

**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 case to be at the end of the shute with a funnel, to lead oil into casks, which funnel to be covered with a 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 medicinal 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 Conroy Road, to be removed from land; Moving Picture Machine, Gas Light and Fills; Aerated Water Plant, suitable for an outport; one Sleigh. For particulars apply at this office.

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**House of Assembly**

OFFICIAL SYNOPSIS OF PROCEEDINGS

MONDAY, June 18, 1923

The House met at 2:15 p.m., pursuant to adjournment.

Mr. Higgins presented a petition from several certificated master mariners who are at present unemployed asking that preference be given them on Government ships. In reply the ex-Minister of Shipping stated that the present master of the SS. Watchful had been employed because of his thorough knowledge of the Labrador coast.

Hon. the Prime Minister moved the House into committee on the Railway Resolutions. He said in part:

As the late Lord Salisbury once described this country as the spot of historic misfortune because of its unfortunate experience as a pawn in some international disputes, so we might even more truthfully apply the same phrase in regard to railway construction and operation. As I explained in my previous address, misfortune has dogged the steps of Newfoundland in her railway enterprise from the outset. The original venture of a railroad from St. John's to Halls Bay with a branch to Harbor Grace fell into the hands of an American adventurer, whose finances collapsed by the time the line had reached Whitbourne. The attempt to carry it further had to be abandoned and only the branch to Harbor Grace was completed.

Newfoundland's first serious lawsuit in railway matters arose out of this. The line was to be built in 5 mile sections and as they were completed we had to pay a subsidy of \$30 a mile each for 35 years. When the Company defaulted the Government of that day refused to make payments on that account. The Company took suit against the Government. The decision went against the Government, and the end was that Newfoundland had to pay this subsidy even though the Company had broken its contract with us.

We took the matter to the Privy Council. The judgment of the Supreme Court of Newfoundland was upheld with the rider that we had an action for damages against the Company. The Company was bankrupt so our right of action was valueless. The similarity of that situation to the present is very apparent. Ten or twelve years later, circumstances forced the Colony to buy back from the British bondholders this section of the line from St. John's via Whitbourne to Harbor Grace, and we had to pay therefore the sum of \$325,000 for 83 miles of road, approximately \$1,700,000, or nearly 50 per cent. more than it cost. This was begun as a Government work, managed by a Board of Commissioners, but it proved so costly that the whole country recognized that no further attempt in the way of Government construction could be entertained. Consequently, when in 1890 the construction of the line from Whitbourne to the Exploits River was undertaken, it was put out to contract, this contract being given to the late Sir R. G. Reid.

In 1893, before it was completed it was seen that it would be necessary to carry the road across the country to Port aux Basques and this second construction contract was also given to Mr. Reid, coupled with a contract for the operation of the line for a period of ten years, three during construction and seven afterwards. In 1896, when the road was nearly finished, it became clear that no satisfactory operation of a cross-country line was possible while the line from St. John's to Whitbourne remained in the hands of another company, and then, as I have said, it became necessary to buy out the bondholders of the original line and work that section with the rest of the system so as to make a homogeneous undertaking.

Payment to Reids  
For this operation for ten years

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Mr. Reid was paid in lands and he naturally sought and secured the best the Island could provide. The extent of concessions given by the Government of that day to Contractor Reid, coupled with the fact that he also secured from them a street railway franchise for the city of St. John's in 1896, and with the further fact that he had still bigger projects in view, such as, for instance, a scheme to take over the sealing fleet and operate the seal-fishery as a monopoly, aroused such feeling throughout the country that the Conservative Party then in opposition went to the polls in the autumn of 1897 and carried the general election on a policy of no further concessions to Reid.

**Reid Agreement of 1898**

Everybody is familiar now with the main feature of that agreement. It was made by the Conservative Government within three or four months after their election to office, as I have said, on a policy of no further concessions to Reid. It provided for an extension of Mr. Reid's operating contract from 10 years to 50 years. It sold him the reversion of the ownership of the railway at the end of the operating period for the sum of one million dollars, which he was to pay once in cash, as that sum according to the speeches made in this House on the measure, would amount at compound interest to \$7,200,000 at the end of the operating period.

Our railway, which then consisted of the main line from St. John's to Port aux Basques, the branch from Whitbourne to Harbor Grace, the branch from Placentia Junction to Placentia, and the branch from Notre Dame Junction to Lewisporte totalled 606 miles, and estimating the cost including stations, connection roads, etc., at \$20,000 a mile. It represented a cash outlay by Newfoundland of over twelve million dollars. According to the average citizen's view of this transaction we were selling all this property for one million dollars, but the million was really only a figure of speech, because by the new contract we were undertaking from the dry dock in the West End of St. John's to a point near Donavans on the Topsail Road, to relay the road from St. John's to Whitbourne with 50 pound rails, to pay Water Street in this city at a cost of \$100,000 and to do other things which would absorb \$150,000 or nearly half the million dollars we were getting; this money being paid back to Reids as contractors for the various works.

In addition, Newfoundland was to give Mr. Reid 5,000 acres of land per mile for the operation of the entire system for the 50 years. Taking into account various minor obligations which translated into cash payments added to this, it meant that he million dollars which we would get from him would be largely paid out to him again under these other heads. Then we were giving him what proved to be in its practical application at any rate, a monopoly of the coastal steamship service for a fleet of nine steamers operating around the bays and sections of the coast to Labrador and across Cabot Strait, a monopoly which became so oppressive during the next few years that Sir Robert Bond was compelled to give a contract to the Bowring Company in 1905 for a competing steamship service in order to make it possible for the business people of the city and outports to keep their business enterprises going, because of the heavy charges exacted from them for freight and passage until this opposition service was started. But, in addition, our telegraph line was transferred to him with a provision for his purchase of the same after six years, and the Dry Dock was sold to him for \$325,000 or about half its cost to enable it to serve as a deep water terminal in the West End for the railroad, which was diverted there from the East End.

Continuing the Prime Minister gave a review of the political turmoil resulting in this country over the 1898 Contract Act.

The answer to this must surely be that the circumstances surrounding the 1898 contract were of such a character as to be absolutely dangerous in itself to the Colony's credit; to cast a reflection however undeserved on the good faith and honor of our legislators and to present Newfoundland to the world as willing to sacrifice its future for mere temporary monetary advantages. It was therefore the bounden duty of the people to retrieve their credit and to dispel the feeling of hostility from unbiased observers with this extraordinary measure unquestionably provided, as voiced by the press and the public men of the outside world. I venture to say that nothing in the history of the country has done it so much injury abroad, or so much injury at home, as the impressions

which this 1898 contract gave to the world at large; although I concede most of those who supported it at the time did so in good faith, and in the belief that without it the country would be ruined. Equally, I believe, the method of operation of the railroad, especially after Sir Robert Reid's health began to fail, was decidedly harmful both at home and abroad.

**Establishment of Grand Falls**

In 1905 as we know the Harmsworths established the paper mills at Grand Falls and in doing so they recognized that it would become necessary for them to depend on the railway system of the Colony for the transfer of most of their incoming supplies and to export all of their product over the railway system. At that time the idea was to use Lewisporte, which was within easy access to their mills and which would have served all their purposes. Indeed, practically everything for the construction of the mills was brought in via Lewisporte, but owing to their inability to secure satisfactory rates for the carriage of the paper they manufactured, covering a period of years, they were obliged in self defence to enter upon the construction of a railroad of their own, some 22 miles long from Grand-Falls to Botwood, and to build a shipping port at the latter place. This was a totally unnecessary duplication of the railroad line, it deprived the existing railway of a very large volume of business and it created a most harmful un-economic competing agency which was forced into existence only because the Harmsworths found themselves confronted with a monopolistic condition similar to that which prevailed in the coastal steamship service and which, as I have already stated, compelled Sir Robert Bond to establish a competitive line of coastal steamers under the Bowring Contract.

The Prime Minister concluded his address by reference to the matter of Litigation, Reid Lands, Arbitration, Claims and Awards.

The Leader of the Opposition asked for certain reports on the Humber Valley timber areas and intimated that the debate be deferred until such information was available. In reply to question Hon. the Prime Minister stated that for the present and probably for the next two or three months the railway will be operated by the Government. Hon. the Minister of Finance gave notice that he would move the House into Committee on Supply on Monday next. The House then adjourned until Thursday next at 3 p.m.

(To be continued)

**ITEMS OF INTEREST**

An appeal for financial assistance for the miners of Nova Scotia has been sent throughout the Dominion.

Tucker Gibson of Natchez La., has a hog which he used for bird hunting. He says that it is equal to an English hunting dog.

The University of Pennsylvania has the third largest enrollment of students of any university in the United States.

The district about Petaluma, Cal., is known as the "Egg Basket of the World," so great is the production of eggs and chicks.

The air fare between Birmingham and Manchester, on the daily inland service operated by the Daimler Airway, will be \$5.

A journey of 35,000 miles is to be undertaken to film Nigeria and the Gold Coast for the British Empire Exhibition.

The London telephone service employs considerably more than eight thousand persons on it commercial and traffic sides and deals with some seven and a half million local calls a week.

London tramway and omnibus roads last year carried over one and a half billion passengers; 1,573,000,000 to be exact.

The Woolworth Building in New York is 702 feet high, and from its spire-like top is known as the "Cathedral of Commerce."

The chess expert, M. Reti, recently played ten games simultaneously, blind-folded, at the Royal Automobile Club in London.

Love at first sight is possible, but it's always advisable to take the second look—it may be the fault of your glasses.

"I note by an exchange," writes J. B., "that a Mr. Vowell has just died. Let us be thankful that it was neither 'u' nor 'v'."—Boston Transcript.

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**Department of Agriculture and Mines SEEDS**

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

**Albert J. Bayly,**  
Secretary of Agriculture