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DAVID STOTT,  
Superintendent

G. W. LeMESSURIER

Deputy Min. Posts & Telegraphs

April, 1923

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#### HOUSE OF ASSEMBLY.

Continued from page 2.

the capacity of Trustees for the Mother Country, spending at that time the sum of £25,000,000 which sum the present Bonar Law or Stanley Baldwin Administration increased to £50,000,000 because the Imperial Government has found as a result of the year's experience, that this policy of affording facilities for the development of British trade, has proved highly beneficial.

Then follows a list of the projects approved and granted guarantees by the Trade Facilities Board up to November last.

A study of this list shows that altogether there were 33 projects approved for guarantees, that the periods for which these run range from 1 year to 50, and that the amounts vary from a sum of £4,700 for the extension of a Brick Works to the sum of £6,458,000 for the London Underground Railway System. A study of the purposes for which these varying sums are equally instructive. We find it includes the extension of brick work, the completion of vessels, the provision of pumping installation for a mine, the improvement of river navigation, the electrification of suburban railroad lines, the establishing of a ship repairing works on the Thames, the building and equipping of a factory for manufacture of folding boxes, the securing of an up-to-date plant for manufacture of glass bottles, the construction of a new graving dock at Swansea, the installation of a sewerage system in the Rhymney Valley, the building of a light railroad from a limestone quarry to the Great Western Railway. Several enterprises for hydro-electric development, the erection of cottages, the development of tin mines in Cornwall, improvements to docks and quays at Ipswich, and so forth. Still more instructive is the study of companies which sought and obtained these guarantees.

First on the list is Harland & Wolff Ltd., the great shipbuilding firm at Belfast, perhaps the greatest ship construction enterprise in the world, the head of which firm is Lord Pirrie, whose name is known in every community which has an interest in shipping or mercantile affairs. His firm has built all the White Star liners and countless other steamers besides. This firm has obtained approximately one and a half million pounds for the purpose of establishing ship repairing docks on the Thames, widening a dock and building a new wharf at Glasgow, and carrying out various works at Green Dock Shipyard. Second and no less notable is the firm of William Beardmore & Co. Ltd., another great British ship-building concern established on the Clyde. This firm has constructed many big warships, liners and similar crafts, and is one of the leading British ship-construction concerns. It secured a guarantee of £600,000 for building an Italian liner.

(To be continued.)

We learn that Mr. Harry Verran, of Placentia, is again giving his attention to the canning of our fresh caplin and we wish him the success he deserves for his industry. Great praise is due Mr. Verran for his new enterprise has met with success at home and abroad.

### Stall's Books

Rev. T. Albert Moore, D. D., General Secretary of the Dept. of Social Service and Evangelism of the Meth. Church of Canada, who visited Newfoundland in Sept., 1917, in connection with the Social Congress, says:

"Stall's Books on Avoided Subjects have been standard works for such a long time that it seems almost unnecessary to say a word in their behalf. I believe they have accomplished great good, and are written with care and delicacy, at the same time with sufficient frankness or the modest discussion of these delicate subjects. They are safe books for general reading, especially if from the various books there is proper selection for the youth or adult, man or woman, as the case may be."

"What a Young Man Ought to Know," by Dr. Stall, 259 pages, cloth binding. Price, postpaid..... \$1.25

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Rev. J. R. Miller, D.D., says: Very complete and satisfactory. Just what every pastor needs."

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THE GUARDIAN OFFICE  
Bay Roberts.

### LUCY GRAHAM'S SECRET

(Continued.)

"The boy seems fond of you, Mr. Maldon," said George, after a pause. "Yes, yes," answered the old man, smoothing the child's curling hair; "yes, Georgey is very fond of his grandfather."

"Then he had better stop with you. The interest of my money will be about six hundred a year. You can draw a hundred of that for Georgey's education, leaving the rest to accumulate till he is of age. My friend here will be trustee, and if he will undertake the charge, I will appoint him guardian to the boy, allowing him for the present to remain under your care."

"But why not take care of him yourself, George?" asked Robert Audley.

"Because I shall sail in the very next vessel that leaves Liverpool for Australia. I shall be better in the diggings, or the backwoods than ever I could be here. I'm broken for a civilized life from this hour, Bob."

The old man's weak eyes sparkled as George declared this determination.

"My poor boy, I think you're right," he said, "I really think you're right. The change, the wild life, the—the—He hesitated and broke down as Robert looked at him earnestly.

"You're in a great hurry to get rid of your son-in-law, I think, Mr. Maldon," he said gravely.

"Get rid of him, dear boy! Oh, no, no! But for his own sake my dear sir, for his own sake, you know."

"I think or his own sake he'd much better stay in England and look after his son," said Robert.

"But I tell you I can't," cried George; "every inch of this accursed ground is hateful to me—I want to get out of it as I would out of a graveyard. I'll go back to town to-night, get that business about the money settled early to-morrow morning, and start for Liverpool without a moment's delay. I shall be better when I've put half the world between me and her grave."

Before he left the house he stole out to the landlady, and asked some more questions about his dead wife. "Were they poor?" he asked, "or pinched for money while she was ill?"

"Oh, no!" the woman answered; "though the captain dresses shabby, he has always plenty of sovereigns in his purse. The poor lady wanted for nothing."

George was relieved at this, tho it puzzled him to know where the drunken half-pay lieutenant could have contrived to find money for all expenses of his daughter's illness.

But he was thoroughly broken down by the calamity which had befallen him, so he asked no further questions but walked with his father-in-law and Robert Audley down to the boat which they were to cross to Portsmouth.

The old man bade Robert a very ceremonious adieu. "You did not introduce me to your friend, by-the-bye, my dear boy," he said. George stared at him, muttered something indistinct, and ran down the ladder to the boat before Mr. Maldon could repeat his request. The steamer sped away through the sunset, and the outline of the island melted in the horizon as the neared the opposite shore.

"To think," said George, "that two nights ago, at this time, I was steaming into Liverpool, full of the hope of clasping her to my heart, and to night I am going away from her grave!"

The document which appointed Robert Audley as guardian to little George Talboys was drawn up in a solicitor's office the next morning.

"It's a great responsibility," exclaimed Robert; "I guardian to anybody or anything! I, who never in my life could take care of myself!"

"I trust in your noble heart, Bob," said George. "I know you will take care of my poor orphan boy, and see that he is well used by his grandfather. I shall only draw enough from Georgey's fortune to take me back to Sydney, and then begin my old work again."

But it seemed as if George was destined to be himself the guardian of his son; for when he reached Liverpool, he found that a vessel had just sailed, and that there would not be another for a month; so he returned to London, and once more threw himself upon Robert Audley's hospitality.

The barrister received him with open arms; he gave him the room with the birds and flowers, and had a bed put up in his dressing-room for himself. Grief is so selfish that George did not know the sacrifices his friend made for his comfort. He only knew that for him the sun was

darkened, and the business of life done. He sat all day long smoking cigars and staring at the flowers and canaries, chafing for the time to pass that he might be far out at sea.

### JOURNAL OF REV. HENRY CORDON

CARTWRIGHT, LABRADOR

Continued.

Thursday, Nov. 21st (Continued)----

It was dark by the time we were off the mouth of the river, so that it was no surprise when we found ourselves hard aground on the flats. The tide was fortunately rising, so that in about an hour we were able to get clear again. Arrived at the settlement, we soon found that all we had heard was only too true. It was absolutely pitiable to behold the sorrow of the few people that survived. It was some time before we could convince them that they would not have to die themselves.

We had arranged to leave all work till the morning, but such a sharp frost set in by nightfall, that we were forced to leave the settlement before dawn. The tide was so low that we were unable to get our boat out of the ice.

Even now great sheets of ice were sweeping out on the stream, and there was no knowing the moment when our boat might be cut adrift. Accordingly we decided to start in straight away with the frave. Crossing the river we anchored under the Burying-ground Point and went ashore with lanterns and tools. One fig grave was marked out (24 by 7 by 4), and all hands took their own section. After the first foot, which was frozen, it was simply a matter of shovelling the fine red sand out as hard as one could go. The huge pit was finished by midnight and we went out on board the boat for food and a short nap. The food was man aged all right, but the nap was a failure. Soon after settling into our sleeping-bags the drift ice bore down on us and we had to get up anchor in a hurry and clear out into the run. After this it was too cold and wet to do any sleeping. Mr. Clark seemed the only one who might get a few winks, but he was voted down at the very first snore.

Friday, Nov. 22nd.

Daylight revealed the fact that the river was frozen over during the night. It looked as though we would be barred off from the settlement. Mr. Dean, whose boat we were using suggested trying to break through. By means of rolling the boat from side to side we worked our way gradually through, pushing away the sheets of ice as we cracked them. It certainly did the boat no good. Then started the gruesome task of collecting the dead. Some had lain in their beds for over a fortnight, and the stench was fearful. We wrapped them up just as they were, in their bed clothes, then wound them round with cord, and carried them out to the boat. There was no time to even think of such things as coffins.

When we had six from the main settlement, we went across the river to the house that stood by itself, the place where the old woman had such a hard time. The first sight that greeted our eyes was the entrails of a dog, which had been killed and partly eaten by its fellows. We also caught sight of one of the animals hiding like a wild creature among the woods. Roland had a shot at it but missed. In the porch were the two buckets showing the scoured ice which had served the old woman for drink.

We learn that the family of Mr. S. A. Smith, of the Western Union Cable Staff here, are leaving by the Sackton on Saturday for London, England.

Since coming here about four years ago, Mr. Smith and family have made many friends who will be sorry to learn of their departure. Mrs. Smith and daughters, Lillian and Daisy will accompany Alfred to London and remain for a year. Alfred we learn will enter college to study some branch of engineering. He will be greatly missed in "H. Co." Church Lads' Brigade in which he attained the rank of Acting Sergeant.

Upon leaving the Brigade, he was presented with a medal for good conduct. Our best wishes go with him and we hope he will be successful in his course of engineering.

The Nfld. Atlantic Fisheries Co., of St. John's, have started a new enterprise, that of sending consignments of fresh salmon to Hull, England. The first consignment was shipped by the steam trawler Kanuck. The fish was not in cold storage and this looks to be a very profitable enterprise for Newfoundland.



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Success is no whim of the moment, no crown for the indolent brow. You must battle and try for it, offer to die for it. Lose it yet win it somehow.

The Pathway to glory is rugged, and many the heart-aches you'll know. He who seeks to be master must rise from disaster. Must take as he giveth the blow.

There's no royal Highway to splendour, no short cut to fortune or fame. You must fearlessly fight for it, dare to be right for it. Failing, yet playing the game.

The test of man's merit is trouble, the proof of his work is distress. Much as you long for it, man must be strong for it. Work is the door to success.

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### NOTICE

#### To Owners and Masters of British Ships

The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."

75.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—  
(a) 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  
(b) on entering or leaving any foreign port and  
(c) 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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