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CIL PROCEEDINGS

OFFICIAL SYNOPSIS OF PRO-CEEDINGS

(Continued.) He said he was an enthusiast on this matter and that anyone who had doubt about it was behind the times. There was, he added, need of a highway on the West Coast between Port aux Basques and Bay of Islands. The numerous fishing rivers thus connect ted and the agricultural district open ed up would be a beautiful country for tourists. Then again he thought all around St. John's there were many attractions of scenery and fishing inducements so different from those offered elsewhere, which had a degree of seclusion is being driven away and is seeking new fields. If Newfoundland could be made attractive and proper steamers and railroad provided those seeking new across the Gulf and can provide a good motor road of 150 miles on the West Coast, we shall have that steamer's decks loaded with motor

itors will invest their money here as to the road building Mr. Morine stated that it was the intention to have the whole scheme in control of a commission and department with probably the Government Engineer in control. The advice of the Motor Association would be asked and an endeavour made to make the movement a popular one. There was no idea of having the work divided up into districts and the money dribbled away. Nor was the money only The object was, he continued, to con so that motorists could go over the whole length of the country. A num ber of people, he said, talked of the motor roads as if they were to be in reality they were to develop the country and afford to people the opportunity of getting in touch with above the level of local affairs. He

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THE GUARDIAN OFFICE BAY ROBBETS

embered a time he said, when in bringing people into the country e farmer was the bitter enemy of but some people have doubted whethe motor, because of the inconven- ther the return is sufficient to warience of drawing in their horses rant the cost. when one passed. To-day, he added, HON. MR. MORINE stated it the motorists in Canada are the was the intention of the Government

reached here in a fishing country. He awarding the contract. mentioned the case of a son of a The Bill was reported without fisherman who had a "flivver" in amendment and by consent was read which he and his wife had made a a third time and passed. country. In all places motor roads Fortune Bay, in the Assembly yes-

only to be thrown open to invite a to have a big hotel in St. John's and one of the strongest reasons for its crowd. He explained what had hap- to nave a big note: in St. John on the crowd. He explained what had hap- keep people here a few days we must repeal; those governments had either pened in Canada and the United have something to attract them. The or had been remiss in their duties for Govers the whole of Newfoundland with Telegraph and TeleStates during recent years. At one time the rich man and those of leislinked together. With the Cooperabeen made upon the Statute Book for linked together. With the Cooperabeen made upon the Statute Book for linked together. across the border and visit the new the Rotary Club a Tourist Associa ment at any time, and at last beand strange places. Today because so tion could be formed and the attrac- comes a mockery a reason is presenalso stated that if there were an Squires Government particularly was Lose it yet win it somehow. ent to meet the monied men and ex- the Prohibition Act. plain what we had to offer, we could In the second place, Mr. Warren Must take as he giveth the blow. sights would visit it. This proved sell our country in another sense, to defended the conduct of the govern-

was spent on the roads with the re- and would largely benefit the fisher- brought into the country for transquented by tourists. He felt satis- roads, the traffic would increase, that the imposition of a duty was fied that if the plans to attract the there would be greater importation, simply a method of increasing the tourist in this way were carried out for the way to import luxuries is to traffic. That was not half the truth. we should soon not be able to enter- import the men who want them. In- As first enacted the Prohibition Act tain all who would come. Nova creased importations means decreas- did not permit the importation of Scotia with all its beauty has nothing ed taxation. Fishermen may not alcoholic liquors for transshipment, like Newfoundland to offer the tourwish to remain such all their lives. he but in 1917, under the coalities something profitable and improve the place where they live, it would benefit him. A large sum of money had been spent in the past to build cars of people who want to see our roads in the wilderness to no end, but spentain the proposed way it. and pools. And many of these vis- could not fail to be for the advance-

ment of the Colony. The work, they have done in Nova Scotia, and while while given as such for the under or contract under the Government engineer, and men must render service or her discharged. These were the principles and he hoped that they would enlist public sympathy and enthusiastic support.

> a return cargo. If 80 tb. rails be he facilitated the operations of the used instead of the 50 th. used at rum runners. Prior to 1923 upon if the road bed were to be improved at a named port, and to get the bond an additional amount of money cancelled proof had to be presented Patrick asked whether it were worth place so that secrecy was impossible

while to carry on this means of com- To make this port a successful rival munication during the winter season? for St. Pierre Mr. Warren's Govern-In his opinion it had not proved a ment procured an amendment to the success. He suggested doing away Custom's Act, by which it became un with the idea of an ice-breaking necessary to give a bond upon the steamer and for the four months of shipment of liquor from here, and no the year when ice conditions made proof had to be offered at any time the Gulf difficult to cross the steam- that the liquor shipped ever reached er could ply between St. John's and the destination named upon the ex-"Stall's Books on Avoided Subjects or could ply between St. John's and the destination named upon the exory one. For this purpose he thought for liquors to be brought here in a second-hand steamer could be pro- large quantities and exported for cured in England for half the amount ports unknown, but such ports were proposed to be spent on an ice- in fact, in the Dominion of Canada breaker. He thought that with re- or in the United States of America. subjects. They are safe books for personal gard to the bunker scheme the crit- Warehouses were opened in this city, icisms had much to commend them and very little care taken about their but he considered if the Government character and a large amount of the youth or adult, man or woman, as the did not intend to carry out the smuggling into consumption in this scheme it would be debateable whe- Colony was from these warehouses, ther the amount of money should be as we know.

what a Young Woman Cught to Know, by Dr. Roman Drake, 271 pages, Cott ago provisions had been made in the with a pathos that I think was en-Act for the construction of a new tirely hyporritical. He referred to the tion. As far as the Government's tourist policy was concerned there was a diversity of opinion. Everyone realized the great possibilities which the country affords and we can only hope that it brings the good results looked forward to. The Farmers'

farmers. Their whole method of to offer a portion of the Loan localliving has been changed. The farm- ly, so that any person who might cr's wife is happy. She is no longer wish to take it up might do so. It isolated but can, by means of good was intended also to float it by tenroads, keep in touch with the outer der and contract and take the very world. This same state could be strictest care in considering and

tour through Trinity Bay. Not only HON. MR. MORINE in moving did he enjoy the scenery but was the adjournment said he wished to surprised to see the various indus- make some comments upon remarks tries carried on in that part of the made by Mr. Warren, M.H.A., for respond to the call of progress. Fine Terday, relative to his speech on the fishing ponds, he said, were to be second reading of the Alcoholic Liqfound near Portugal Cove and a few uor Bill. I consider, Sir, that the thousands would make a beautiful fact that previous governments had open road to the ponds. If we are not enforced the Prohibition Act was tion of the Motor Association and ten years, without storng enforceagent in the United States, compet- a powerful reason for the repeal of

Evangeline, a large amount of money tive policy attempted for many years five cents per gallon upon liquor Falling, yet playing the game. ernment of Sir Edward Morris, Sir William Coaker and his colleagues procured the enactment of an amend ment providing that goods brought If you require HEALTH and STRENGTH use into this country for trans-shipment should not be held to be "importations". That was to enable transshipment to such places as St. Pierre, and to facilitate St. Pierre's illicit trade with the United States. Then for a number of years St. Pierre was making profits on a business that in part went through this port, but in 1923, envious, apparently of the pros perity of St. Pierre, and desiring part of that illegitimate trade. Mr. Warren's Government imposed a tax of seventy-five cents per gallon upon SIR P. T. McGRATH stated that liquor. Mr. Warren's defence for he considered the amount of money doing this is the duty of seventy-five apportioned to re-railing inadequate. cents per gallon simply gave this The cost of the 16 tons of rails Colony a part of the profit that would would absorb the whole amount as otherwise go to St. Pierre, and did the cost of steel rails in England not increase the consumption of liqwas about \$40.00 per ton. If for a uor. He forgot also to say at the reasonable figure the rails could be same time his government secured obtained in Sydney, he thought it the enactment of a measure making would be commendable. Freight he it possible for the rum traffic to be added, may go to \$10.00 per ton, de- done from this port as a base instead pnding on whether the steamer got of from St. Pierre. In other words. present, the sleepers would have to trans-shipment a bond had to be be put nearer together he said, and given for the delivery of the liquor would have to be expended. In re- to the Government that the delivery ference to the Gulf steamer Sir at the named port had actually taken

voted at all, for if it were, there In the next place, I notice that Mr would probably be an irresistible Warren referred to the Flat Islandtemptation to spend it. Four years ers and to the "Cornwall" incident, nothing had been done and the mon- brought "handcuffed" through the ey was spent in some other direc streets of St. John's, and to the loss

Government in Ontario embarked on in the United a road building policy and no doubt, send we also it has been tremendously successful floria. Will see his work

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same thing. The rich man who wants ed on Water Street and an agent tried to enforce the Act and failed, Success is no whim of the moment, no crown for the indolent brow appointed to visit steamers, etc. He seems to me that the conduct of the You must battle and try for it, offer to die for it;

> The Pathway to glory is rugged, and many the heart-aches you ll know He who seeks to be master must rise from disaster,

the case in Nova Scotia. In Yar- the tourist. Mr. Morine thought that ment of which he was Premier, in There's ne royal bighway to splendour, no short cut to fortune or fame Deputy Min. Pests & Telegraph mouth and through the Valley of this was the first piece of constructhis was the first piece of construction. When the was I remaind the was I

> sult that they are now much freman. They would get work on the shipment itself had been lawful, and Much as you long for it, man must be strong for t, Work is the door to success.

> > HEALTH Is the greatest blessing in the world If you are HEALTHY you can work hard but not ether wise. HARD WORK means SUCCESS but you will NEVER be able to work very hard without HEALTH and STRENGTH

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The attention of Owners and Masters of British Ships is called & the 76th Section of the "Merchant Shipping Act, 1894." 75 .- (1) A Ship belonging to a British Subject shall heist 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 H' 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 of 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 heist the colours and heave to if signalled by a British Warship; if a vessel heists no colours and runs away, it is liable to be fired upon.

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