

LADIES' HOSIERY.

Having secured THE SOLE AGENCY for BURSON HOSE we are in a position to offer our patrons UNUSUAL SATISFACTION in this line.

Burson Hose are made for those who want NEAT FITTING HOSIERY. The only hose made in America that is KNIT TO SHAPE.

28c to 80c.

Robert Templeton,
333 Water Street
St. John's.

J.J. St. John

The TEA with strength and flavor is

ECLIPSE,
which we sell at
45c. lb.

ROYAL PALACE BAKING POWDER
20c. per lb. Small Tins 5 cts.

SCOTCH OATMEAL, PATNA RICE, JACOBS' BISCUITS, HARTLEYS' JAMS,
1s. and 2s.

J.J. St. John
Duckworth St & LeMarchant Rd



THE HEIGHT OF SATISFACTION

is reached at our market. You get the best of Meats, the right cuts, the correct weight, sanitary handling and good service. Can you ask more?

Come here when you are looking for satisfaction in

CHOICE MEATS.
M. CONNOLLY
Duckworth Street.

LARGE LABRADOR CODFISH

For Sale.

Get Our Prices.

SMITH CO. Ltd.

YESTERDAY AT THE HOUSE.

Two Powerful Speeches Delivered by Dr. Lloyd and President Coaker

Government Denounced for Inaction Respecting Bait Depots, Standard Cull of Fish, Cutting Green Timber for Pit Props—A Strong Appeal to Re-Establish Shipbuilding—Minister Piccott Supports the Union Proposals.

House met at 3 p.m. last evening, a number of petitions were presented, mostly bearing on fishery matters.

MR. DOWNEY presented one from his district.

MR. JENNINGS presented several protesting against the hunting of doaters in Dildo run after the first of August.

MR. COAKER strongly supported petitions and stated some interesting facts relative to the breeding grounds, and uses to which skins of these animals were put to, etc., and asked the Government to pass law to protect them.

A number of petitions were presented by Messrs. Coaker, Stone, Clapp, Jennings and Halford in relation to the subject of prohibiting motor vessels over 25 tons from prosecuting Labrador fishery, also steamers over 500 tons engaging in the seal fishery, the need of a suitable tug in St. John's; encouragement to shipbuilding plants, etc.

THE MINISTER OF MARINE AND FISHERIES spoke in support of encouraging the shipbuilding industry, and thought the sum of \$250,000 which was annually sent out of the country to buy vessels, should be spent here, and believed we could build as good a vessel here as could be bought in the United States or Canada, and thought the Government should do something to encourage the establishment of such plants. He also strongly endorsed the stand taken by the F. P. U. in connection with the necessity of a suitable tug boat, and believed the system of bell buoys around our coast, which could be better operated with the aid and use of such a boat, would be of great benefit to the sea-farers of the Colony.

MR. PARSONS also supported the shipbuilding proposition.

Reply to question by Mr. Coaker relative to Main Line Grants to Elected Road Boards, the Minister of Public Works tabled the following:

It is the intention of the Public Works Department to recommend the expenditure of the Main Line Grants by the Elected Road Boards when that is possible and in Districts where the money can be allocated to the Board with some certainty of profitable expenditure. There are many Main Line Grants, the whole of which have some seasons to be spent on one section of the Main Line Road as for example where a large bridge has to be replaced or a wash out has to be repaired. There are portions of Main Lines that rarely require, whilst others have to be annually and extensively repaired, and if the Main Line Grants were put per capita between Boards, the per capita amount allotted to each Board would never be sufficient for any important work such as I have outlined. Before any allocation of the Main Line Grant is made, the views of the Representatives who know the requirements of their different Districts will be at all times ascertained, and where possible, carried out. When the Representatives of any District in the interest of the whole District recommend that the Main Line Grant be expended entirely by the elected Road Boards, the Public Works Department will have their wishes in this respect carried out.

In reply to Mr. Coaker's question whether a Courier had been appointed to convey to Logging Camps at Red Indian Lake, the Colonial Secretary said that no Courier would be appointed as it was too expensive.

DR. LLOYD in a pointed but rather good-natured speech, made some humorous references to recent developments, where it appeared certain professional men seemed to be the recipient of favours, and thought Mr. Currie who was selected to second motion of Com. on Governor's speech should have congratulated his journalistic brother of the "Herald" on his

recent elevation. He would like to tender congratulations but was not sure same would be altogether acceptable to the House. Regretted the great change that has come over the Upper Chamber during the last seven years, and hoped the Premier would be able to exert as much influence over that Chamber when the Sealing Bill comes up for its consideration, as he evidently did in the appointment of its president.

The Doctor, referring to the great war, stated that while doing our best to help the great cause. We should in the meantime protect our trade and commerce and spoke scathingly of those who in order to make large profits for themselves had created the shortage of the tonnage problem and now had the audacity to ask the Government to subsidize the investments which they were making out of their profits. He hoped the Finance Minister, when bringing down his budget, would regard such as war profits and deal with same accordingly.

In relation to recruiting he believed a response was made in preparation to the appeal and of certain sections were unequal in responding it was because the appeal was unequal. While glad the Government thought they could weather the financial storm, but reminded them that great obligations will have to be cheerfully met in connection with the cost of carrying on the war, for while our lads will likely enter still sterner fields of action, and we at home must be ready to meet the financial situation as it comes. He scored the business concern who uses influence to keep employees from doing their duty to Country and Empire, and stated that while parents' affection for their children was very natural, love of country, and a knowledge that some mothers' boys must go should outweigh all other considerations.

The Coal, Pit Prop, and Prohibition matters were dealt with and in reference to certain allegations as to the illegality of the later now before the Courts. He held the Government responsible for the drafting of the bill etc.

MR. COAKER followed and in the course of his speech scored point after point against the Government in the manner in which they have dealt with the cutting of Pit Props and other public matters. He referred to the Act passed last session of the House, and asked the Government why they, some three or four months after the closing of the House, issued an order in council permitting the cutting of green timber on the three-mile limit.

This cutting of timber on the fishermen reservation was, Mr. Coaker said, a crime against the vital industry of the country. In many places not a stick is to be seen, all having been cut by greedy contractors who paid the men the handsome sum of \$2.90 to \$2.80 per cord. The prices paid by those English buyers of Pit Props who have formed themselves into a ring, was, he said, far below the market value of this product; and Mr. Coaker, in straight talk, showed that cutters of pit props who would not sell to the ring at their prices were compelled to sell to American firms who in turn sold these pit props to English firms. He quoted figures to show what the market values of pit props now was and clearly showed that the ring of English pit prop buyers, who have secured the control of the market here, were making handsome profits out of the business, while the men engaged in the cutting of pit props were hardly making forty cents per day.

The whole North, said Mr. Coaker, was enraged over this awful steal of the peoples heritage and that the fisherman when he was compelled to travel miles inland to get timber for fishery purposes, in years to come, would never cease cursing the name of Morris.

Mr. Coaker told of his recent visit

to parts of Green Bay. He said he saw piles upon piles of pit props all along the road. If this kind of thing continued, said Mr. Coaker, the loss to the country would be very serious indeed. He was opposed to the cutting of pit props in Newfoundland. Let the contractors, said Mr. Coaker, cut on the Labrador; but do not sacrifice for a hundred thousand dollars what the revenue may derive this season—the timber necessary for the fishermen of this country during the next twenty-five years. What use, said Mr. Coaker, is it in making laws one day and breaking them the next. This pit prop business was ruining the country and the sooner the Government wake up and get down to business the better. The same complaints are coming from Trinity and

Bonavista Bays, as we have been hearing from Green Bay, and Mr. Coaker said, the whole North was cursing the Government which permitted this outrageous business to go along the present lines. "Protect the interests of our fishermen," said Mr. Coaker, and not put into the hands of a lot of greedy contractors who, while satisfied to make nice profits for themselves, pay the fishermen who cut these pit props the lowest possible wages. Mr. Coaker condemned the Premier for not placing a value on pit props compelling all buyers to pay alike, as was done years ago on the matter of herring on the West Coast.

Mr. Coaker's remarks left a deep impression on the Assembly and he was listened to during his speech with the closest attention.

There was another matter which Mr. Coaker drew the Houses' attention to and that was the disgraceful condition of the Opposition room. It was altogether unsuited for the purposes it was required for, and Mr. Coaker said, if he were Premier he would sooner resign his seat than tolerate such conditions. He suggested the fitting up of the two vacant rooms up stairs for the use of the Opposition members. "After the next election, said Mr. Coaker, there will be only a few of you opposite returned, but I will see that you have a decent room to accommodate your requirements." This remark was greeted with applause from the galleries.

He also referred to the system of reporting the debates. In this connection he was glad to see that a change had been made. Better spend a thousand dollars, said Mr. Coaker, and have a good service, than waste money as has been the fashion of late years. What is the sense, asked the President of the News reporting to the Herald copying them to-morrow

or the day after? Let each paper, if they must have boodle, print only the original House matter and cut out the farce of one paper copying what another published a day or two before.

Mr. Coaker told the House of the system in vogue in Canada and hoped that the present alteration now introduced here would prove effective in supplying a long-felt want.

Mr. Coaker congratulated the Minister of Marine and Fisheries, Mr. Piccott, on the way in which he supported the shipbuilding proposition, as well as the need of a suitable tug boat. He (Mr. Coaker) was glad the Minister was so observant, while on his visit abroad, and hoped that the Government would now be guided by the Minister's advice in this connection. He made a most convincing appeal to the Government to wake up and get busy, as the stern duty confronted them of coping with the great problem of shortage in tonnage to carry on the various branches of our trade and denounced the Government inactivity, while we were annually paying Canada and the United States a quarter of a million dollars for schooners which should be built in our own country.

Mr. Coaker referred to the Catalina project and advised the Premier to take a leaf out of the F. P. U. book. He gave figures to show that during the last few years Labrador schooners have decreased to the number of 600, and asked the Government how they expected we would fill up these gaps if we are content to go on from year to year as we have been. We want, said Mr. Coaker, 100 vessels built annually in order to meet requirements of our trade, and he believed Mr. Grace should have a building plant as well as other places around our coast. Mr. C. explained fully the methods employed in such plants in Canada and the United States. He warned the Government

against longer parleying with this great question. The stereotyped "Under Consideration Answer" was not good enough now. He exhorted the Government to pass an honest bill guaranteeing 10 per cent dividends for 19 years on moneys invested in such enterprise which would be available to all, with no individual favoritism. This would be ample encouragement and the Government would run no risk, as such plants would pay well.

The Government members followed Mr. Coaker's eloquent address in this important subject with keen interest. In referring to the matter of providing a tug for the harbour of St. John's, Mr. Coaker said, if the Government did not place a sum in the estimates for this purpose they were not true to their trust. He showed in glowing language the awful responsibility of the Government when helpless vessels were driving off the coast in a storm, while they were powerless to rescue them. Mr. Coaker severely censured the Government on the lack of any scientific knowledge in relation to our fisheries. We have, said Mr. Coaker, practically to depend upon the fisheries for our revenues and while it is our chief source of wealth very little is known from a scientific standpoint. He was really ashamed while in Ottawa to be asked questions as to what we were doing in this direction, and found experts there who knew more about the Newfoundland fisheries than we did ourselves. He believed there was a great future for this country if the Government would only get down to business.

We have, said Mr. Coaker, been operating our fisheries for 300 years and to-day not a solitary bait depot is established around our coast, excepting one recently erected by Harvey at Rose Blanche, and the Premier says the matter is under consideration. He (Mr. Coaker) would like to

(Continued on Page 6.)

THE BRIDGEPORT Motor Engine

THE MOTOR THAT MOTES

SEND FOR

Full Particulars and Specifications

FROM THE

Sole Agents,

JOB'S STORES, LIMITED.