## 1923 THE GUARDIAN.

House of As-

sembly

OFFICIAL SYNOPSIS OF PRO-

CEEDINGS

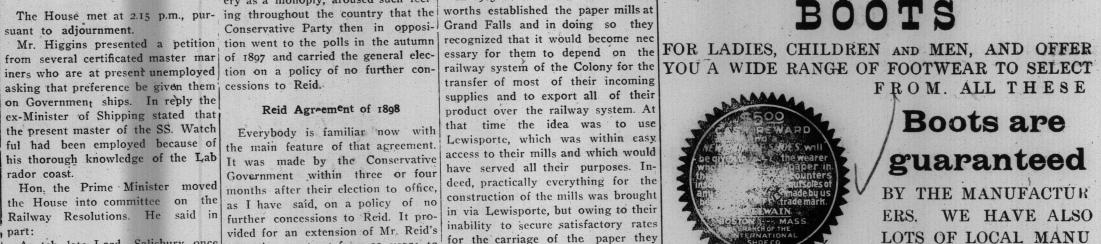
The House met at 2.15 p.m., pur-

uant to adjournment.

MONDAY, June 18, 1923.

Mr. Reid was paid in lands and he which this 1898 contract gave to the naturally sought and secured the world at large; although I concede best the Island could provide. The most of those who supported it at extent of concessions given by the the 'time 'did so in good faith, and in Government of that day to Con- the belief that without it the country tractor Reid, coupled with the fact would be ruined. Equally, I believe, that he also secured from them a the method of operation of the rail-street railway franchise for the city road, especially after Sir Robert Provisions, Groceries and of St. John's in 1896, and with the Reid's health began to fail, was defurther fact that he had still bigger cidedly harmful both at home and

projjects in view, such as, for in- abroad. Establishment of Grand Falls In 1905 as we know the Harms-



guaranteed BY THE MANUFACTUR ERS. WE HAVE ALSO LOTS OF LOCAL MANU FACTURED BOOTS AT

**Boots** are

RIGHT PRICES. COME AND SEE OUR STOCK.

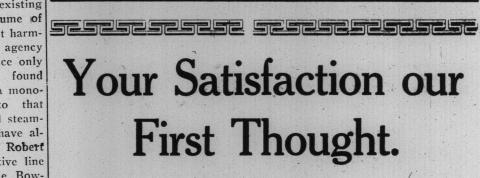
The latest thing in Ladies' Winter Footwear is the CAVALIER same phrase in describing this coun-that sum according to the speeches wood, and to build a shipping port at GAITER. We have them in Black and Tan, all sizes. They are

C. & A. DAWE

Our Prices and Qualities are Right for

Dry Goods.

WE HAVE LATELY IMPORTED A LARGE STOCK OF



RULES FOR Making Cod Liver Oil For the Guidance of Aanufacturers

1st. The manager in charge of factory must see that the livers on Government ships. In reply the are fresh; that all brown or poor livers are thrown out; that there ex-Minister of Shipping stated that is no gall bladder attached to any livers.

2nd. The good livers must then be washed in a tub of clean ful had been employed because of the main feature of that agreement. fresh water. rador coast.

3rd. The pan in which the livers are boiled must be perfectly clean inside, before any livers are placed in it.

cient 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 described this country as the spot 50 years. It sold him the reversion manufactured, covering a period of scum floats off (which will take about thirty minutes.) Don't forget of historic misfortune because of its of the ownership of the railway at years, they were obliged in self detostir 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 minntes, 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, double calico bag, inside bag to be one inch smaller all around; then the shute with a funnel, to lead oil into casks, which funnel to be covered with cneese cloth.

liver soiler pan, take all the blubber from the pan while it is warm. was completed. oil from this blubber is not fit for medicinal purposes. powder. Have it bright and clean for the next boiling.

asking that preference be given them cessions to Reid. supplies and to export all of their Reid Agreement of 1898 product over the railway system. At the present master of the SS. Watch Everybody is familiar now with

stance, a scheme to take over the

ery as a monoply, aroused such feel-

sealing fleet and operate the sealfish-

his thorough knowledge of the Lab It was made by the Conservative access to their mills and which would Government within three or four deed, practically everything for the Hon. the Prime Minister moved months after their election to office, construction of the mills was brought as I have said, on a policy of no the House into committee on the 4th. Before you start to boil any livers, you must have suffi-Railway Resolutions. He said in further concessions to Reid. It pro-in via Lewisporte, but owing to their inability to secure satisfactory rates vided for an extension of Mr. Reid's for the carriage of the paper they As teh late Lord Salisbury once operating contract from 10 years to

fence to enter upon the construction unfortunate experience as a pawn in the end of the operating period for some international disputes, so we the sum of one million dollars, which of a railroad of their own, some 22

might even more truthfully apply the he was to pay at once in cash, as miles long from Grand Falls to Bottry's experience in regard to railway made in this House on the measure, the latter place. This was a totally

construction and operation. As I would amount at compaund interest unnecessary duplication of the railexplained in my previous address, to \$7,200,000 at the end of the opmisfortune has dagged the steps of erating period. railway of a very large volume of Our railway, which then consisted business and it created a most harm-Newfoundland in her railway enterprise from the outset . The original of the main line from St. John's to ful uneconomic competing agency venture of a railroad from St. John's Port aux Basques, the branch from which was forced into existence only or longer if possible, then dip from cooling tank and strain through to Halls Bay with a branes to Har- Whitbourne to Harbor Grace, the because the Harmsworths found bor Grace fell into the hands of an branch from Placentia Junction to themselves confronted with a monostrain into a tin shute under the bags, the cask to be at the end of American adventurer, whose finances Placentia, and the branch from Notre polistic condition similiar to that collapsed by the time the line had Dame Junction to Lewisporte total- which prevailed in the coastal steamreached Whitbourne. The attempt to led 606 miles, and estimating the cost ship service and which, as I have alcarry it further had to be abandoned including stations, connection roads, ready stated, compelled Sir Robert 8th. When you have dipped the finest of from the top of the and only the branch to Harbor Grace etc., at \$20,000 a mile. It represent- Bond to establish a competitive line

ed a cash outlay by Newfoundland of coastal steamers under the Bow-Newfoundland's first serious law-l of over twelve million dollars. Ac- ring Contract. The Prime M

that time the idea was to use Lewisporte, which was within easy have served all their purposes. In-

10th. Every bag, cloth, tank, funnel and pau, 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.



One barrel salt to five and a half barrels herring-Large Fulls.

Herring

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 1890 the construction of the line 1905 for a competing steamship ser- is known as the "Egg Basket of the Large Fulls ..... 121/2 inches long and upwards. Milit or roe

Medium Filling ... 111/2 inches long and upward Large Filling .... 121/2 inches long and upwards

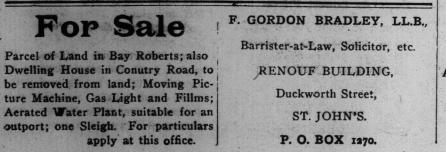
Filling Fish may be branded as Scotch Cure without the Crown Brand

No drowned, stale, or scaleless herring can be used as Scotch this second construction contract was ferred to him with a provision for 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 abou, one inch, and is served with vinegar and other condiments. This gives power to the stomach to digest the following meal and keeps became necessary to buy out the The answer to this must surely be the consumer in the best of health.

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



suit in railway matters arose out of cording to the average citizen's view 9th. Then clean your liver pan with warm water and washing this. The line was to be built in 5 of this transaction we. were selling address by reference to the matter of mile sections and as they were com- all this property for one million dol- Litigation, Reid Lands, Arbitration,

pleted we had to pay a subsidy of lars, but the million was really only Claims and Awards. The Leader of the Opposition ask-\$530 a mile each year for 35 years. a lgure of speech, because by the When the Company defaulted the new contract we were undrtaking ed for certain reports on the Hum-Government of that day refused to from the dry dock in the West End ber Valley timber areas and intimatmake payments on that account. The of St. John's to a point near Dona- ed that the debate be deferred until such information was available. Company took suit against the Gov- vans on the Topsail Road, to relay, In reply to question Hon. the ernment. The decision went against the road from St. John's to Whit-Prime Minister stated that for the the Government, and the end was bourne with 50 pound rails, to pave Prime Minister stated that for the that Newfoundland had to pay this Water Street in this city at a cost present and probably for the next subsidy even though the Company of \$100,000 and to do other things two or three months the railway will be operated by 'the Government. had broken its contract with us. which would absorb \$450,000 or near-Hon. the Minister of Finance gave We took the matter to the Privy ly half the million dollars we were Council. The judgment of the Su- getting; this money being paid back notice that he would move the preme Court of Newfoundland was to Reids as contractors for the var- House into Committee on Supply on Monday next. The House then adupehld with the rider that we had jous works.

Company. The Company was bank- give Mr. Reid 5,000 acres of land per rupt'so our right of action was val- mile for the operation of the entire ueless .The similiarity of that situa- system for the 50 years. Taking into tion to thepresent is very apparent. account various minor obligations Ten or twelve years later, circum- which translated into cash payments stances forced the Colony to buy added to this, it meant that he milback from the British bondholders lion dollars which we would get

this section of the line from St. from him would be largely paid out John's via Whitbourne to Harbor to him again under these other heads Grace, and we had to pay therefore Then we were giving him what provthe sum of \$325,000 for 83 miles of ed to be in its practical application road, approximately \$1,170,000, or at any rate, a monoply of the costal nearly 50 per cent. more than it cost. steamship service for a fleet of nine This was begun as a Government steamers operating around the bays work, managed by a Board of Com- and sections of the coast to Labramissioners, but it proved so costly don and across Cabot Strait, a mono-

of Government construction could be ert Bond was compelled to give a entertained. Consequently, when in contract to the Bowring Company in

River was undertaken, it was put out business people of the city and outto contract, this contract being given ports to keep their business enterprises going, because of the heavy to the late Sir R. G. Reid.

it was seen that it would be neces-sary to carry the road across the ition service was started. But, in way, will be \$5. country to Port aux Basques and addition, our telegraph line was trans

also given to Mr. Reid, coupled with his purchase of the same after six undertaken to film Nigeria and the a iontract for the operation of the vears, and the Dry Dock was sold Gold Coast for the British Empire line for a period of ten years, three to him for \$325,000 or about half its Exhibition.

during construction and seven after- cost to enable it to serve as a deep wards. In 1896, when the road was water terminal in the West End for nearly finished, it became clear that the railroad, which was diverted there no satisfactory operation of a cross- from the East End. country line was possible while the Continuing the Prime Minister line from St. John's to Whitbourne gave a review of the political turmoil

remained in the hands of another resulting in this country over the a week. company, and then, as I have said, it 1898 Contract Act.

bondholders of the original line and that the circumstances surrounding a half billion passengers; 1,573,000,000 People with bad stomachs please note that the art of cooking work that section with the rest of the 1898 contract were of such a to be exact. the system so as to make a homo- character as to be absolutely danger-

geneous undertakings. Payment to Reids

W. & I. BOWERING Repairers of all kinds of MARINE AND STATIONARY ENGINES. All Outport Orders carefuily attended to

COLEY'S POINT SOUTH, Bay Roberts, Nfld.

an action for damages against the In addition, Newfoundland was to journed unti 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.

has the third largest enrollment of students of any university in the Un ited States.

The district about Petaluma, Cal., eggs and chicks.

In 1893, before it was completed charges exacted from them for and Manchester, on the daily inland

A journey of 35,000 miles is to be

The London telephone service employs considerably more than eight thousand persons on it scommercial and traffic sides and deals with some

London tramway and omnibus

roads last year carried over one and

ous in itself to the Colony's credit; The Woolworth Building in New to cast a reflection however unde- York is 702 feet high, and from its For this operation for ten years served on the good faith and honor spire-like top is known as the 'Cathe of our legislators and to present dral of Commerce."

Newfoundland to the world as wil-The chess expert, M. Reti, recently ling to sacrifice its future for mere temporary monetary advantages. It played ten games simultaneously, was therefore the bounden duty of blind-folded, at the Royal Automo the people to retrieve their credit and bile Club in London.

to dispel the feeling of hostility from Love at first sight is possible, but ordinary measure unquestionably pro vided, as voiced by the press and the glasses.

public men of the outside world. I venture to say that nothing in the "I note by an exchange," writes J. history of the country has done it so B., "that a Mr. Wowell has just died. much injury abroad, or so much in- Let us be thankful that it was neither jury at home, as the impressions 'u' nor 'i' "-Boston Transcript.



## Sold by **JOHN PARSONS**

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> Albert J. Bayly. Secretary of Agriculture

