

## FOR THE IMPROMPTU SPREAD

One of the many good features of TIP-TOPS is that they are always ready—waiting to lend their delightful tastiness to every occasion, informal or impromptu.

It's a good habit to keep these ultra-fine sodas on hand always. There are countless ways in which you can utilize their tempting goodness—to refresh unexpected guests, for the late supper and any festive occasion.

Before serving at your table place the TIP-TOPS in the oven for five minutes—then allow to cool and note the result.

Don't ask for Sodas say--**TIP-TOPS**

**A. Harvey & Co., Ltd.**  
Manufacturers.

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We are now showing the latest patterns in SUITINGS, OVERCOATINGS, Vicunas and Serges

FOR SUMMER WEAR,

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\$1400 DELIVERED.

Body is built by Fisher—the largest builders of closed cars in the world. Extra wide doors and windows. One piece windshield that lifts automatically.

Finished in a handsome shade of rich Blue Duco—the new indestructible, ever-wearing paint—not used on any other car of its class—gets better and glossier the more it is rubbed.

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QUALITY AT LOW COST.  
mar26,4l,th,s,tu,th

## DUE MONDAY, APRIL 6th, 1925.

100 CRATES NEW GREEN CABBAGE.  
50 CASES ORANGES—216, California.  
50 BOXES APPLES—188's.

ALSO, DUE APRIL 16th:  
100 BAGS ONIONS.  
50 CASES ORANGES—Valencia, 200.

**BURT & LAWRENCE**  
14 NEW GOWER STREET.

## A RICH FINE FLAVOR



Sold in Four Qualities

### The Budget Speech

(Continued from 13th page.)

shown considerable activity. On his recommendation, the Government have decided to give particular attention to the Lighthouses around the Island. He has paid personal inspection trips to many of them with the result that the Legislature has been asked to make some additional grants in aid of repairs. He reports that the different lights have been allowed to go into disrepair during the past few years owing to lack of funds. During the past year six new lights, four Acetylene and one Kerosene Light besides improving the light at Cascahoo, have been installed and erected.

All the other Departments of the Public Service are working satisfactorily and I feel that their respective Heads and Deputies are doing their utmost to preserve discipline, to obtain efficient and effective service and prevent abuses.

And so we write this to the financial history of this Colony for the six years ending June 30th, 1925. For the frenzied finance, the riotous and ineffective expenditure, the gross, indefensible and criminal extravagance therein recorded as relating to the first five years, the present Government is in no way responsible.

The previous history of the Colony's finance reveals nothing that can equal such an exhibition of misgovernment; and it is my earnest hope that the future does not hold for us anything of a like nature.

I may say for the information of the House that all the figures presented in respect of the foregoing statements are official and have been tabulated in this House.

The only difference between the statement presented by me and that of Mr. Bertea is that his report ends at the financial year, and does not refer to the activities of the present Government. That is to say, his report is supposed to cover the work of the late administration whose accounts were closed on June 30th last, which is the end of the fiscal year. But I feel it my duty to the Government and the Legislature to establish comparisons as between last year and this for the purpose of reporting progress, which is not within his province until the end of the current year.

Department	Voted 1924-1925	To be Voted 1925-1926
Finance Department	\$3,441,023.61	\$3,667,390.57
Colonial Secretary's	67,179.00	61,527.00
Justice Department	341,479.16	354,619.66
Education Department	386,351.03	377,580.03
Public Charities	443,213.93	457,509.03
Marine and Fisheries	333,589.39	395,997.29
Agriculture and Mines	77,470.00	107,156.66
Public Works	937,098.57	944,713.00
Posts and Telegraphs	1,150,585.83	1,220,998.07
Customs Department	438,726.25	450,783.00
Assessor of Taxes	14,840.00	15,120.00
Contingencies	183,992.00	153,992.00
Pension Commissioners	649,986.00	616,090.00
Total	\$8,915,619.77	\$9,353,793.61
Total 1924-1925		\$8,915,619.77
Increase		\$438,173.84

Nearly half the increase shown in Estimates is due to the \$200,000.00 additional interest, being interest on the new Loan of \$4,000,000.00 raised under last year's Loan Act. Some of the increase is due to the inclusion of salaries which were never heretofore imported into the Estimates. In my explanation to the House when introducing the new Estimates a few days ago, I explained the reasons for these. They have been actually paid from other accounts such as Contingencies and Supplies, and are not really increases in the strict sense of the word, and that it was the intention of the present Government to see that as far as possible all regular salary votes are placed in the Estimates under their proper heads and not hidden away in the general accounts of the Colony. They form the bulk of these amounts disallowed by the Auditor General from year to year and subsequently passed by the Legislature in the several Supplementary Supply Acts.

Much is also due to short votes which have had to be legislatively supplemented, and more caused by the provisions for Pensions which have also in many instances been covered up in the Contingency votes of the several Departments.

Such increases to salaries, in the most cases, as are shown are due to the abolishing of perquisites and extra payments. Salaries in future will be paid as voted.

Honourable members will also note that the increase in Education of

As for the last year, 1924-1925, of the six years referred to, the present Government had to shoulder responsibilities caused by errors not of their making. The evil effects of past misgovernment coloured the financial activities of the year, and it out of the chaotic condition of the Colony's finances as found by this administration on assuming office, order has been evolved, they have every right to take credit for the good they have done during the financial year and to ascribe to the effects of previous mismanagement, their failure to achieve that complete success which their efforts deserved.

And now we come to a consideration of the estimates for the coming year 1925-1926. I hope to be able to receive as revenue in 1925-1926 the sum of \$9,560,000.00 made up as follows:—

ESTIMATED REVENUE	1925-1926.
Customs Revenue	\$8,250,000.00
Postal	315,000.00
Telegraphs	250,000.00
Crown Lands	120,000.00
Inland Revenue Stamps	45,000.00
Fines and Forfeitures	10,000.00
Liquor Profits	120,000.00
Free Public Institutions	55,000.00
Broom Department Penitentiary	8,500.00
Interest on Guaranteed Loans	36,500.00
Estate Duties	50,000.00
Bank Taxes	70,000.00
Other Taxes and Assessments	70,000.00
Miscellaneous General Revenue	80,000.00
Income Tax and Business Profits Tax Arrears	30,000.00

Estimated Total Revenue 9,560,000.00  
Expenditure per Estimates 9,353,000.00  
Estimated Surplus \$207,000.00

The estimated revenue just quoted shows an increase of \$107,000.00 over the previous year's estimate and the estimate is as close as it is humanly possible to go.

My estimate of the Expenditure of the Colony for the year 1925-1926 places the sum at \$9,323,793.61, and the following is a comparative statement of the Estimates for 1924-1925 and 1925-1926 as originally tabulated:—

Department	Voted 1924-1925	To be Voted 1925-1926
Finance Department	\$3,441,023.61	\$3,667,390.57
Colonial Secretary's	67,179.00	61,527.00
Justice Department	341,479.16	354,619.66
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Total	\$8,915,619.77	\$9,353,793.61
Total 1924-1925		\$8,915,619.77
Increase		\$438,173.84

Consequently we decided last year to raise \$2,000,000.00 for road-building and at this session to create a Commission to study the question of carrying out the work. We feel that better work and better value will be secured by appropriating this money to an independent Commission instead of doing out allocations indiscriminately and without regard to the qualifications of the persons handling the money.

We believe that the first fruits of this new policy will be a very substantial increase in the number of motors imported and used by our own people, with a consequent proportional increase in all the accessories that go towards the maintenance of motor traffic, and that by means of this agency our people will be steadily doing more and more travelling in the different sections of the country.

We believe, too, that the movement of the people and of their local freight from place to place will be more and more undertaken by this method, and that in an ever-increasing degree there will be a large expenditure of money brought about by this policy

differs which no human provision can provide for will have to be met. These, while they can be provided for under Section 33 (b) of the Audit Act, will necessarily increase our total expenditure.

Before concluding I wish to take this opportunity of placing on record the views of the Government in respect of its general financial policy. Its first aim is to reduce expenditure to the lowest possible point at which it can be placed without unduly impairing the welfare, progress and expansion of the Colony. Secondly, to so arrange the taxes as to meet this irreducible minimum of expenditure and at the same time to see that these taxes bear upon the several taxpayers proportionately to their means of paying. We believe that we have already made a very long stride in this direction. Thirdly, we are trying by every possible means to increase the prosperity of the Colony by encouraging every sane project for the development of its resources, mineral, scenic and sporting as well as its fisheries, its pulp and timber and other industries. Too long has it remained an isolated adjunct of the great British Empire; too long has the undeniable versatility and energy of its people been confined to one pursuit. Recognizing this the Government are determined to give them a chance to exercise these attributes, to encourage any sane measure which will tend to the development of our undoubted resources and to lift the Colony out of the condition of isolation in which it has existed in the past.

Permit me now to make a few remarks in relation to some of the details of this policy.

The Government had decided, as the House is aware, on a road-building policy, for which a sum of \$2,000,000 had been voted. The work of constructing the roads contemplated by this policy will be placed in the hands of a Commission appointed for the purpose by the Bill recently passed both Houses. This road-construction policy is so designed as to combine local advantages and tourist attraction. The principal roads of the Peninsula of Avalon will be recommended, and improved, and, where necessary, linked together by the building of sections of new roads which will be advantageous. On the West Coast it is proposed to take in hand the building of roads through its farming, sporting and industrial areas, and in other portions of the country a beginning will be made in the way of connecting important sections of the coast with other areas and with the main lines of the railway system. It is hoped that as a result of this policy there will be an increase of communication between the different sections of the country, that settlement will be stimulated, and agriculture encouraged, that fine sporting areas will be rendered accessible, and that the establishment of new industries will naturally follow.

With the Grand Falls and Corner Brook industries actually working and the Grand Falls project in prospect, roads to facilitate motor communication with these places and the surrounding country will be helpful in rendering these industries more widespread and advantageous to the public generally.

Incidentally, it is expected that the improvement in the road system on the Peninsula of Avalon and on the West Coast will attract large numbers of tourists to the Island, and the Government look for a steadily increase traffic of this sort. But we are not unmindful that the most direct and probable result will be in the growth of local traffic as these roads are carried farther and farther throughout the country.

The increase in motor traffic in this country during the past ten years has been very great. The desire for better road construction found expression some three or four years ago in the creation of a road commission which functioned successfully in and around St. John's and adjacent districts. It is generally admitted that the Commission did good work, and possibilities of an enlargement of that work were so clearly proven that the Government felt that they could safely embark upon further expansion.

Consequently we decided last year to raise \$2,000,000.00 for road-building and at this session to create a Commission to study the question of carrying out the work. We feel that better work and better value will be secured by appropriating this money to an independent Commission instead of doing out allocations indiscriminately and without regard to the qualifications of the persons handling the money.

We believe that the first fruits of this new policy will be a very substantial increase in the number of motors imported and used by our own people, with a consequent proportional increase in all the accessories that go towards the maintenance of motor traffic, and that by means of this agency our people will be steadily doing more and more travelling in the different sections of the country.

We believe, too, that the movement of the people and of their local freight from place to place will be more and more undertaken by this method, and that in an ever-increasing degree there will be a large expenditure of money brought about by this policy

which would not otherwise have been undertaken.

We expect that as the road system improves, this country will enjoy a larger share of the advantages in this regard which are enjoyed at present by all our neighbours on the main land.

Every member of the Legislature who has travelled in late years knows well that I do not exaggerate when I say that the advance made in road construction everywhere on the American Continent since the War has been tremendous. The same tendency is being exhibited on the European Continent and especially in the British Isles where road construction is one of the foremost measures adopted by the Imperial authorities to restore the economic life of the people of the Mother Country.

Both in respect of its local advantages and of its tourist attractions, such a policy here can, I maintain, be abundantly justified. Indeed if this policy can be considered in no higher light than that of an extension of the ordinary annual vote for roads, it can stand on its own merits. There is no form of assistance given from the Treasury to the various districts and localities which is so acceptable as money for road extension and road building, and this is all the more desirable from the Colony's standpoint if we can see to it that the money is well spent. The House is flooded with petitions every year for road grants; the Members are never free from requests for road improvement and the story of the material well-being of our people is largely becoming a question of better roads and increased facilities for communication.

We are now proposing to make a start in the establishing of a better class of road than heretofore, which on this side of the Island will radiate from St. John's to the different parts of the Peninsula of Avalon and which, on the West Coast, will link up the most populous centres there, and in other centres of the country will serve the same useful purpose.

I have every confidence that two or three years from now, when these roads have been built or improved, the wisdom of the Government's policy will be evident to even the most hostile critic, and that its success will be more than justified in the eyes of the people at large.

In connection with the tourist aspect of this policy, the erection of a modern hotel at St. John's is highly desirable, and the Government are giving the matter of its construction, the very best consideration.

### RAILWAY.

The necessity for re-aligning the section of railway from St. John's to Clarendville with seventy pound rails has been found extremely urgent. This seventy-pound rail is to replace the fifty-pound rail formerly in use. During the last six months, so I am informed by the General Manager, no less than two hundred and twelve broken rails have been located in the St. John's-Clarendville section, caused by old and dilapidated equipment.

The increased freight traffic demands more cars, as it is impossible even at present to find sufficient and suitable cars to accommodate the business requirements of the Colony. We are building two new sleepers and 1st class cars and converting some of the first class to second class. According to financial statements presented, more money has been spent in repairs to equipment during the present year than in former years. The result, so the Railway authorities inform me, is that the rolling stock is in good condition.

The Government propose during the coming year to re-condition and improve the railway road-bed, to introduce proper and efficient methods with regard to railway maintenance and, as already stated, to re-align the line to Clarendville, all of which will tend to a practical renewal of the system and prepare it to cope with the increasing traffic to be borne over the line consequent upon the establishment of the large paper industries at Corner Brook and elsewhere.

As Honourable Members have already had an opportunity of studying conditions in respect of the Dock for some time past, it will not be necessary for me to say anything on the subject, particularly beyond the fact that the gate entrance has been weakened considerably by age. The timber was put in place there over forty years ago and the Government on expert advice has decided that it is only courting disaster by postponing repairs any longer.

To take care of largely increased suburban traffic in the vicinity of the City as also at Corner Brook, self-contained steam cars will be introduced. They will be much cheaper to operate. If it is at all practicable they will also be used on the Branch railway system, replacing the present train service at greatly reduced cost.

According to the Auditor General's Report, tabled last week, the net profit from July 1st, to October 31st, 1924, on Railway, Steamship and Dock operations, amounted to \$149,641.88 for the four months. From the latest available figures supplied me by the Auditor General, the profit up to December 31st has increased to \$152,137.68 on Operating Account, as follows:

Profit Operation of Railway	\$ 64.37
Profit Operation Steamers	141,937.34
Profit Operation of Dock	10,585.37
Total	\$152,137.68

For fuller particulars with regard

to the finances of the Railway, Steamers and Dock, I refer Honourable Members to the statistics in the agenda to this Speech, that is from July 1st to December 31st. Other statistical information is of interest to the House will also be presented thereto.

(To be continued.)



## "MATCHLESS" OIL PAINTS

for interior decoration mean Sanitation, as they can be washed. For your Radiators, ask for

## "MATCHLESS" ALUMINUM

and for your Piping  
"BLACK DAZZLE."  
Save the Surface.

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## Breaking Up the Home



This is how a man feels when he is suffering from INDIGESTION, but why feel this way when you can be cured in a few days by taking

## Stafford's Prescription A

This PRESCRIPTION A works wonders, thousands have benefited by taking it, and we guarantee there are very few attacks of Indigestion that it doesn't cure. Try a bottle and if it fails to give relief, we give you your money back.

Trial Size, 30c. Family Size, 60c.

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## Sinclair's Hambut, Fatback and Short Cut Clears.

Just arrived ex. S.S. SILVIA, from New York:  
350 Barrels HAWKEYE H.B. PORK.  
75 Barrels FAT BACK PORK.  
25 Barrels SHORT CUT CLEAR PORK, 35 1/2 av.  
100 Barrels NEW YORK BONELESS FLANK.

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In connection with the above statement, I may say that in consequence of the increased tonnage of modern ships the Dock is losing a lot of revenue. Much complaint has been heard, also, of excessive charges for repairs. The Government, carrying out its avowed intention contained in last year's Budget, is asking Honourable Members to consent to its expansion so as to provide for bigger ships and to bring equipment up to-date. We

will thus, while improving a valuable asset of the Colony, provide needed employment for hundreds of people and increase the earnings of the Dock which in the past have been negligible.

Referring back to the Railway, from July to December 31st, above, I beg to supplement the statement of the Operating Losses Gains from 1920-1921 up to date, year, as follows:—

(To be continued.)

## Forty Six

SUBSIDIES TO

Avon, April 1.—

At this afternoon

H. McTaggart

showing that

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\$33,063,712.29 has

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The high mark

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