

New Goods! New Goods!

A festival of **Dainty, Up-To-Date** and **Fashionable Novelties** are now ready for inspection. Every line is marked much below regular selling prices, which is bound to result in a **Speedy Clearance.**

Ladies' Job Collars!

About 100 dozen of this line.
Prices:
15c. to 40c.

Ladies' Job Belts!

150 dozen of this useful article.
All one price:
25c. each.

A splendid assortment of **American Dress Fabrics**, consisting of the LATEST productions, viz.: Lucille, Batiste, Passiac, Silk Stripe Voile, F'cy Mongoles, Shadow Plaids, Aberfoyle, Tissue, Nouveaute, Sterling Dress Gingham. Prices:

12c. to 50c. per yard.

Ladies' HAND BAGS!

A splendid variety to select from.
30c. to \$1.80 ea.

Misses' Col'd Gingham Dresses.

A very attractive lot, at
\$1.80 each.

A LIMITED LOT OF
Ladies' White Muslin EMBROIDERED DRESSES.
Prices: **\$3.20 to \$9.50** each.

A FEW SPECIAL
Ladies' Muslin Dresses—"Jobs."
Clearing at **\$5.00**; reg. price, **\$8.00** each.

AN ASSORTED LOT OF
Men's Yachting Shirts, 50c. to \$1.00 ea.

Curtain Ends! Curtain Ends!

Our usual Spring offering. Price: **30c.**
Each worth **50c.**

MARSHALL BROS.

Cape Report.

Special to Evening Telegram.
CAPE RACE, To-Day.
Wind west, strong, weather dull; the S. S. Portia passed in at 10.20 p.m. yesterday; nothing sighted to-day. Bar, 29.45. Ther, 30.

HOLIDAY RAMBLES.—We hope to publish the 2nd chapter of Mr. Isaac Morris's Holiday Rambles to-morrow.

Rush at Theatre.

When the Star Theatre opened Monday night the great crowd which awaited admission, rushed the doors, snatched the ticket office and there was a great rush and considerable confusion. Some women fainted and some excited party called out that a five wire had fallen. The performance had just begun and to the presence of mind of Mr. and Mrs. Rossley an accident of a serious nature was averted.

They went forward with a very entertaining sketch which soon reassured the occupants of the theatre. In the rush made about \$20 worth of damage was done.

NOT YET ARRIVED.—Capt. Jacobson and crew of the whaler Hump left Christiania a week ago and are expected here soon, coming via Halifax. The Hump is now on dock, having her bottom scraped. She will begin operations at Dublin's Cove about a week hence.

The Popular London Dry Gin is

VICKERS' GIN

D. G. ROBLIN, Toronto
Canadian Agent

J. JACKSON, St. John's
Resident Agent

Criticises Report of Board of Trade.

Editor Evening Telegram.
Sir.—The voluminous quarterly report of the Board of Trade has been published and, I must say, that to any one who has the welfare of the chief business of the country at heart, it is a most disappointing document.

The great majority of the fishermen of Newfoundland do not live in St. John's, the fishermen are not concerned with customs bonds, charter mortgages, harbor fire boats, weights and measures, and telephones. The output of fish is not a few hundred tons, but millions of tons, and the fishermen are not a few hundred men, but thousands of men. The Board of Trade, in its report, is simply ignored by the Board of Trade and their interests are sacrificed to those of the fish exporters of St. John's. What about the cure and the cull of fish? What about the shipping of fish as prime merchantable which should be consigned to the West Indies or to the dung heap? Has the Board of Trade done anything to impress upon the fish catchers and the fish makers that they are handling a food product and that the sale of it will in future depend upon its cure and the manner in which it is presented to the market? All the great fish producing countries are using their best energies to perfect the cure of codfish and will ere long drive us out of the market, because we blindly shut our eyes to our own short comings. We have been engaged in the fish business for centuries, the fishermen of former days knew how to make fish and how to ship it. How great a falling off in the cure of fish and in the knowledge of its quality can be easily seen by any one skilled in the old time work.

Where is the fish merchant on Water Street that is possessed of the same knowledge respecting fish, its cure and quality, as Lewis Tessler, Walter Grieve, H. LeMessurier, James Fox, Alan Goodridge, Edwin Duder, C. F. Bennett, and others of the past generations? I know of no one, unless it be Mr. A. F. Goodridge, who could tell a Merchantable fish from a blunder, or a short caught fish from a Labrador caught fish. The output fish merchants do know, but they are powerless to act together as they live apart, and they are shippers in opposition to the St. John's exporters.

This matter of cure is one that must be taken up by the Board of Trade, it was dealt with some time ago by a writer in the "Trade Review" whose warnings should be heeded. It is of vital importance to this country, more so than hotels, telephones, harbor fire boats, statistics and such matters as concern St. John's alone. The Board of Trade, the gentleman of the Board of Trade, have no right to ask the Government to pay for statistics and printing like they did last year and to expend money in telephones, hotels, and fireboats when such expenditure is solely for the benefit of the St. John's exporters. Come gentlemen, fish exporters of St. John's, wake up, put your hands in your pockets, government's pockets, and try to avert the doom impending, if you do not speedily follow the example of the French, Norwegians and Americans by bettering the cure of your staple article of commerce.

NEMISES.

McMurdo's Store News.

WEDNESDAY, April 10, '12.
We shall have our full stock of Messrs. Sutton's Seeds open in a day or two, as well as an exceptionally fine line of American abbiner Seeds. Our Catalogue is being gotten out with the greatest possible expedition, and we hope to have it in the hands of the public early next week. The Catalogue will contain some novelties in garden seeds this year; and we can assure the public that our seeds this season will be fully up to their usual standard. Buy Sutton's Seeds this year.

Radio Metal Polishing Cloths are just what you have been looking for. They are clean and polish all kinds of metal. Price 15c. and 18c. each.

Was Much Affected.

When the Minnie was coming into port yesterday evening the vessel went about in the West End where it was the Grace, now much overdue. A poor woman, who has a son in this vessel, and another in the Enna, hastened to Water Street in a state of joyous excitement believing that the Grace was coming. When she learned of the truth, the reaction from joy to intense grief was too much for her and she became very ill. She had to be assisted home by friends.

At Kilbride.

The members of Doolan's Club, Kilbride, had a very pleasant time there Easter Monday night. A dance and supper was held participated in by a large number including several from the City and all enjoyed themselves thoroughly. In several of the country places dances were held and largely attended.

JACKMAN'S SALE CONTINUING.
25 Per Cent. Off Everything.
We are giving 25 per cent. off all our underwear. A splendid opportunity for ladies to get their summer underwear at greatly reduced prices. We carry in stock
The E. Z. Waist, Now 25c.
New 25c.
Union Suits from 45c. to \$1.35 per suit.
Wing, Short and Long Sleeve Jersey Vests from 12c. to 68c. each.

JACKMAN THE TAILOR.
The Mail Order House.
ap6.41

BEOTHIC LANDING SEALS.
The Beothic moved into Job's South Side premises yesterday afternoon and started discharging. Up to last evening she landed 4,000 seals. Her young harps are averaging 49 lbs.

McMurdo's Liniment Cures Colds, Etc.

Supreme Court.

Before the Full Bench.
Anglo Continental Mines Company vs. Archibald A. Dickson.

On motion of Furlong, K.C., this application was adjourned till 11 to-morrow.

Before Johnson J.
Burnstein vs. Sharpe.

This case was resumed this morning at the conclusion of the above motion.

Mr. Clift was recalled and examined by Mr. Knight, counsel for defendant, and cross examined by Kent, K.C., some new evidence being obtained.

This closed the defendant's case on the evidence.

Kent, K.C., moved for the recall of Burnstein. Mr. Knight was heard against the motion. The motion was decided in favor of Mr. Knight's objection. Mr. Burnstein was recalled and examined by Kent, K.C. Mr. Knight cross examined. Mr. Knight, for defendant then began his address to the Court.

The matter to this stage occupied the Court till one o'clock when the Court adjourned till 3 this afternoon.

Back From Westward.

The S.S. Prospero, Capt. T. Fitzpatrick, returned from western ports at 11 a.m. to-day. She left here March 28th with a record freight and in consequence was delayed at every port. She put into Trepassay mid-night of Thursday the 28th and was at St. Mary's next day. Saturday morning she got over to Placentia where a S.W. gale, accompanied by rain shower was experienced. Leaving there at 4 p.m. the same day a strong westerly gale was met. All Sunday was spent landing freight at Mortier Bay and Burn and the following day the ship landed the British cargo of Bay of Fundy. The Prospero reached the terminus, Port aux Basques the following Friday, at 7 p.m., and left, coming east Saturday at 11 a.m. A good run down the coast was made to Placentia. Leaving there 2 p.m. Monday last dense fog was encountered and the night was spent in St. Mary's Bay. Last mid-night a regular blizzard was encountered. The ship brought a large freight and as passengers:
Messrs. S. Mills, Kinsella, Young, Johnston, Costello, Brophy, Welsh, M. P. Cashin, J. Chafe, Rev. Fr. Fyde, Dr. Freebairn.
Messrs. Devine, Freebairn, Welsh, Cashin, Granteo, Swain, Misses. Byrne, Brodeos, Cashin, Farrell and Devine and 59 in steerage.

JACKMAN'S SALE CONTINUING.

25 Per Cent. Off Everything.
A splendid chance to get a Suit for boys and youths. We only keep the high grades of Haddyns and Twenty-Five Per Cent. off means getting a good suit at a low price.

JACKMAN THE TAILOR.

The Mail Order House.

Fishery News by Prospero.

We learn by Prospero that the fishery on the S. W. Coast is being hampered greatly by stormy weather which is the worst for many years. Banking schooners are doing exceptionally well however, around the Ramea, Burgeo and Rose Blanche grounds.

Here and There.

Enjoy your meals every day by taking STAFFORD'S Prescription "A." Price 25c. and 50c. a bottle. ap2.2f

HAND CRUSHED.—The Engineer artificer of the Calypso while at work on the engines recently, had his fingers severely crushed and had to get the services of a doctor.

Dr. de Van's Female Pills.
A reliable French regulator; never fails. These pills are exceedingly powerful in regulating the menstrual system. Kalm's pills are cheap imitations. Dr. de Van's are sold at all chemists. Write to any address. The Scobell Drug Co., St. Catharines, Ont.

RESERVISTS ON CALYPSO.—There are now about 50 Reservists on the Calypso putting in their 28 days drill. A large percentage of the men recently arrived from the seal fishery. They proceeded to the Battery to-day for big gun practice.

COLDS CAUSE HEADACHE.
LAXATIVE, BRONCH, Quinine, the world wide Cold and Grip remedy removes cause. Call for full name Look for signature E. W. GROVE. 25c oct25.w.1f

BIRTHS.
At Brookline, N.Y., on February 15, a daughter to T. F. and Mrs. Walsh.

DIED.
This morning, at 9.30, Herbert William, infant son of William and Beatrice E. Noel.

At her late residence, No. 12 Hutchings Street, the beloved wife of Jeremiah Healey, leaving 3 children, 2 sisters and 2 brothers to mourn their loss, funeral on Friday, at 2 p.m. Street; friends and acquaintances will please accept this, the only intimation.

This morning, Michael Francis, son of Thomas J. and Margaret Nash, aged 8 years and 3 months; funeral to-morrow, Thursday, at 2.30 p.m. from his late residence, 22 Adelaide St.; friends will please accept this, the only intimation.

On Tuesday morning, after a short illness, Margaret Wall, relict of the late Peter Wall; funeral to-morrow, Thursday, at 2.30 p.m. from her late residence, 135 Gower Street; friends will please accept this, the only intimation.

Last night, after a tedious illness, Richard, eldest son of Edward and the late Roseanna Ryan, aged 19 years; funeral on Friday, at 2.30 p.m. from his late residence, 41 Flower Hill.

Municipal Council

Public Notice.

Pursuant to the powers conferred upon the St. John's Municipal Council by the various statutes in that behalf enacted, the following Regulations were passed at a meeting of the Council held on the Sixth day of February, A.D. 1912, hereby repealing any other or former regulation made in this respect.

1. No person shall ply for hire with any cab without having obtained a license therefor.

2. Every application for a cab license shall be made not later than the 15th day of April in each year.

3. Every vehicle licensed as a cab shall at all times when in use be kept clean and in good order; and may be inspected at any time by the Council or any person appointed by them, and the Council may cancel or suspend the license of any vehicle not kept clean and in good order.

4. No license shall be granted in respect to any vehicle until the same has been inspected and approved by the Council, or some person on their behalf.

5. No horse shall be driven in any licensed cab which is not in the opinion of the Council suitable for the work, and every horse so employed shall be kept in good order and condition to the satisfaction of the Council or any person appointed in their behalf.

6. No person other than a licensed driver thereof, shall drive any cab unless licensed as a driver. A driver's license may be issued by the Council on payment of \$1.00; but no such license shall be issued to any person under eighteen years of age, or to any person in the judgment of the Council not a fit and proper person to be a driver.

7. Every owner of a licensed cab who permits his cab to be driven by, or be placed upon the stand in charge of, an unlicensed person, shall, for each such offence, be liable to a penalty.

8. Every licensed owner who dismisses a licensed driver from his employment, shall immediately, upon such dismissal, notify the Secretary-Treasurer of the Council of the same.

9. The Council shall assign to each licensed cab a number which shall be entered in the license, and shall be painted or affixed in a conspicuous manner and in numerals not less than one and a half inches high upon the cab; and a register of such number, with the name of the owner of each cab so numbered, shall be kept by the Council and may be inspected by any person.

10. Every licensed cab when in use or upon its stand between sunset and sunrise shall have fixed on some conspicuous part of the outside thereof two lighted lamps with plain glass fronts and sides, and having the number of the cab painted with black paint on the front and sides of each lamp, in numerals of not less than one and a half inches in size.

11. Every driver of a licensed cab shall, when driving the same, or on the stand, or otherwise seeking employment therefor, wear on his hat or cap, or in the case of a driver wearing livery, upon the lapel of his coat, a suitable badge with the number of his cab in numerals of a suitable size; and he shall also have in his possession a copy of these Regulations and Schedule, to be produced on demand of every passenger.

12. The badges shall be supplied by the Secretary-Treasurer of the Council on application by the licensee and on payment of \$1.00, which shall be returned on delivering up the badge to the Secretary-Treasurer.

13. Any licensee whose license is cancelled or not renewed or suspended shall, within ten days after such non-renewal, cancellation or suspension, deliver up his badge to the Secretary-Treasurer.

14. No person shall solicit passengers in any place without wearing a badge supplied by the City.

15. No person other than the licensed owner of the cab, or the licensed driver of the same, shall solicit passengers for that cab.

16. The fares for the distances set out in the Schedule in these Regulations may be charged for conveyance in a licensed cab. Copies of such Schedule shall be furnished to every person holding a cab license on application to the Secretary-Treasurer.

17. Every licensed cabman or driver who receives or demands a fare greater than is specified in the Schedule, shall be guilty of an offence against these Regulations.

18. Every person who contravenes or fails to comply with any of these Regulations shall for each offence be liable on conviction before the Magistrate, to a penalty not exceeding \$5.00, and in default of payment, to imprisonment for a period not exceeding ten days; and in the case of

any such contravention or failure to comply by any holder of a cab license or licensed driver, the Council may punish such offence by cancellation or suspension of the license in lieu of, or in addition to, taking proceedings for the penalty.

By order,
JOHN L. SLATTERY,
Secretary-Treasurer.

SCHEDULE

Of Cab Fares to be Charged by Cab-drivers or Owners plying for Hire.

Steamers or trains, to or from any part of the city:
1 to 2 persons \$0.50
3 to 4 persons 0.75
Trips to or from steamers or trains between midnight and 7 a.m.
Up to 4 persons Double fare
Sundays \$1.00

All driving other than the foregoing, within city limits, shall be paid for by the hour or fraction thereof, namely:

For the 1st quarter of an hour, 1 to 2 persons \$0.40
For the 1st quarter of an hour, 3 to 4 persons 0.60
For every additional quarter of an hour 0.25

These fares not to apply on regatta day.

Around Quidi Vidi Lake, party up to four persons, \$1.00, and if calling at Cuckhold's Cove, 50 cents extra.

To and from Signal Station, with half hour's delay, one to four persons 1.50

For any afternoon within nine miles of city 4.00

For any afternoon, over nine miles from city and not exceeding twelve miles 5.00

Any deviation from the direct route to a suburban resort that will cause an increase in the time under the afternoon rate will be considered extra, and be charged for at the rate of 80 cents per hour.

All day to any distance within limits of twelve miles \$6.00

Around Windsor Lake, with half hour's delay, one to four persons 4.00

For any engagement other than those specified driving within limits of twelve miles shall be paid for at the rate of \$1.00 for the first hour; 90 cents for the second hour; and 80 cents for every hour afterwards.

Delays at any point to be charged for at the rate of 80 cents per hour or fraction thereof.

Drop a freight at Smithville and call again in the afternoon or evening, party up to four persons \$2.00

Drop a freight only at Smithville 1.00

To and from dances or parties at Smithville after midnight, party up to four persons 3.00

Trips for wedding parties—Extra. Around Asylum from within city limits, party up to four persons 1.50

To and from steamers or trains to Asylum 1.50

Drop a freight at Mount Cashel or Golf Links, party up to four persons 0.75

To and from either place, with half hour's delay 1.00

To and from Waterford Bridge from any point within city party up to four persons 1.00

In the case of dropping a freight at any point outside the city within the twelve mile limit, other than those herein specified, the charge shall be at the rate of a fare and a half.

When a cab leaves a stand in response to an immediate call for a stated time, by phone or messenger, the engagement shall begin from the time of leaving the stand.

This schedule is not to apply in winter, when weather conditions may render the roads almost impassable.

FRED. V. CHESMAN, Asst.

Sir Robert

TO THE

And a Dignified

to Sir Cour

THE GRANGE,
Whitbourne,
April 4th, 1912.

Editor Evening Telegram.
Dear Sir—

I thank you for a copy of the Daily News of the 1st inst. containing a sensational article under the caption "Where is Bond Now?" It is a rather ignominious production, and one which I would treat with silent contempt but for the fact that "the feature of the occasion," as you observed in your issue of Monday last, is a production of a letter from Sir Courtney Libert, Clerk of the House of Commons, who records therein an opinion in reference to gifts to the Crown which is somewhat at variance with an opinion that I ventured to express in the House of Assembly a few weeks ago.

The sensational trappings in which Sir Courtney Libert's letter is presented to the public portrays the capacity for the task of dealing with a great public question which the Daily News' writer possesses and, I think, furnishes no vouchers whatever of his trustworthiness either as a writer of facts or as a guide of public opinion.

To the query "Where is Bond Now?" I design to reply, precisely where he stood on the 22nd day of February last, unshaken in his position by anything contained in Sir Courtney Libert's letter, or by the virulent personal attacks of his political opponents.

A distinguished writer says "When the violence of personal attack deters a representative from pursuing the course which his honest and deliberate judgment dictates; when deserting from doing what his duty, according to his own conception of it, requires; when to disown his opinions, to his conduct according to the wishes of his opponents;—then, he shamefully betrays his trust." This is a conception of duty that will appeal to all rational men, but not to individuals such as the author of the article under review.

The Daily News' writer makes a pathetic, though violent and offensive appeal to me to withdraw my opposition to the acceptance by the Government of gifts from the Railway Contractors, based upon a statement of the Clerk of the House of Commons, Sir Courtney Libert, who has expressed the opinion that "the 17th century Statute and 18th century discussions" to which I referred in the course of my criticism, has no "real bearing on the question whether acceptance of the gifts was constitutional or not."

His was constitutional or not, in opposition to the acceptance of these gifts, as will appear from a perusal of my speech in the House of Assembly, was chiefly on the ground that "the Government of the Colony, who are public trustees, should be in a position unhampered by any sense of obligation to accept of gifts from the Railway Contractors."

It is in the last sentence of his letter that Sir Courtney Libert has written, "In fact it must be clear to any unbiased mind that that gentleman has not only clearly pointed out the disapproval of the Government, but in the first paragraph, from an approval of the acceptance in this particular instance of gifts, which place the Government of the Colony under an obligation to the Railway Contractors. The first point I raised in my objection was, as Sir Edward Morris admitted in his letter to Sir Courtney Libert, an interesting question of constitutional law."

But I am of opinion that the "Salvo upon the safety of the State, and I am unable therefore to accommodate my opponents by withdrawing my opposition to the acceptance of gifts from the Railway Contractors by the Government of this Colony. Permit me to review the "interesting question of constitutional law" which has so much excited the Government and its ally, the Daily News. On the 22nd day of February last, as introductory to my chief objections to the Government accepting gifts from the Railway Contractors, I put forward the query:

"Does not the leader of the Government, the Rt. Hon. the Premier, recognize that there is involved in this matter a Constitutional question of great importance, namely, whether the Crown has the right to receive a benevolence or gift for any public purpose without the consent of Parliament? For many years—down to the time of Edward 4th down to 1794—the question of compulsory and voluntary gifts to the Crown

was not only a question of constitutional law, but a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.

It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy. It was not until the reign of Victoria that the question of gifts to the Crown became a question of public policy.