

RULES FOR Making Cod Liver Oil For the Guidance of Manufacturers

- 1st. The manager in charge of factory must see that the livers are fresh; that all brown or poor livers are thrown out; that there is no gall bladder attached to any livers.
 - 2nd. The good livers must then be washed in a tub of clean fresh water.
 - 3rd. The pan in which the livers are boiled must be perfectly clean inside, before any livers are placed in it.
 - 4th. Before you start to boil any livers, you must have sufficient steam.
 - 5th. Turn on the steam, and use as much as you need to have for the quantity of livers you have in your pan. Boil until the white scum floats off (which will take about thirty minutes.) Don't forget to stir the livers, and see that those in the bottom and those around the sides are brought into direct contact with the steam all the time.
 - 6th. Turn the steam off, and allow all to settle, not exceeding five minutes, according to capacity of liver boiler.
 - 7th. Then you dip all the oil you can get, which is the finest white oil. Put this oil in a cooling tank made of galvanized iron, and let the oil remain there till next morning. Don't forget to put a straining cloth over the cooling tank before you put any oil in, so that it will catch any bits of blubber; allow to remain 12 or 14 hours, or longer if possible, then dip from cooling tank and strain through double calico bag, inside bag to be one inch smaller all around; then strain into a tin shute under the bags, the cask to be at the end of the shute with a funnel, to lead oil into casks, which funnel to be covered with cheese cloth.
 - 8th. When you have dipped the finest oil from the top of the liver boiler pan, take all the blubber from the pan while it is warm. The oil from this blubber is not fit for medicinal purposes.
 - 9th. Then clean your liver pan with warm water and washing powder. Have it bright and clean for the next boiling.
 - 10th. Every bag, cloth, tank, funnel and pan, must be washed only with warm water, soap and water. Soda must not be used.
- The best results for medical oil can only be obtained by the use of tin barrels. Wooden packages generally make the oil dark, and destroy its fine flavor. Keep all oil in barrels in a cool place, and covered from the sun.

DEPARTMENT OF MARINE AND FISHERIES
St. John's.



REGULATIONS For Salting Scotch Pack Herring

- One barrel salt to five and a half barrels herring—Large Fulls.
One barrel salt to six barrels herring—Medium Fulls.
One barrel salt to six and a half barrels herring—Matt Fulls.
This amount of salt is for dredging and laying on rows only. It does not take into account that put on the herring before gibbing.
- All salt falling off herring in rousing tubs is put on rows as you pack unless very dirty or scaly; in that case, you have to make good the same amount, or otherwise you could not have any fixed rule on salt.
- Matt Fulls 10½ inches long Milt or roe
Medium Fulls 11½ inches long Milt or roe
Large Fulls 12½ inches long and upwards Milt or roe
Medium Filling 11½ inches long and upward
Large Filling 12½ inches long and upwards
- Filling Fish may be branded as Scotch Cure without the Crown Brand
- No drowned, stale, or scaleless herring can be used as Scotch Pack, nor herring in half frozen state.
- The root cause of light salting is to come as near as possible to the pleasing of the palate of the consumer; and if we bear in mind that over three-fourths of all Scotch-Pack Herring are consumed as a tonic before the mid-day meal, just as they come out of the barrel, without any fire cooking, we can see the reason at a glance for the right salting. The herring is dressed by the head and the tail being cut off, the main bone taken out. It is then cut into squares of about one inch, and is served with vinegar and other condiments. This gives power to the stomach to digest the following meal and keeps the consumer in the best of health.
- People with bad stomachs please note that the art of cooking and eating right is just as essential as the art of curing; and based on the best medical directions, and with the chemical analysis of the constituent parts of herring as a food ever kept before the consumer, we need not be surprised that the people who eat most herring are the most healthy and efficient.

DEPARTMENT OF MARINE AND FISHERIES
St. John's

For Sale

Parcel of Land in Bay Roberts; also Dwelling House in Country Road, to be removed from land; Moving Picture Machine, Gas Light and Filmm; Aerated Water Plant, suitable for an outport; one Sleigh. For particulars apply at this office.

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Barrister-at-Law, Solicitor, etc.
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Duckworth Street,
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that was put before the country, in that election which was a policy diametrically opposed to that of today. There was no defense for the policy of the Government. There is only one of two things in view, Confederation or a Crown Colony. The railway under Government control will be a political swamp. Not a brakeman will be appointed except thru the Prime Minister. The Railway is about finished, it has to be raised from St. John's to Port aux Basques. The dock must be repaired at great cost. Reid was paid two million dollars, but he retains all his lands, his light and power plant on which he makes four hundred thousand dollars a year. He kept everything of any value and handed the country back the rotten railway. In other words he put it all over the Government and it was taken over without even a programme to run it. He was sorry he could not congratulate the Government on the position they had the country in owing to their mismanagement. He asked the Government to give the country their defence as in his opinion, no defence has so far been forthcoming. He could not support the resolutions.

Sir William Coaker said there was not much that he could say about the railway which was not already known. In 1920 as all knew the Government had to drop it. There was a deficit of one and a half million dollars when the railway was run by the Government Commission of which he happened to be chairman. In 1921 we got Mr. Morgan and he got good results during 1921-23 while he ran it as general manager. In 1919 when the Government took over the railway it was practically out of commission and we had to spend enormous sums on it. The Reids were bankrupt when we took over the railway in 1920. He did not favor and would not vote for Government control, and said the Government was not going to have control of it for very long.

Mr. Fox said it was apparently futile to try and dissuade the Government from committing the Colony to the ruinous policy and inevitable loss entailed by these Railway Resolutions. He disputed the propriety of the Government's action in putting this menace through in conjunction with the Humber Deal. He feared that whatever benefits may accrue to the country as a result of the latter proposition will be nullified by the loss that will ensue as a result of the Government's latest railway venture. It has been stated that the Reids have scored a notable victory completely outgeneraling the Government in this connection; they have unfortunately for Newfoundland.

He denied that the people gave the Government a mandate to introduce this scheme. The Colony has had to stand the loss of the fabulous sum of five million dollars as principal and an equal amount on interest in settlement of supposed claims of which there had been no explanation. It was a scandal of the worst kind. He voted against those resolutions on principle.

Mr. Hunt (St. John's West) said he did not agree with the observations of the Hon. Gentlemen that the President of the Reid Newfoundland Company had outwitted the Government in effecting a settlement. On the Government alone was the sole responsibility. In looking over the opinions of Counsel he was impressed with the fact that in every case it was advised that the Government had a larger claim against the Company than the Company had against the Government. For every dollar gained on the Humber operations seventy five cents would have to go to the railway operations. It was in his opinion absolutely impossible for the Government to run the railway and make it pay. He stated he did not think there would ever be a day that the Railway of Newfoundland would pay. The greater the control exercised by the Government the greater the losses on operation. Free transportation on courtesy passes would be an intolerable burden on the country. In Canada the railway burdens almost threatens national existence. It will be absolutely intolerable for Newfoundland. He thought these resolutions should have been submitted to the country. The statement in the Manifesto about English capitalists was proven to be untrue. The resolutions were such that no Newfoundlanders with red blood in him could vote for it.

Mr. P. J. Cashin said that in 1920 the Government should have said to Reids, "run the railway or get out." Instead the Government, drunk with power, took over the railway and the resolutions before the chair were the result. He invited the Government to tell who the English capitalists were. The statement in the Manifesto was deliberate deceit. Deceit by the Prime Minister and by every member of his party who subscribed to the Manifesto. He could not vote for the resolutions.

Mr. Vinnicombe said his convictions were such that he could not vote for the resolutions. He believed the thing to be a steal and could not be a party to it. He looked upon the running of the railway as more or less of a burlesque.

He hoped the railway would not be a dumping pound for political supporters and whoever went in charge be given a free hand. If he saw a competent man to run the railway in sight he would support the resolutions, but at present he could not do so.

Mr. Walsh fully endorsed the attitude of Mr. Higgins in the whole matter. He could not believe that this Government or any government could successfully run a railroad. Everything the Government interfered with during the past three years brought tremendous losses—fish, salt etc. He trusted that the least possible delay would ensue before the Government obtained outside contractors to run the railway. The experiences of the past three years should be sufficient to teach us a lesson on Government operation. It is deplorable that statements should be made as were made in the Manifesto of 1823 by the Prime Minister to throw dust in the eyes of the people. It was also deplorable that the Reid Company should be exploited for political purposes. He would vote against the resolutions. The Committee then rose.

EVENING SESSION

Mr. Woodford said he was one of the very few in the House at the present time who voted for the 1898 Railway Deal. It was introduced by Sir James S. Winter and ably supported by Mr. A. B. Morine. His judgment was that he was right in voting for that contract. If that contract had not been interfered with there would be no need of the Railway Resolutions to-day. For political purposes it was held up to the electors with ridicule and contempt and a mandate procured from the electorate to repeal it. He reviewed the railway operations since that time and contended that the Government was entirely to blame for the present condition of affairs. It was the intention of the Government to make of the Railway a political swamp and at the next election it will be used for purely political purposes.

He contended that running the railway across country was a mistake. He remembered well when the railway was first started business people were against it and he believed they were right. He hoped as soon as it was possible to do so the Government would get a competent contractor to run the railway and relieve the Colony and which our people in future years will be called upon to bear.

(To be continued.)

LUCY GRAHAM'S SECRET

Continued.

"You are a little pale, my lady," answered the girl, "but you look as pretty as ever."

"That's right, Phoebe," she said, flinging herself into a chair, and throwing back her curls at the maid who stood, brush in hand, ready to arrange the luxuriant hair for the night. Do you know, Phoebe, I have heard some people say that you and I are alike?"

"I have heard them say so, too, my lady," said the girl, quietly "but they must be very stupid to say it, for your ladyship is a beauty, and I am a poor, plain creature."

"Not at all, Phoebe," said the little lady superbly; "you are like me, and your features are very nice; it is only color that you want. My hair is pale yellow shot with gold, and yours is drab; my eyebrows and eye lashes are dark brown, and yours are almost—I scarcely like to say it, but they're almost white, my dear Phoebe."

She prattled on in this way for a long time, talking of a hundred different subjects and ridiculing the people she had met at the races, for her maid's amusement. Her step-daughter came into the dressing-room to bid her good-night and found the maid and mistress laughing aloud over one of the day's adventures. Alicia, who was never familiar with her servants, withdrew in disgust at my lady's frivolity.

"Go on brushing my hair, Phoebe," Lady Audley said, every time the girl was about to complete her task. "I quite enjoy a chat with you."

At last, just as she had dismissed her maid, she suddenly called her back. "Phoebe Marks," she said, "I want you to do me a favor."

"Yes, my lady."

"I want you to go to London by the first train to-morrow morning to execute a little commission for me. You may take a day's holiday afterwards, as I know you have friends in town; and I shall give you a five-pound note if you do what I want, and keep your own counsel about it."

"Yes, my lady."

"See that that door is securely shut and come and sit on this stool at my feet."

The girl obeyed. Lady Audley smoothed her maid's neutral-tinted hair with her plump, white, and jeweled hand as she reflected for a few moments.

"And now listen, Phoebe. What I want you to do is very simple."

It was so simple that it was told in five minutes, and then Lady Audley retired into her bedroom and curled herself up cozily under the eider-down quilt. She was a chilly creature and loved to bury herself in soft wrappings of satin and fur.

(To be continued.)

AN APPRECIATION.

A social evening and presentation was made to Mrs. John Elms by the L. O. B. A., previous to her going to Toronto, Canada, to which she replied as follows:—

Dear Sisters: I cannot let this opportunity pass without thanking you for your kindness to me at this time and for your gift, which has come as a great surprise.

During the past years we have spent together in our Society the bond existing between us grew stronger with the passing of time. If I have done anything of benefit I always felt in so doing it was to advance the good cause. It is only the duty of every member to give of her best for the cause she thinks to be right. I hope that our organization will continue to grow, and when discouraging things come you will meet them with glad hearts. And now, farewell! If it is not our privilege to meet again on earth, I pray we shall be united in the land where the sun never sets and the leaves never fade.

EUNICE ELMS.

ADDRESS AND REPLY.

Upon learning that Miss Emmie Snow was about to sever her connections with the Meth. Day school, Coley's Point, the scholars presented her with a gold piece and the following address:—

Dear Miss Snow:—In appreciation of your untiring efforts in our interest during the five years you have taught in the Coley's Point Day School, we wish you to accept this little gift.

Looking back over the years you have spent with us we see them filled with happiness, and we hope they hold many happy memories for you. It is impossible to say how much we will miss you and regret your leaving our midst, but pray that success and happiness will continue to follow you all through your life.

Signed on behalf of the Scholars, Misses Pearl French, Ethel Snow and Susie Snow.

REPLY

My dear Boys and Girls:—Your kind address and beautiful present have touched and pleased me more than they have surprised me. During the five years I have been privileged to pass with you, there has been so many tokens of love and appreciation shown me that this last is no wholly a surprise.

I will always look back on the school-days spent at Coley's Point with pleasure for by your industry and obedience you caused the years to pass smoothly and profitably. Accept my best wishes for your future welfare, and believe me I shall never fail to be interested in anything that pertains to your advancement.

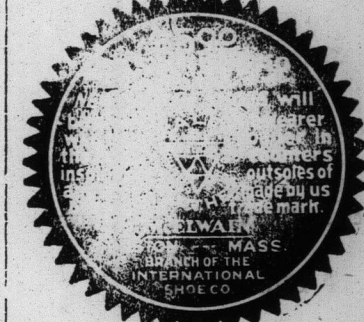
Sincerely yours,
Aug. 16, 1923. EMMIE SNOW.

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SEEDS

The usual stocks of FRESH SEEDS have arrived and are for Sale at the Department Seed Room.

Albert J. Bayly,
Secretary of Agriculture