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April 19, 23



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OFFICIAL SYNOPSIS

(Continued.)

But for this avenue of employment conditions would be as intolerable as they were a year or two ago. The reduced expenditure the Government was boasting about was brought about in his opinion by reduction in money paid out for charities. Under such conditions of prosperity as existing during the last four months the Government deserved no credit for the reduction they were boasting about. Turning to the policy of the Government dismissals he discussed those occurring on the coastal steamers in Bonavista and Trinity Bays. He complained that men were "put on the street" for no reason. He wanted to know why such was done.

He was answered by Captain Winsor that dismissals took place because of extreme political partisanship.

MR. HALFYARD continuing said he did not know how the men voted.

CAPTAIN WINSOR: How did you treat Captain Wes. Kean when he was Captain of the Prospero? Was he not dismissed when on a trip in the Straits?

MR. HALFYARD did not wish to discuss the incident, it was drawing a red herring across the trail. He thought it was not what his Government did, it was what the present Government did. Continuing his remarks he dwelt at some length on the transportation facilities notably in connection with the steamship service on Fortune Bay.

CAPTAIN WINSOR: They have the best service on Fortune Bay now that they ever had.

MR. HALFYARD: That may be so, but you did it under pressure.

CAPTAIN WINSOR: We did what we thought best for Fortune Bay and the country, what your Government did not know how to do.

MR. HALFYARD continuing, dwelt again on the service and stated that the reason things were done was because of pure ignorance on the part of those responsible.

CAPTAIN WINSOR: Do you intend to be personal in your remarks?

MR. HALFYARD: I don't wish it to be construed that I am personal.

CAPTAIN WINSOR: If you intend to be personal you had better be careful of what you say.

MR. HALFYARD thought it was too despicable for him to descend to personalities, and he did not intend to do so. He was discussing questions from a public standpoint and desired it to be taken as such. He protested against the members of the Opposition not being consulted on matters appertaining to their Districts. The roads, both constructing and repairing were dealt with and especially that of Trinity South. He talked of Heart's Desire, Heart's Cove, Turb's Cove, and stopped as he said at Green's Harbor. He said men on the south side of Trinity Bay hauled up their fishing boats in September for the purpose of working on roads. They lost the fish and also the road work, as they got very little road work. They refused to go up the country and were in a bad predicament. He thought the Government's accomplishments during their eight months of power were a blank. Dealing with the Income Tax repeal he thought it should not be repealed because it was difficult of collection. Those able to afford to pay an income tax ought to be delighted to have to pay it. He always thought it a pleasure in former years when he earned enough money to be rated as an Income Tax payer to pay his bill on that score but this year being out of the Government, if the tax were in force he did not expect to earn enough money to come under the law of the Income Tax. He thought the reason it was repealed was because the Government thought it too much trouble to collect it. It was also a tax on individ-

uals who were well able to pay it.

HON. J. J. LONG: The tax in the last analysis was borne by the workingman.

MR. HALFYARD: A blatant ass could make a remark like that as everyone knows its true.

THE SPEAKER: The Honourable member is out of order in using such an expression and I should not have to remind him of it.

MR. HALFYARD: I apologize for its use. When I make a statement infringing the laws of the House I am always ready to apologize for making it. Continuing Mr. Halfyard said he was against the removal of the tax and proceeded to censure the Government.

THE PRIME MINISTER: Your own leader said it should have been repealed long ago.

MR. HALFYARD: I am not speaking for my leader. His view on that does not agree with mine. He was only laboring his own viewpoint. Every person seemed to be throwing up their hats for its repeal even members of the Opposition, but his views were different and he was giving vent to them. The speaker continued in a critical and amusing tone to the end. The address occupied 3 hours in delivering.

CAPTAIN WINSOR in rising begged to congratulate the mover and seconder of the Address in Reply, but stated that he had no intention at that time of speaking on the Speech from the Throne. He merely wanted to reply to certain charges that had been made against him by the Hon. member for Trinity, Mr. Halfyard. The member for Trinity, he declared, had practically charged him with putting his brother in command of the "Wren". This was untrue. He had absolutely nothing to do with the appointment, it was made by the Government without any reference to him. The Hon. member had made nasty insinuations as to the competency of his brother, inasmuch as he was in command of the ship when she was wrecked on the Labrador. In the first place, the Hon. member's colleague, Captain Randell had stated the previous day, the coast of Labrador was practically uncharted and a very dangerous one, unless one was very well acquainted with it. Moreover, his brother had a pilot in charge of the ship when she ran ashore. Mr. Halfyard said that in appointing relatives blood was thicker than water. It was not so in his (the Minister's) case but the same could not be said by the member for Trinity who had appointed some of his relatives to government positions. The country was still suffering from the effects of the maladministration of the government

of which Mr. Halfyard was a member. The Hon. member for Trinity had, furthermore, charged himself and the Prime Minister with not redeeming their election pledges, by not giving a bounty on fish. This promise was made with the proviso that it would be done if finances would permit, and if the fishermen needed it. In view of the fact that the fishermen had received from \$8.00 to \$12.00 for their fish, it was felt that it would be an injustice to give it, and in addition the fishermen of Bonavista Bay, of Trinity Bay, and of Notre Dame Bay, felt that it would be unfair. Mr. Halfyard had said that some seventy-five per cent of the men of Bonavista Bay believed the of a bonus on fish. He disputed that. The truth of the matter was they had marked their belief by voting for them in October last. We had been abused for the removal of the Malakoff from the Trinity service, said the Minister, but this was done, for the general benefit of Bonavista Bay and not for the purpose of benefiting any particular organization as was done when the past Government had removed her. She was not wanted in Trinity Bay and he had received scores of letters from there telling him that she was only a nuisance, and more needed elsewhere. The opinion was, furthermore, confirmed by her commander, Captain Day, in referring to the alleged dismissal of men, who were opposed to the Government, from the Government Shipping service, he could state it as a candid fact, and without any possible fear of contradiction that in the Malakoff there were employed only one man that was a supporter of the Monroe party, and that man was not allowed ashore in the mail boat for fear of his endeavouring to assist the Government. Further Mr. Halfyard had said that the members cannot get any money for their district for marine works. The Minister challenged Mr. Halfyard, Captain Randell, and Mr. Godden as to whether he had ever refused them money for their district. He had on occasions asked Mr. Halfyard to come down and discuss matters relating to expenditure in the district with the Minister, and the Hon. member would not come. He asked the Hon. member whether he had not sent every amount that he had been asked for, and Mr. Halfyard had to assent. Upon directly questioning Captain Randell on this matter the Minister was also answered in the affirmative, while Mr. Godden said he had never made a single request of the Minister for a grant since he represented Trinity District. The Minister said that the members who sat in the Government during the four years preceding 1923 were unfitted to sit, for they sent grants of money to their districts to be handled by Union Councils, and any man who did not support that Council, did not receive a day's work. This happened in nine cases out

of ten. In his own town the Minister knew of a grant of \$1,000 being made and not a day's work being given outside of the Council. He challenged the Hon. member to show any signs of favour having been given in any grants made since last June. In concluding the Minister said he regarded the action of the Hon. member in attacking a man outside of the House, as being a most unmanly act, and said that he was not man enough to say it openly. He said that there were others who might with mere justice be accused of pitchforking their relations into Government posts. It then being 6.30 Captain Winsor moved the adjournment of the debate.

The Orders of the Day were deferred and the House took an adjournment until 3 p.m. Thursday.

THURSDAY, FEBRUARY 26.

The House met at three o'clock.

THE PRIME MINISTER asked the indulgence of the House for the purpose of putting through all stages the Sealing Bill on the Order Paper. The Governor was coming to the Council Chamber at 4.30 for the purpose of assenting to same. The Speaker left the chair.

MINISTER OF MARINE & FISHERIES explained that the Bill was to enable the steamers to sail on or after March 5th and to kill seals on March 13th.

MR. HICKMAN asked for information as to why the date of sailing had been changed from March 10th to March 5th.

MINISTER OF MARINE & FISHERIES stated that conditions varied. Some Springs from the 10th to 13th of March was ample time for ships to reach the seals. Other Springs ice conditions prevented such being done as it is sometimes March 17 and 18 before the steamers reach the seals.

MR. SCAMMELL suggested that the sealing captains were the people from whom any advice should be sought each year on this point, as to when they might sail. It was of course evident that the advent of the steel ship would materially alter all arrangements that might be made now, and he would like to know as to whether any limit of time for killing existed. Were the captains free to remain out as long as they wished?

THE MINISTER OF MARINE AND FISHERIES in reply said that the captains were ab-

solutely free to return when they like and to stay out as long as they liked. If it were a case of the men deciding when they would return it would create a very awkward situation. In most ships the coal would be exhausted by April 15th, in fact only the Terra Nova would be able to last any longer than that and that would only be for another ten days, and when the fuel is gone the ships are forced to return.

CAPTAIN RANDELL thot that the important date to fix was not the actual date of sailing but the date upon which seals could be killed. He himself thought that March 13th was possibly a little early for killing, but he could not speak with the experience of the Hon. Minister. With him, he agreed that the captains were the best judges as to how long the ships would remain out. It was altogether dependent on the supplies and fuel holding out. The latest date would be around April 25th.

THE LEADER OF THE OPPOSITION asked the Hon. Minister as to whether he could inform him, when the usual whelping time was and whether

(Continued on page 3.)

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75.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—

- on a signal made to her by one of His Majesty's ships, including any vessel under the command of an officer of His Majesty's navy or full pay, and
- on entering or leaving any foreign port and
- if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any ship in complying with this section the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.

H. W. LeMESSURIER,
Registrar of Shipping

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