



## RULES FOR Making Cod Liver Oil For the Guidance of Manu- facturers

- 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 salty; 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

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### HOUSE OF ASSEMBLY.

Continued from page 2.

late Messrs. Devereaux and Seymour in carrying out the Morris Agricultural policy.

The vote under the head of Public Works was next considered.

Mr. Higgins wanted further details respecting the expenditure of \$169,931.00 at the West End Rock Shed and \$128,182.00 at the East End Shed in all, \$350,000.00. The particulars and accounts were promised by the Minister.

Mr. Woodford praised the work of the Motor Association and the Road Commission for the improved condition of the Main Line around Conception Bay, particularly from St. John's to Holyrood. He wanted the Government to consider a suggestion of \$100 or so against every dollar contributed by motor drivers in the way of taxes, and complained that the people in the Western End of St. John's District, when road work was being done, were discriminated against because of mere politics.

Hon. the Prime Minister pointed out to the member for Mr. Main that the Government's contribution was regulated by law, and he could give no undertaking that anything further could be done this year. Any further expenditures would have to be made by way of allocation which may be done later on for relief purposes.

Mr. Hibbs (Trinity) who is also secretary of the Government Road Commission, made a reply to Mr. Woodford's comments. He denied the allegation that any discrimination had been shown by the commission in the matter of employment.

On the contrary, instructions had been given that no man should be discriminated against because of his political affiliations. He felt that the House as a whole did not attach sufficient importance to the matter of good roads. On previous occasions, at the risk of boring the House he had discussed the importance of the proper upkeep and improvement of our highways, but his appeals had received scant recognition. He now thought it time we turned over a new leaf.

Mr. Hibbs felt that the member for Mr. Main was confused in his ideas as to relations existing between the Road Commission and the Motor Association. They were separate and distinct bodies, but worked in harmony for the main object of securing good roads. He understood there were between 650 and 700 motor cars registered in St. John's and only 120 of these were members of the Motor Association. He estimated that the Road Commission would have at its disposal this year about \$19,000.00, to do road building and repairs over the whole Peninsula of Avalon. If money voted for relief work and which was to be expended on the main line, Mr. Hibbs was strongly of the opinion that this money should not be placed in the hands of the local road boards but should be spent through a commission, if anything like adequate returns were to be expected.

Sir Michael Cashin drew attention to the sale of Government splits recently made in the East End. Wood that was purchased at a cost of \$6,238.00 by the Public Works Department exclusive of the Pitt Road Account was recently sold for \$104.00. He thought this wood should have been kept and distributed among the Government institutions rather than be sold for such a paltry sum.

Mr. Walsh supported Sir Michael's position and condemned the sale for such a paltry sum.

Mr. Higgins again asked the particulars of expenditure by the Public Works Department on No. 2 Relief. He also spoke on the contract for putting in a heating system in the Normal School Building. Tenders were asked. One tender named \$42,000.00 another, \$50,000.00. The contract so far was informed was awarded the \$50,000.00 tender.

Hon. the Prime Minister said he had taken up with his council the request of Mr. Higgins that District representatives handle district monies and wished to inform the House that from now on elected Representatives should have the disbursement of public monies in the districts.

The Leader of the Opposition thanked the Premier on behalf of his colleagues for this just concession.

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Mr. Hunt (St. John's West) wished to know from the Minister of Public Works who was the Road Inspector as he noticed an assistant in the person of Mr. Gosse has been appointed at a salary of \$1680.00.

Hon. the Minister of Public Works said the position of Inspector was vacant and Mr. Gosse only was assistant.

Mr. Hunt inquired as to the duties of Mr. Frank Penney who has been given a position by the Government at a salary of \$1800.00 per year.

The Prime Minister said the appointment had been made by the late Government. It was found that there was trouble at the Humber in employment of men other than Newfoundlanders were being employed.

On the motion for adjournment the Prime Minister drew attention to an article which appeared in a local paper at the time the recent loans for railway and Humber development purposes were placed on the London market. That article stated only 25 per cent of the bonds had been subscribed for and 75 per cent were left on the hands of the underwriters. The London Times of July 26th says Newfoundland two million dollar bonds (the bonds to pay the Reid Nfld. Co.) started at 1 1/4 premium and rose to 3 1/2-2; The 4-1-2 a British guarantee for the Humber Development sold at 1-2 per cent discount and the Newfoundland guaranteed issue was oversubscribed in one hour.

Such news must be highly gratifying and indicates that the credit of Newfoundland is in first class condition. The Committee rose at 6.30. The House then adjourned until Thursday at 3 p.m.

Thursday, August 9, 1923

The House met at 3.15 pursuant to adjournment.

The consideration in committee of an agreement between the Government and H. J. Crowe for the establishment of a wood, roasting plant and saw mills in White Bay and an agreement between the Government and Malcolm Mooney for the erection of a pulp mill at Harbor Deep in the District of St. Barbe were deferred; Supply and Ways and Means were deferred.

Committee of the Whole on Bill entitled 'An Act to Amend 12 and 13 Geo. 5, Cap. 17, entitled 'An Act for the encouragement of Shipbuilding,' passed, was read a third time and sent to the Legislative Council for its concurrence.

Committee of the Whole on Bill entitled 'An Act respecting certain Rights, Privileges and Franchises connected with the supply of Electric Light and Power to St. John's for Street Railway and other purposes.'

The Leader of the Opposition said he supported the bill for the sake of the city of St. John's. It was a well known fact that if the Company was not enabled by this Act to borrow money for the repairs and expansion of its plant at Petty Harbour there would be serious consequences. The flume was in bad repair, is something was not done the city probably would be without light or power next winter. To raise money for repairs and extensions it was necessary for the Company to be able to mortgage its franchise and this was the purpose of the Act. The same proposition was before a former Government, but with the erection of a hotel included, and it was turned down. He said it was a very great mistake. This bill gives us nothing but the bare necessity.

Mr. Moore (Ferryland) asked if the United Towns Electric Company was debarred from lighting, heating and supplying power to the town of account of the St. John's Light and Power Company having exclusive franchise.

Hon. the Prime Minister replied that the St. John's Light and Power Company under their 1898 charter did not hold any exclusive franchise and it would be quite in order for other companies to supply light, heat and power to the city.

The Committee rose and will sit again on this bill tomorrow.

The second reading of the bill to amend the Audit Act to enable the Government to carry out the legacy left to it by the old government viz the appointment of Mr. A. W. Mews as Deputy Auditor General was then taken up.

Mr. Higgins said he did not object to the second reading of the bill on the ground that the principle was necessary. He believed that it was well to have some head of the department wholly responsible when Mr. Berteau was away. But why have a new appointment? Were not the present employees entirely capable. He and the Opposition would resist the bill going through the Committee stage.

The bill was given a second reading. Mr. Speaker read an invitation to the members of the House from the American Consul to attend the Memorial service to be held tomorrow

afternoon at 3 o'clock at St. Thomas' Church in memory of the late President of the United States Hon. Warren G. Harding.

The House then adjourned until tomorrow at 4 o'clock.

Friday, August 10, 1923

The House met at 3.15 pursuant to adjournment.

The Minister of Public Work tabled details of expenditure of \$2,500 making concrete blocks in August and September, 1922.

Costs of printing census were tabled by the Colonial Secretary as follows:

Price for 750 Volumes, 500 quarter-bound and 250 half-bound with leather backs \$25,000.00	Payments already made are as follows:—
March 27th 1923 .....	\$3,000.00
May 18th 1923 .....	2,000.00
June 19th 1923 .....	2,500.00
	\$7,500.00

St. Barbe District has been practically finished and the printers are going on the St. John's East District. The delay in printing was caused by the extra work in connection with the election, especially in connection with the voters' lists. Also caused by the shortage of ruled paper for tabulating the returns.

The contractors for the Normal School are the Horwood Lumber Co. and plastering is included in their contract.

Mr. Sullivan drew attention to the seriousness of unemployment situation as it applied to his district.

Mr. Higgins deprecated the Editorial references and the House report of the debate on the proposed appointment of a Deputy Auditor General which appeared in the Daily Mail newspaper of even date.

Hon. the Prime Minister replying to Mr. Sullivan said, the Government was giving the matter of unemployment its serious consideration, and realized the necessity of prompt action. The lack of money to cope with the difficulty was the most embarrassing feature. The situation which he knew to be serious was receiving the close attention of the Government. Referring to the Commission of Enquiry to investigate alleged irregularities in public departments the Prime Minister said three gentlemen in whom he believed the public would have confidence Messrs. J. P. Blackwood, H. E. Knight and John Fenelon had been invited to compose such Commission but unfortunately all had refused to act. It was now the duty of the Government to take other steps and a public announcement would be made at the earliest possible moment.

The member for Placentia, Mr. Walsh, pointed out to the House, what to him appeared an unequal distribution of the old age pensions recently provided for.

He tabled the following:

St. Barbe .....	20
Twillingate .....	42
Fogo .....	12
Bonavista .....	27
Trinity .....	25
Bay de Verde .....	8
Carbonear .....	None
Harbour Grace .....	1
Port de Grave .....	None
Harbour Main .....	2
St. John's West .....	41
St. John's East .....	41
Ferryland .....	6
Placentia & St. Mary's .....	11
Burin .....	15
Fortune Bay .....	18
Burgeo & LaPole .....	12
St. Georges .....	22

He urged on the Minister of Finance and Customs a thorough investigation of the list of those who are waiting, as he hoped to see every aged person receiving a benefit from this fund.

The House adjourned at 5.30 to meet again Monday at the usual hour.

Monday, August 13, 1923

The House met at 3.15 pursuant to adjournment.

On motion of Hon. the Prime Minister, the Rules of the House were suspended relating to all matters now before the House or to come before it.

Hon. the Minister of Justice moved the House into Committee to consider an agreement between the Government and Dr. Malcolm J. Mooney for the erection and operation of a pulp mill at Orange Bay with Harbor Deep as a shipping port on the N.E. Coast in the District of St. Barbe. The lessee is granted about 1,000 miles of timber areas for 99 years at the nominal rental of two dollars per square mile.

(Continued on page 4.)

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