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At the House.

THURSDAY, May 13th.
A petition was presented by Mr. Abbott from Middle Brook, Gambo, on the subject of a road.

The Colonial Secretary tabled certain information asked for by the Opposition.

The Municipal Affairs Bill passed the third reading and was ordered to be sent to the Upper House. The Speaker then announced, that Mr. W. R. Howley, K. C., on behalf of certain petitioners would be heard before the Bar of the House in matters relating to the interests of his clients, which interests were said to be affected by the Resolutions dealing with the Newfoundland Products Corporation.

Mr. Howley upon being introduced to the Bar of the House expressed his appreciation of the courtesy that had been extended to him, and mentioned that the occasion was a memorable one since it was the first time in the history of the colony that a petitioner had been so privileged. He then stated that he came to the Bar of the House on behalf of clients who represented large corporations, and who claimed that the Agreement before the House granted certain concessions to the Newfoundland Products Corporation which would interfere with the rights of his clients and diminish the value of their interests within the colony.

That he was privileged to be so heard was to him an augury of hope that the claims of his clients would be treated with fair and impartial consideration by the House. He felt that in making his presentation it was unnecessary to state that he or his clients were not actuated by any political motives whatsoever. He had come there to state the case plainly, and ask for careful consideration of the facts he proposed to lay before the House. His clients did not object to the measure in itself, as they would be pleased to see the colony advance industrially, but they did object to certain concessions granted to the Products Company at their expense. Continuing, he asked that the House, would, after hearing him state the position of his clients, introduce proper measures that would safeguard their interests.

He first explained the position of the Labrador Pulp and Lumber Co., a company incorporated in Montreal, in 1909. This company was in possession of two large areas, the first of 387 square miles at Kenebec River, and the other of 2,900 square miles, situated at Sandwich Bay. For these two areas the sum of \$560,000 had been paid in cash. At present his clients possess no water powers within the limits of the colony. Clause 2 of the Agreement they were prevented from acquiring any such rights for at least five years. The Products Company were being given the right to acquire the very waters which in course of time might become the property of his clients in the development of their industries. He then referred to clause 20 of the Agreement which was the most objectionable to him, in that it gave the right to the Products Company to secure the rights of individuals are subject to the new company instead of the company's rights being subject to existing rights. He would respectfully suggest that this clause be taken out, not in the sense of dictating to the House, but because of the fact that it destroys all hope of protection of rights now existing. He also considered that the rights of expropriation are altogether too broad, and that the method of compensation arising from expropriation was a most unsatisfactory one.

He then stated the case of the American Nid. Pulp and Lumber Co. which was incorporated in Michigan in 1909. This company possessed some 400 square miles in the Humber River and Deer Lake region for which \$300,000 had been paid. In dealing with this case he referred to the House to the Deer Lake Pulp and Paper Act of 1912. He continued by explaining the position of the International Timber Co. and the St. George's Lumber Co. These companies were not so seriously affected as the other two with which he had dealt. The former company possessed about 270 square miles of timber for which \$130,000 had been paid. In summarizing the case Mr. Howley laid particular stress on the objections with regard to the exclusive use of water power rights and trans-

This Date in History.

MAY 14.
New Moon—13th.
Days Past—133 To Come—231
BATTLE OF LEWES, 1264. During the reign of Henry III. occurred the struggle between the King and the barons. In this battle the barons under Simon de Montfort gained a great victory over the King. One of the results of this battle was the decision that a Council should be called to help the King in the Government of the country. This led to the First Parliament, 1265.

HENRY GRATTAN died 1820, aged 74. An Irish orator and statesman who did memorable work for the cause of his country and was presented with £50,000 by the Irish people for his services to the Irish cause.

Cruelty is commonplace; and hatred, like the eagle, that carries up its prey to dash it down to more certain death, seems to elevate the object it is about to destroy.
—Grattan.

portation of logs, expropriation, and method of assessment in compensation for same.

In conclusion he again thanked the House for the courtesy that had been extended to his clients in permitting him to explain their case, and asked that the objections presented would receive their most careful consideration.

The House then went into Committee of the Whole on Supply, when the Supplemental Estimates were presented.

Mr. Kent in referring to the Supplemental Estimates of the opinion that detailed statements should accompany the votes, showing why and for what exact purpose they were needed, and not that he questioned the necessity of the Supplemental supply.

Mr. CHIT and Mr. COCKER also spoke along similar lines and suggested that the Heads of the Departments requiring the extra votes state exactly their needs.

The Committee then arose until this afternoon.

The House then went into Committee on the Newfoundland Products Contract.

Mr. CHIT asked if the Premier meant to reply to the objections pointed out by Mr. Howley, Counsel for the Petitioners. Mr. Howley had referred particularly to the tying up of water power rights and the exclusion of other privileges, but he would like to hear what the Government had to say in reply before he would be prepared to vote on the matter. He had no desire to prolong a session so well advanced already, but would ask the Premier to bring before the House the conveyances by which these water powers were given to the Company.

The Premier stated that he had no information other than the copy of the grant which he would table.

Mr. LLOYD asked if it was the intention of the Government to approach the Company to secure the expunging of Clause 20 giving the Company virtually an exclusive right of floating logs in the Humber drainage and on the Hamilton River.

In reply, the Premier said negotiations were proceeding on this matter. Mr. LLOYD also asked that where Companies had water-powers necessary to develop their property, provision should be made for the supply of an equal horsepower to them, if the Products Company diminished the horsepower value of such falls to their owners. A monetary compensation to the owners had not the same value to the country as the development of the properties adversely affected would have.

The Premier said this was a new aspect of the case and he would give it attention.

After some discussion on a minimum wage to be paid by the Company, and after a suggestion by Mr. Kent that the first Resolution concerning the Contract should be taken first, and some words from Mr. Downey, the Committee rose until to-day.



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The Industrial Reserve

WELL-TO-DO WORKERS IN THE RANKS.

The Industrial Reserve formed to assist in meeting the heavy demand for workers in the munitions industries has, after nearly a fortnight's trial, proved its usefulness. The reserve was first suggested by Mr. J. Chartres in a letter in The Times on March 25. His proposal was that men should be enrolled to do work which otherwise would be neglected from lack of labour and to fill temporarily the places of men on active service.

The recruits have been of two classes—semi-skilled and unskilled. The semi-skilled men are those who have some knowledge of machinery, men who have been through the workshops in their early days, or who have taken up model engineering as a hobby, or have a natural aptitude for mechanical work. The unskilled workers whose rate of wage is smaller than that of the semi-skilled men, are as a rule, higher in the social scale. One member works daily through the week for 6d. an hour, and goes from his home to his work in his own motor car. Another pays more for his bedroom and breakfast than he receives during the week for his labour. Still another holds a good position abroad, but, during the war, has returned to England to do what he can.

The members of the Industrial Reserve are largely men able to devote all their time to the work, but this is not an absolute necessity. Arrangements are being made to supply men to keep machines engaged upon production for the government at work on Saturdays and Sundays, thus enabling the ordinary staff to put in a fair amount of overtime during the week and to get two days' rest at the week-end. This may be extended to providing a number of men who can spare a day or two in the week for places where their services are urgently needed. As far as possible members of the Industrial Reserve are to be employed in the district in which they reside.

Employers have shown the greatest willingness to avail themselves of the reserve, and the demand for their services is growing. There has been no disposition on the part of trade unions to object to this form of employment, for it is recognized that it will not compete with the ordinary worker after the war.

The headquarters of the Industrial Reserve are at 227, Strand.

WHEN WERE ARMoured TRAINS FIRST USED?

Armoured trains and motor cars are proving invaluable in this war, for they can both make flying attacks and, unless actually hit by a shell, can rapidly retire without much damage from infantry attack.

The invention of the armoured train originated over sixty years ago, when a suggestion for their use was placed before the Duke of Wellington.

The first practical use of one was in 1861 during the American Civil War. The cars were then covered with loop-holed sheet iron.

During the siege of Paris in the Franco-Prussian War, the Germans made great use of armoured trains. These armoured trains were, indeed, regular small fortresses on wheels. Each train carried four guns and a train crew of 500 soldiers.

In the war against Arabi Pasha Lord Fisher "armoured" trains with sand bags piled round the engines and trucks, and did valuable service with them.

Nowadays, no army is complete without such trains, which are heavily protected against modern rifle fire.

Rioting at South Africa

Special to Evening Telegram.

JOHANNESBURG, May 13.
A series of anti-German demonstrations and rioting have occurred here. Damages to German stores and businesses are estimated at \$100,000.

The Catch.

Representative Barthold said at a banquet in Milwaukee:

"Those people remind me of the old man. Yes, they remind me very much of the old man."

"He had a soft, daff, look, the old man I'm speaking of, and he sat on a park bench in the sun, with rod and line, as if he were fishing; but the line, with a worm on the hook, dangled over a bed of bright primroses. 'Daff!' said a passer-by to himself. 'Daff!' Bughouse! Nice-looking old fellow, too. It's a pity."

"Then, with a gentle smile, the passerby approached the old man and said: 'What are you doing, uncle?'

"Fishing, sir," answered the old man, solemnly.

"Fishing, eh? Well, uncle, come and have a drink."

"The old man shouldered his rod and followed the kindly stranger to the corner saloon. There he regaled himself with a large glass of dark beer and a good five-cent cigar. His host, contemplating him in a friendly, protecting way, as he sipped and smoked, said: 'So you were fishing, uncle? And how many have you caught this morning?'

"The old man blew a smoke cloud toward the ceiling. Then, after a pause, he said: 'You are the seventh, sir.'— (From the Philadelphia Bulletin.)

EAGLE'S TURNOUT.—The S.S. Eagle finished landing to-day, her turnout being as follows:—9,264 young hares, 35 old hares, 7 old hoods, total 9,306 seals; net value \$16,242.75; net weight 176 tons, 17 cwt., 2 qrs., 14 lbs. Crew of 201 men shared \$28.50 each. It may be mentioned that the Eagle, Capt. E. Bishop, has brought in more seals than all the rest of the northern fleet combined.

Drink
SEAL BRAND COFFEE

not, because it is Made in Canada, but because it is the equal of coffee made in any country.

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A Fact that Gets Right Home
Is the Incomparable Value
We are showing in
Men's Tweed Pants
AND
Men's Mid Weight Wool Underwear,
AT
A. & S. Rodger's.

TWEED PANTS

YES, JONES, I MISS HER GREATLY—WHY SHE THOUGHT SO MUCH OF ME THAT SHE USED TO WAIT UP FOR ME TO COME HOME EVERY NIGHT!

BUT THIS IS HOW SHE DID IT