

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 clean 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 upward	.....

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 As- sembly

OFFICIAL SYNOPSIS OF PRO-
CEEDINGS

WEDNESDAY, June 13th, 1923.
The House met at 3 p.m. pursuant to adjournment.

Hon. the Prime Minister tabled the general agreement between the Government of Newfoundland and the Newfoundland Power and Paper Co. Ltd. (He the prime minister) then moved the House into Committee on the Whole to consider certain resolutions with respect to the industrial development of Newfoundland.

The Prime Minister said in part: I have moved the House into Committee of Ways and Means in order to comply with the regulations which provide that all matters involving finance must originate in Committee of the Whole.

The particular matter which I have to submit to the Committee this afternoon is a series of Resolutions to confirm an agreement between the Government and the Newfoundland Power and Paper Company Limited, with respect to the establishment of a pulp and paper industry on the West Coast; in other words the project so prominently before the public of late under the name of the "Humber Valley Project."

For more than 40 years now, as the population of this country has increased, its interior has become known as its resources have been disclosed to the mining prospector and the forest cruiser public men and other far-seeing citizens of this commonwealth have been visioning the possibilities of developing these resources, so as to lessen the strain on the fishing industry, especially when periods of depression overshadowed the world as since the late war and as the aftermath of similar convulsions in the past; or through economic cycles which economists tell us visit mankind at varying periods.

As long ago as 1880 the Legislature of that day expressed by the earnestness of the situation which then existed, appointed a committee of both Houses to investigate the possibilities of opening up the country by means of a railway the principal object then being to test our mineral areas of the North, which at the time were the scene of relatively vigorous activity. The Liberal Government of the day under the leadership of the late Rt. Honourable Sir Wm. Whiteway, made representation to the Imperial Authorities in the form of a resolution adopted on June 2nd of that year, inviting an Imperial Guarantee of the interest upon the amount which would require to be raised to construct the railway in question.

The construction of the railway did not realize expectations in an immediate opening up of many mines, but it did disclose the existence of immense forest areas capable of ready and effective development.

It was decided to carry the road across Port aux Basques. In coincidence with the contract for completing this construction, the late Contractor Reid undertook to operate the whole system for a period of ten years and he frankly gave as his reason or doing so, his belief that he could promote the development of new enterprises along the railway line. As most people now know he gathered around him a force of capable, energetic young men like the late Mr. Wm. Scott, subsequently manager of the Paper Mills at Grand Falls, who were set to work to prospect the Island with relation to its minerals, forests and water power wealth. As Mr. Reid was to be paid for the operation of the railroad in lands, and as these lands were expected to yield the mineral traffic for the road, it naturally followed that these officials sought the most promising areas in these regions for future development; and amongst those which Contractor Reid soon acquired a right were the water powers and forest areas around Grand Lake, Deer Lake and Humber River. His great mind visioned even then

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the possibilities of utilizing all those dormant resource of wood and water for the creation of mighty industries.

In those days the feasibility of making paper from spruce wood was only in its infancy, and its vast possibilities were but dimly described, but Contractor Reid saw in this Humber area the seat of an industry of this kind even then. Other pioneers in the exploitation of our industrial resources, Messrs Harvey & Co., of St. John's, to whose faith in this country and whose expenditures in testing its resources there has never been given adequate recognition, had established about this time a pulp mill at Black River, in Placentia Bay, for the conversion into a commercial commodity of the woodland areas held by them there.

In the proposal submitted by Contractor Reid to the Government in 1900 for a comprehensive industrial scheme of which the construction of a big hotel in the East End of St. John's, the establishment of a flour mill in the West End and the opening up of mines, etc. were features, an outstanding project was the establishment of a paper mill on the West Coast. But for reasons it is not necessary to discuss at the present time, this whole structure fell through and nothing resulted. When three years later Mr. now Sir Mayson Becton came to Newfoundland as the representative of the Harmsworth Brothers, seeking a suitable area for a big paper making plant, he considered this Humber River area for some time and negotiations respecting it continued for a considerable period. But terms could not be concluded for the acquisition of the property; and, as we know, the Harmsworths found another site on the Exploits, where they founded the enterprise which is now such a potent force in maintaining the country's industrial progress.

Various other paper making companies in ensuing years considered the promise which this region offered, but definite concrete labor-giving industry was not specifically formulated until 1914, when the late Mr. "Carbide" Wilson and the Reid Brothers entered into an undertaking to establish a fertilizer industry there with a pulp mill as a subsidiary.

Then follows a summary of the Bill and Agreement of 1915.

Partly because of the outbreak of the war, which hampered the securing of capital for such enterprises owing to the embargo on the use of money for any enterprises but those directly associated with the war, and partly because of the failing health of Sir Wm. Reid, this project in turn did not eventuate promptly, and then Mr. Wilson died and with him departed the vital spirit of the scheme from a technical and scientific standpoint. But the natural resources still remained, all the statistics and other data obtained during the preparatory work for the fertilizer enterprise likewise remained, and every day new stores of knowledge as to the possibilities of the region were revealed.

After the war ended further efforts to develop the property were undertaken, but inasmuch as with the resumption of peace times, the advantages of the paper making industry were greatly accelerated, the new negotiations were designed for a paper making enterprise, the advance of scientific endeavor during the war and other world production and market conditions having rendered a fertilizer enterprise along the lines proposed in 1915 less commercially advantageous in comparison with newsprint production.

Efforts were made to interest British Capitalists in this new enterprise and Messrs. Blakstad and Greenwood, the former a Norwegian with some experience in hydro-electric undertakings and the latter a Canadian with practical experience as a newspaper publisher visited the island about two years ago with a scheme for the establishment of a paper mill on the Humber, the basis being a guarantee by the Government of the entire capital required approximate \$18,000, the guarantee to cover both interest and principal. The proposal was not acceptable to me or my Party. That fact was intimated to these gentlemen who then abandoned the matter. A year later a similar proposition was put before the Government on behalf of Sir W. G. Armstrong Whitworth & Co. Ltd. one of the biggest and most varied industrial concerns in the British Isles, a corporation which makes almost every thing into which steel can be manufactured, from small tools to battleships, from wire nails to locomotives.

The first proposal by that Company was to somewhat the same effect as that of the previous year, and this firm was also notified that a proposition in that form could not be entertained. I proceeded to England last summer for that purpose.

There after negotiation continuing for several months, I was successful in carrying the matter to a stage where an agreement was arrived at providing for the development of the Humber Valley water power and the erection and working of a paper mill on the West Coast the first unit in a series of industrial enterprises to be undertaken there, which would utilize all the electric power possible to obtain from the Humber and its subsidiary streams, totalling between 230 and 250 thousand horse-power, or approximately half that planned to be derived from the Chippewa enterprise of the Ontario Government at Niagara Falls, the largest hydro-electric enterprise in the world to-day.

The undertaking provides as a first step 100,000 horse power is to be developed, to be used for operating a paper mill with a capacity for producing 400 tons of newsprint daily, or twice the capacity of the mills at Grand Falls, with the additional advantages that electricity instead of coal will be used for all purposes in the mills and by this means the sending away of hundreds of thousands of dollars annually for the purchase of coal will be avoided and the power now running to waste on the Humber River will be utilized to between one third and one-half of its capacity.

Later, as other enterprises will be located in this region, another 130 to 150 thousand horse power can be developed—50,000 more on the present flow of water by merely installing generators, and it is estimated 100,000 later by damming the tributary streams on the Humber watershed and utilizing various natural advantages of the region so as to bring under control the entire drainage area.

At this stage the Prime Minister gave an idea of the growth, standing and strength of the Corporation which is launching this enterprise in our midst. The Armstrong Whitworth Company as known today is the outgrowth of a combination of two of England's greatest mechanical geniuses of the last century.

However, said the Prime Minister, to ensure on the one hand that the economic soundness of this proposition should be above all question, and to reduce on the other hand the possible burden that would fall upon the Colony; in the most inconceivably unlike contingency of the enterprise failing, I undertook negotiations with the Imperial Government through its Trade Facilities Board, with the object, if possible, of inducing that Board to guarantee a portion of the construction cost. After most exhaustive negotiations we were successful in this endeavor. The Trade Facilities Board consists of a Chairman and two other members. The Chairman, Sir Robert Hendersley is also Chairman of the Hudson's Bay Co's is a Director of the Bank of England, is one of the senior partners of Lazard Brothers & Co., Bankers, New York, Paris and London, and is a Director of numerous companies of international reputation. Sir William Plander, member of the Committee, is now the senior member of the firm of Delloite, Plander & Griffiths; he is a Past President of the Institute of Chartered Accountants of Great Britain and in his profession occupies foremost in the British Empire. The third member of the Committee is Major Schuster, a partner of Frederick Hooth & Co. merchant bankers of London and a gentleman of outstanding financial reputation. These distinguished gentlemen and their secretarial staff gave the proposition the thorough and exhaustive consideration which might be expected from men of their reputation and standing, gentlemen who were also acting in

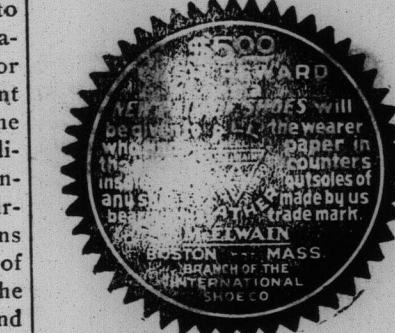
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