

House of Assembly.

SATURDAY, July 10.
The House opened at 3 p.m.
Mr. Simeon gave notice of question
Telegraph extension to Ogerin.
Mr. Warren moved that the pre-
amble of the Municipal Act be read,
as at a previous session the bill had
not been passed.
Mr. Higgins wished to have placed
in record a good word in behalf of
the Citizens' Committee, who have de-
voted so much time to the matter with
the various alterations that have been
made, and thought that the measure
could be satisfactory, and that the
Council to be elected next De-
cember will not have been given ob-
jectable authority. He thanked
the House on behalf of the Citizens'
Committee for the courtesy shown
to them.



Could Not Sleep

Mr. Earnest Clark, Police
Officer, 338 King St., Kingston,
Ont., writes:

"For three years I suffered
from nervousness and sleep-
lessness. I believe my condi-
tion was brought about by
overwork. I had frequent
headaches, neuralgic pains and
twitching of nerves and
muscles. I had indigestion,
was short of breath and easily
tired. I commenced a treat-
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one hundred per cent. better
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Distributing Agent.

Mr. Higgins—Members of what? Of
a district? Of a Union? Does the
Minister mean that he was dismissed
for the color of his tie or his com-
plexion.

Minister of Marine and Fisheries—
For political reasons. He has since
been appointed a Warden.

Mr. Higgins—As a Warden I under-
stand he does not receive as much re-
muneration as he did in his other job,
and I would ask the Minister to right
the wrong done to this man and see
that his salary is made equal to that
which he received last year. He was
quite satisfied if the man was given
fair play.

Minister of Finance and Customs
produced the bills in relation to Mr.
McGrath and claimed that although
signed and passed by the Auditor
General, that they were not vouchers.
The House then went in Committee
on the Loan Bill, and Sir Michael
Cashin dealing with the matter at
length said: He was glad that the
railway policy of the Government had
struck the House at last. For nearly
10 weeks the Opposition has been ask-
ing what was going to be done with
the railroad. From last September
to June a lot of blame was laid on
the late Government for their inaction
in connection with the railroad. The
Government made the railroad policy
their platform, and said in effect that

if you—the people—elect us we will
see that the railroad is placed in good
running order. Every kind of accusa-
tion was made against us and the con-
tractors, and after saying so much we
were led to believe that the Govern-
ment would do something. Only yester-
day a half hearted railway policy
was introduced. The amount asked
for in the Loan Bill is not near suffi-
cient, it is only a waste of money. 2%
of the rails need replacing. The opin-
ion of the many railroad men he had
met with is, that it would cost 6 or 8
million dollars to put the railway in
shape. This expenditure of one mil-
lion dollars is only throwing good
money after bad. The Prime Minister
in his manifesto said that he was going
to make Reids' live up to their con-
tract. Has he found out now that the
Government is not in a position to
compel the Reid Co. to do so? I take
it that the Reid people can say to the
Government: Here is your railroad.
We have lost over 3 millions of dol-
lars in its operations and have gone
to our limit. Well, if the Government
were sincere in their statements they
would confiscate all the Reid assets
or compel them to repair the road.
The Government is not in a position
to seize their dock and lands if they
refused to carry on the contract. Why
not tell the country the truth that you
are in a position where you have to
come down here and vote \$1,000,000
to continue the service. You are only
tinkering with the service now, and
in two years from now we will be
called upon to spend another 2 mil-
lion dollars. Your proposition is only
throwing dust in the people's eyes. It
is a misrepresentation to state, as
you said, that you are only loaning
Reids this \$1,000,000 against what will
be due Reids at the end of their con-
tract and you know it. Is not the ap-
pointment of this Commission going
into the railroad business? You go
in with your four directors and say
to the Reids, Here is one million dol-
lars, run the railroad. What happens
if there is money lost in operating
next year. I am not protesting against
this million dollars, millions more are
needed. You, Mr. Premier, used the
Reids to your advantage. You held
them up to ridicule as supporters of
the late Government. You came in
here yesterday and asked for a loan
for Reids to run the railroad, and in
your previous statement said they did
not know how to run it. I could han-
dle you for the next 24 hours on this
railroad bill and I have the material
at hand. Last fall you horrified the
people with tales about the railroad,
and now you wish the country to for-
get those tales. Yesterday you read
the statement of Reids for a purpose.
I am prepared to support the bill, be-
cause the vote is not sufficient. It would
require hundreds of men to-day to put
the road in condition. The Govern-
ment is in power now long enough to
have the work started. The men who
had to emigrate might now be work-
ing in their own country. As it is
now the snow will be on the ground
before the work is started and then
we will be faced with the same old
conditions. As for the Reid statement
we must take it as correct in the ab-
sence of proof to the contrary. These
are their sworn statements. Are we
giving justice to the Reids? If you
give them money on loans to run the
railroad, why appoint a commission

with an auditor. If the Commission
reports at the end of the year that the
operation of the road was done at a
loss, when then will be the position
of the Government in this regard? I
would like to hear the whole story of
what the Government intends to do in
the matter. Referring to the coal
business, Sir Michael said, the coal
situation to-day is serious. Steamers
are now in Sydney that are held up
for the past 2 or 3 weeks. It is an
easy matter for the Government in its
present position, to arrange that we
get all the coal that we need. At
present it is impossible for ships to
get coal, owing to the Sydney people
getting more money from others for
their commodity than from us. I wish
the mines at St. George's every suc-
cess. I would ask the Prime Minister
to table the data he has in reference
to this matter.

Minister of Marine and Fisheries—
The coal supply is serious, and it is
probable that the Grand Falls indus-
tries would have to close down. How-
ever, Sydney assures us of a domestic
supply. We will apply all the pres-
sure possible to compel the Canadian
Government to give us supplies. If
they don't give us our supplies, we
will retaliate in the tariff.

Sir Michael—That would not be
the correct policy as it might injure our
trade and we might be the sufferers.
This coal matter is not a political one
and we should all work together for
the common good. Why not send a
prominent man of the Government to
Sydney and arrange matters. It could
be done.

As this was near closing time Mr.
Fox asked that the House adjourn
until Monday afternoon as nothing
could be gained by having a debate
on Saturday night and it would not
take long to finish up on Monday af-
ternoon. To this the Prime Minister
would not agree and called the House
for an evening session. Messrs. Fox
and Higgins protested against this
manifest discourtesy.

Mr. Coaker asked Mr. Fox how he
would like it if the resolutions were
withdrawn altogether, to which Mr.
Fox replied that it did not in the least
interest him personally; the respon-
sibility was in no way his but the Gov-
ernment's, and as to the veiled threat
it had no effect whatever. He still
asked that the House adjourn until
Monday. The Prime Minister would
not agree and the House rose until
8 o'clock.

EVENING SESSION.

On resuming Mr. Sullivan took the
floor and continued until 9.30. He
could not let the resolutions go
through without a word on them. He
congratulated the Prime Minister on
his evident conversion to the prin-
ciples of Reidism. No doubt there is
joy among the directors of the
Reid Nfd. Co. over the return of the
Prodigal Squires back to the fold in
which he used to wander from 1908
till 1918. He then quoted from the
Daily Star the Prime Minister's re-
marks in introducing the resolutions
wherein he stated that he undertook
the duty with great reluctance, be-
cause the R. N. Co. were bound to
keep the road in repair. That being
so, why are we voting them one mil-
lion dollars? Mr. Sullivan said the
idea was absolutely ridiculous that
the road would be put in anything
like repair by putting on new fish
plates. That was the only one item.
No provision was made for raising the
standard of the road bed, new ties,
renewing rails, reducing curves and
numerous other things that had to be
done before the road could be opera-
ted successfully. He predicted that
with equal conditions, next winter
will be worse than last as far as tie
ups are concerned. He could under-
stand the Premier coming in and ask-
ing for a million dollars for road
repairs, but when it comes to put-
ting \$700,000 for terminals and rolling
stock, and only \$300,000 for road
work, it is bordering on the ridicu-
lous. The road now is twenty years
behind the times, and if the Reids
could not run it, it was up to the
Government to see that it was run
and run properly. Mr. Sullivan had
just returned from a trip to Canada
and came across on the Kyle. The
accommodation on the little steamer
was not nearly sufficient for the num-
ber of people travelling by her. An-
other boat on that service was abso-
lutely necessary. He then turned to
the coal situation, and from first-
hand knowledge gained while at Cape
Breton, he gave a forceful denuncia-
tion of the laxity of the Government
in not doing enough in the way of
getting our coal supply guaranteed.
He pointed out that the Kyle engaged
in the Sydney-Port aux Basques ser-
vice was not given more than her
bunker supply, while the Meggie was
14 days at Sydney waiting for a sup-
ply. The fact was the coal company
were not worrying about the New-
foundland trade, they had abundance
of markets elsewhere and better pay-
ing. While he was at Sydney, an
eight thousand ton steamer had load-
ed for Europe and another large ship
was ready to land. The companies
were receiving three dollars a ton
more from Europe than we were
paying, and a twenty-dollar freight
in addition. He protested strongly
against the Government's inactivity
with regard to the local supply and
denounced their incapacity. A couple
of big men, with brains, would soon
be able to solve the situation, but
these were not to be found in the
Government ranks.

Mr. Coaker admitted that the
situation was really serious, but the

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Government wouldn't agree to the
proposition submitted by the repre-
sentatives of the coal company when
they were here, regarding the tax on
ore, and no arrangement has been
made up to the present. The present
tax of 7 1/2 cents will continue until
the new agreement, which will be
retroactive, is made. In admitting
the seriousness of the situation, he
stated that only on that day he had
received a cable from Lord North-
cliffe, stating the mills would have
to close down unless it was possible
to secure an ample supply of coal,
and the railway company was in the
same position, not being able to get
enough for their needs. The coal
company would guarantee enough for
domestic purposes, but no more.
Despite this position, however, he was
at least, one man in the Government
who was not going to be bluffed, and
he was prepared to give the coal com-
pany as good as it sent.

Messrs. MacDonnell, Higgins, Sin-
nott, Walsh and Fox occupied the
time in the order named till mid-
night. When the hands of the clock
showed midnight, Mr. Fox was speak-
ing, and he politely drew the atten-
tion of the chair to the fact that it
was then the Sabbath morning, and
asked if legislation was going to be
put through the House on Sunday.

Mr. Browrigg stated it was not
Sunday according to the slow time
and was then 11 o'clock Saturday
night. This apparently was the rul-
ing of the chair, and Mr. Fox ap-
pealed to the Prime Minister, who re-
marked that it was a pity to inter-
rupt Mr. Fox in his speech on any
account.

Mr. Fox thanked the Prime Minis-
ter for his flattering remarks, but
wanted to know if the resolutions
were going to be put through. As

answer the Assistant Clerk started to
read the same.
Mr. Fox stated he bowed to the
ruling of the chair that it was not
yet Sunday, and that being so, he did
not see why he should cut short his
address. Accordingly he continued.
(At this stage of the proceedings,
Messrs. Targett and Jennings retired
from the House.) Mr. Fox, resum-
ing, took up the inconsistency mani-
fested by the Prime Minister in intro-
ducing the resolutions on Friday, and
the statements continued in his man-
ifesto. He proposed to read the ut-
terances of Mr. Squires as contained in
his manifesto, to which Mr. Coaker
objected, as it had already been twice
read in this debate. The chair ruled
that Mr. Fox could proceed, which he
did, to the utter discomfiture of the
man who wrote the utterances, be-
cause for the space of nearly an hour
he tore into shreds and heaped ridi-
cule and sarcasm on the manifesto of
the leader of the Government, such as
was never heard in the Assembly be-
fore. Mr. Squires could not stand
fire and was out of the House half an
hour while Mr. Fox was speaking.
At the hour of one o'clock Mr. Fox
drew attention to the fact that it was
now most assuredly the Sabbath morn-
ing, and like good citizens they
should adjourn the House. As an-
swer the clerk again started to read
the resolutions before the vote was
taken. (At this stage Mr. Cave re-
tired from the House.) Mr. Fox pro-
tested, and Mr. Vincombe spoke to
them until 1:10 Sunday morning. The
clerk then read the resolutions un-
der suspended rules, the Opposition
offering no further criticisms, and at
1:15 the resolutions passed, and a
bill introduced which was put through
all its stages. At 1:25 the Salaries
Bill was introduced and put through
and at 1:30 the Public Service Bill was

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