



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 shute to be at the end of the shute with a funnel, to lead oil into casks, which funnel to be covered with cheese 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 bewashed 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 sealy; 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 roasting 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 Convent Road; to be removed from land; Moving Picture Machine, Gas Light and Bikes; Assorted Water Plants, suitable for an outport; one Staghorn. For particulars apply at this office.

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| Rolling Stock on Government Railway | 350,000.00 |
| Estimated Cost of New Steamer on Gulf of St. Lawrence | 400,000.00 |
| Cost of Repairs to Dock and Building Sheds and Repairs to Pier St. John's West | 125,000.00 |
| Cost of Equipment and New Machinery at Machine Shops St. John's West | 300.00 |
| Cost of Completion of Buildings on Railways Stations, etc. | 75,000.00 |
| Estimated Cost of Re-railing 131 miles of Railway (Rails 80 lbs) | 200,000.00 |
| Estimated Cost of Construction of Plant for Coal and Fuel, etc. St. John's West | 500,000.00 |

PROVIDED that the Governor-in-Council shall have power to apply any balance remaining to the credit of the foregoing accounts to any other essential public purposes.

In explaining the items of the resolutions the Finance Minister said: The first item was to cover a deficit left to the Government by its predecessors and the second item dealt with a definite policy to be inaugurated by the Government for the encouragement of a tourist traffic, a business that up to now has never received proper consideration. The Government hoped by the adoption of a good sound policy in this direction to make Newfoundland an attraction for tourists and what was once termed the Norway of the New World. There must be improved roads and highways more up to date travelling facilities afforded visitors and better hotel accommodations among other things, if we are to get people to visit us and to spend their money among us. The other big item the re-railing with heavy rails of a section of the road, that from St. John's to Clarendville is an undertaking we cannot longer shelve. It is imperative that the road be put in a safe condition. A great many broken rails have had to be replaced on this section during the past year. The road is now railed with a 50 lb. rail. It is proposed to rerail with 80 lb. rails. The item to provide a suitable steamer for the Gulf route is also one that cannot longer be avoided. Everybody knows how unsuitable the Kye is for this service. This ship has accommodation for about ninety passengers, where she is often crowded with 150 to 200 and over. We cannot longer tolerate this condition of affairs, and therefore the Government is asking for this loan to buy a new steamer. The condition of the Dry Dock, and of piers and sheds in St. John's is deplorable and must be attended to immediately or there will be disaster. Reports we have had from the Government Engineer, the Dock Management and other competent authorities go to show that these businesses are in a very bad state as any observing person may see for himself if he would take a walk around. The repairs to the Dock were essential. The country is losing lots of work by not having facilities in the shops to accommodate the ships that would come in for repairs. Hence new machinery must be had. The sunken steamer which is a menace and a nuisance will have to be removed and the whole place put in order for the safe handling of shipping. Enlarged railway stations must be built at Corner Brook and Deer Lake to accommodate the increased traffic at these places. St. John's must have better storage room for coal and facilities for the economic handling of this article which is part of a general policy of efficiency the government is about to adopt. He moved the adoption of the resolutions.

(To be continued.)

LEGISLATIVE COUNCIL PROCEEDINGS

I am not sure that a referendum would not result in a majority for "Prohibition." It would be supported by all still unconvinced enthusiasts, by all moonshiners and smugglers, and not be opposed by those of the "wets" who get now all the alcoholic liquor they want; and very naturally ask why they should change a law which does not distress them. Many people would be too unconcerned to go to the polls. The only voters against Prohibition would be those good citizens who deplore the lawlessness they think it has caused, and who would hope for better conditions under a reasonably good law regulating the drink traffic.

But, sir, suppose a referendum resulted in a majority opposing the repeal of the Prohibition Act. No government which rigidly enforced it could be kept in power. Effective enforcement, along our great coastline, bordered by St. Pierre, Cape Breton and Quebec, and with our harbors visited by the ships of many nations—effective enforcement, I say, is physically impossible. Better enforcement than heretofore is possible. A stronger Act, with "teeth in it" as I have been quoted as saying, is possible, but in my considered opinion, an opinion I did not hold when the Prohibition Act was passed, but is based on observation of the experience of British North America since that time, enforcement of a reasonably satisfactory kind cannot take place, in the very nature of things, and it is better to recognize the fact, and act accordingly.

THE PROHIBITION ACT A FAILURE
As an advocate of laws to aid the enforcement of temperance, I never had any sympathy with the argument that interference with personal liberty was unjustifiable for the good of the community. And so I was a Prohibitionist in principle, and voted for and supported the Prohibition Act both within and without this Legislature. Its most ardent supporters in this Colony have recognized in me, I think, a strong and willing co-worker. It is as a temperance man, convinced that the attempt to prohibit has failed, that I support this Act, hoping that it will help to terminate lawlessness, and believing that it will not increase the consumption of spirits, but may cause the substitution of light wines and beers as beverages instead of alcoholic liquors.

When I say that the attempt to prohibit has failed, I do not admit that the Prohibition Act has been honestly tried, and after such trial has failed to effect any of the good its advocates hoped for. It would be more accurate to say that we have failed to have Prohibition; the Prohibition Act has not broken down, for no honest attempt has ever been made to enforce it; it is the Government of this Colony, since 1915, and the authorities, who have failed, to do their duty, who have suffered breaches of the law to prevail, who have, in many cases, and in high places, aided in such breaches, and have calculated on the profits. But to those who will say, "well, then, give the law an honest enforcement before repelling," I say that it is, humanly speaking, impossible to obtain an honest constitutional attempt at enforcement, and that such an attempt, if made, would fail, for facilities for smuggling, moonshining and bootlegging are so pervasive that "all the King's horses and all the King's men" could not prohibit the importation, manufacture and sale of alcoholic liquors as beverages in this Colony. So, let's recognize facts as they are, and seek to do the good we can.

GOOD RESULTS AND BAD RESULTS.

I am not ready to admit that no good results have come from the Prohibition Act, scandalously as it has been treated, to set over against the undoubted evils that have flown from it. The closing of the licensed saloons is admittedly a good result. Nobody worth while wishes the saloons to return. Street corners do not present the repugnant scenes not uncommon in pre-war days. Drunken men are still seen occasionally upon the streets of this city, and their number may be increasing, but they are so infrequent as to challenge a degree of attention they then had. I am hopeful that the closing of the saloons, the withdrawal of open invitation to drink, may have good effects upon the young which by and by may be attributed to the Prohibition Act. This, I admit, is speculative only, and over against it may be set the claim that there may have been inculcated in the young a disrespect for law more damaging to them morally than any harm which could be done to them by drinking habits. I desire in this connection to pay a tribute of respect to the living and the dead who have advocated Prohibition. It is all too common to hear them called "fanatics" and "hypocrites," but I wish to say that the world has reason to thank God for its fanatics, and that if there are hypocrites in the ranks of Prohibition, they are not confined to these ranks. Good men and true, self-sacrificing patriots, sturdy Christians, laboring for the common good, and suffering obloquy and loss, breast high, for their ideals. They may suffer disappointment over the results so far in this country, but if they will have regard to the advance of temperance in their day, they will thank God, and take renewed courage.

DRAFTING THE BILL.

In drafting the measure before you, regard has been had to the Liquor License Act and the Local Option Act, which were law before the Prohibition Act, to the latter Act itself, and to the Quebec Act Respecting Alcoholic Liquor. Something has been drawn from each of them, and while criticism and time will reveal mistakes and omissions, it is believed that this Bill is fairly complete for its purpose. The Alberta Act to provide for Govern-

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ment Control and sale of Alcoholic Liquors has been considered also, but has not been followed, in the respects in which it differs from the Quebec Act, for Government Control is a principle of the Quebec Act, and the measure before you is based on Board Control. Then, in the Alberta Act, all regulations have to be approved by the Governor-in-Council, while under the Quebec Act, and here, the Board can make regulations regarding its own internal economy without interference by the Governor-in-Council. In other words, we have done to the utmost constitutionally permissible limit, as it were, to make the Board non-partisan, to free the Government from responsibility for details, and to place the Board in such a position that success will be its own glory, and failure its own shame, not that of some other body.

In Alberta, permits to buy have to be obtained, for a fee, but no limit is placed on the quantity a person with a permit may buy, while in Quebec, no permit is necessary, but a limit of a bottle is placed on each sale. In which respect this Bill follows and goes beyond Quebec, for here a bottle per day is the limit. I do not understand why Alberta has adopted a system of permits without limiting quantities unless it be that she has whole classes of people to whom alcoholic liquors should not be allowed; and who could not be interdicted for any safely assignable cause. Under this Bill (as well as in both Alberta and Quebec), persons may be interdicted (or blacklisted) from obtaining liquors, upon complaint of their guardians or dependents. The Alberta permit system seems to us too much like script system here, and we saw no good in adopting it.

SALE OF WINE AND BEER

In Alberta, Quebec, and under this Bill, the sale of "Spirits" is confined to Board establishments. In Alberta the sale of wine is also so confined, but the sale of Beer by the glass in licensed clubs and hotels is permitted, while in Quebec wine as well as beer can be sold in these licensed places, and beer by the glass can be sold in Quebec by the licensed "taverns," so-called, in towns or cities, and by the bottle in licensed grocery stores. In these distinctions, National habits crop out, the Englishmen of Alberta inclining to Beer, and the French of Quebec leaning to Wine. Under this Bill, both wine and beer may be sold by the bottle in hotels and grocery stores, but taverns are not permitted, nor can that quality of beer (Continued on page 4)

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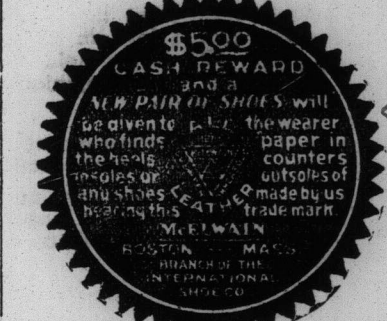
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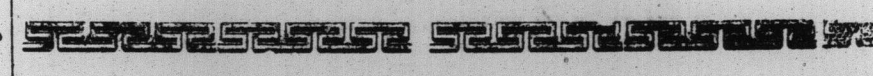
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