. Huntsman's pamphlet and assured the House that all his vessels this year would be equipped with thermometers and would be able to fish scientifically. He congratulated the Department on the excellent progress that was being made in the Cod Liver Oil industry. He dealt with other profitable ventures and advocated the trial of exportation of squid to China. From our herring we made about half a million, while Norway could profit to the tune of \$15,000,000, and this country ought to make \$7,000,000 on this industry. Today only about 70,000 lbs. of halibut are exported from Newfoundland and we have an unlimited supply of it on the West Coast which might very easily be marketed in England. We do not explore the possibilities of markets for all classes of fish and money would be well spent in the appointment of a roving Commissioner to open up new markets. Other suggestions made by Mr. Ashbourne included the employment of a competent statistician in the Fishery Department, a reciprocity of trade and preferential tariffs between this country and the West Indies. In touching upon the Estimates he deplored the increase in salary on some instances and particularly pointed out that stenographers in the Civil Service were receiving more than the average fisherman, more than our teachers, and our constables. He endorsed

ed all that the member for Burin, Mr. Lake, had said in connection with Old Age Pensions.

MR. H. B. C. LAKE pointed out that Mr. Ashbourne, being a member of the Fishery Board, was equally responsible with him and all others on the Government side for the meagre vote for that purpose. He felt sure that the party of which he had the honour to belong was taking the necessary steps to encourage the fishing industry and that as soon as the Board had the chance that the previous party had, they would do something really worth while for the industry. He knew that this Government would take such steps as could be taken to encourage the fisheries. The Minister of Marine and Fisheries was a man who knew his job and would attend to it. To-day on the southwest coast they had a twenty-five per cent increase in the Bank fishery over last year. Referring to the matter of pensions he lauded the Bill that the Prime Minister had forecasted when he presented a petition on the subject. Upon some interruptions on the part of Mr. Halfyard, he said that he opposed the scheme of giving pensions to men who drew fat salaries all their life, as the honourable member for Trinity had done.

MAJOR CASHIN pointed out in reply to Mr. Lake's remarks the previous day, that the men of Ferryland did not want to hinder the work of the Bank fishermen. He suggested that the petition that Mr. Lake had referred to, was to prevent the hauling of bait in little Coves and Creeks where there was not enough to supply the shore fishermen. The fishermen of the Southern Shore, he asserted, were fishermen of the best possible type, and did not desire to hinder the work of any branch of the industry. He was as strong an advocate of the fishermen as Mr. Lake or Mr. Ashbourne. The weak spot in the fisheries was the total lack of interest taken by the trade of Water Street. The Bank fishery, which thirty years ago was prosecuted by some 157 sail, today consisted of only 30 sail. Why in that time from Bay Bulls in his District, there were 27 vessels going to the Banks, commanded by 27 Williams's. Now there is not one vessel. The reason for this was that to-day there were no merchants in St. John's supplying bankers with the exception of Mr. Monroe and Harvey and Company at their Belleoram branch. From certain facts and figures he showed that the bankers of Lunenburg showed a profit that we might have had. Last week the Fishery Board asked the exporters to meet them and discuss fishery matters. Mr. Templeman, Mr. Bair of the Monroe Export Company, Mr. Baird, jr., of Jas. Baird, Ltd., and Mr. Outerbridge

of Harvey's, exclusive of the exporters on the Board, were the only ones who attended. This was indicative of the apathy displayed by the exporters. He was an advocate of adequate assistance to the fisheries.

MR. LAKE in reply could only say that he had a letter forecasting a petition to reserve certain coves against the hauling of bait in Ferryland District and he repeated that he thought it most unjust. The South West Coast was just recovering from a terrible calamity that had befallen it on account of the fishery regulations.

MAJOR CASHIN knew of the letter, but he did not think it would ever come to a petition being presented.

MR. WARREN read a letter from the same individual on the same subject and was glad that the member for Ferryland had agreed that no injustice would be done by his constituents to the Bank fishermen of the West Coast.

THE MINISTER OF MARINE & FISHERIES speaking on behalf of his Department pointed out that one individual could not always have his way in Government. There were many calls and a lot of opinions to be considered. He had heard that this Government were doing nothing for the fishermen. He did not mind that coming from Mr. Ashbourne or Mr. Hickman, but he did object to such remarks coming from anyone who sat under the rule of Sir R. A. Squires or Sir W. F. Coaker during their term of office. They were a group of men who had driven a lot of fishermen out of the country and driven a lot more almost to starvation. The Prime Minister had offered a bonus on fish provided that the finances of the country allowed of it and if the price of fish was low and demanded it and the Minister was pleased to state the bonus was never demanded. There were practically no applicants for pauper relief this year in many sections north of Conception Bay. The Government were encouraging fishermen by their promised bounty on rebuilding ships, that would cost the tax payers forty or fifty thousand dollars per year. This was an encouragement to the fishermen but he had not heard of that being mentioned. In the proposed highway construction the Government were taking a chance, but they were simply doing as all fishermen did, and that was taking a chance. We had to have roads, for in his own District alone there were 45 miles of coast without even a footpath. There were no bridges to get across the streams and it is a great hardship to the men who had to travel along that coast owing to the lack of bridges, especially was this so between Gambo and Wesleyville. The men in their travelling when they came to an overflowing brook had to take off their clothes and swim across.

When he assumed office he found that the Fishery Board had been abolished, because he supposed his predecessor had felt

capable of running the Department all by himself. He was a fisherman, but he did not feel that he could run the Department without the aid of an advisory board, so he had the Government appoint a board, and he believed a good one. It did not contain all merchants, but had a good many Outport men on it. The Department was in a frightful mess when he took it over.

The other day the question came up as to the necessity of lighthouses on the Labrador, and he had the stated there was necessity for more of them. But some of the Opposition members thought there were too many lighthouses on Labrador now. The lighthouses to-day are in a deplorable condition, and it would cost the country a lot of money for repairs. Already they had, in his Department since he assumed office, erected six lighthouses and repaired three, and they didn't have to ask the Government for any extra money for it either; he could do it on the money they were saving on the purchase of supplies. He was prepared to urge the Prime Minister or anyone else in the Government in order to have any just demands for money for the fisheries carried out, but he did realise that there were others than fishermen in the country, and he supported the Minister of Mines and Agriculture in his new agricultural policy. In the Department of Fisheries had done nothing other than the advances made in the Cod Liver Oil industry they had justified their existence. People have no idea what they were doing for the Cod Liver Oil. He gave credit to Mr. Goodridge for the work in this connection, that he had done for the past two years, and since he took charge he had given a lot of time to it. Dr. Johnson, of Mead and Johnson, came here at the suggestion of the Department last year looking for 12,000 gallons of oil. Certain propaganda had been distributed by Mr. Johnson. Mr. Coyell was in the U. S. A. now and he reported that Mead & Johnson would require 150,000 gallons this year. The result is the price of oil will be at least \$1.00 per gallon.

CAPT. WINSOR stated he did not take the credit all to himself but gave due recognition for the work done by Mr. Goodridge. Continuing he referred to the vote for encouragement of the fisheries and said that

\$20,000 would be spent on that project this year and authority would be sought for its expenditure and it would not be wasted. (Loud applause.) He did not profess to have sufficient knowledge of fishing and the effect of the temperature of the water on the fish, but he had fished in the water at Bear Gut when in the morning the fished pushed their noses up through the slob. Referring to Mr. Lake's statement about men destroying gear of Batteau, he knew of no Bonavista men who fished ashore on the Labrador, and the floaters did not tear up the gear of the Bank fishermen. He had seen the Grand Bank fishermen and he knew their worth and he took off his hat to them. As to his remarks about the lack of information that he had about the bankers fishing at the time from the South West coast, this information was not to be obtained from his Department. It was reported to another Department. Many people had spoken about herring, and he stated that the herring industry should be second only to the cod industry in this country. Under existing circumstances it was very difficult for the Department to control or supervise the industry. He agreed with Mr. Warren that a market could be found in Russia and Germany for at least a million barrels of herring this year. There is no reason why we shouldn't try it. The English people are supplying 200,000 barrels to Russia this year. The faults to-day lie in the fact that the herring is being badly packed. The Board deems it necessary to have an inspector of split herring as well as Scotch pack.

The Chairman then left the chair until 8 o'clock.

NIGHT SESSION.

The Chairman resumed the chair at 8 o'clock.

CAPT. WINSOR continuing his address said he had no doubt that this year we would have a record year as far as split herring was concerned. The cause of the decline in the trade of split herring was the faulty packing. The herring fishermen are of the opinion that the regulations of the Fishery Board were made for the benefit of a favoured few. This is not so. The Board always gives the benefit of the country first consideration in drawing up any rules. Other countries are now per-

(Continued on page 3)

NOTICE

To Owners and Masters of British Ships

The attention of Owners and Masters of British Ships is called to the 76th Section of the "Merchant Shipping Act, 1904."

76.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—

- (a) on a signal made to her by one of His Majesty's ships, including any vessel under the command of an officer of His Majesty's navy or full pay, and
(b) on entering or leaving any foreign port and
(c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any ship in complying with this section the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship. If a vessel hoists no colours and runs away, it is liable to be fired upon.

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