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DAVID STOTT,
 Superintendent
 G. W. LEMESSURIER
 Deputy Min. Posts & Telegraph

April 19, 23



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NEWFOUNDLAND GOVERNMENT RAILWAY

HANGE IN TRAIN SCHEDULES.
 ARGENTIA AND PLACENTIA.

Regular 8.45 a.m. Train from St. John's now runs through to Argentinia, and returns to St. John's 9.15 p.m. daily, except Sunday.

BRIGUS BRANCH.

Regular Morning Train connections between St. John's and Carbonear will be as usual. Passengers will transfer at Brigus Jct. for Brigus Branch. Regular night Trains from St. John's and Carbonear will run daily (except Sunday), as usual.

BAY DE VERDE BRANCH.

Commencing Monday, Sept. 1st, 1924, Train will leave Grate's Cove 8 a.m. Mondays, Wednesdays, Saturdays, arriving Carbonear 11.45 a.m. Leave Carbonear 4.15 p.m., arriving St. John's 9.15 p.m. Train will leave St. John's 8.45 a.m. Mondays, Wednesdays, Saturdays, arriving at Carbonear 2.15 p.m. Leave Carbonear 3.45 p.m., arrive at Grate's Cove 8 p.m.

HEART'S CONTENT BRANCH.

The Heart's Content Branch Train Schedule will remain as usual.

Nfld. Government Railway

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The King of
Flours.

GEORGE NEAL Limited
 Wholesale Only.

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**HOUSE OF ASSEMBLY
 PROCEEDINGS**

OFFICIAL SYNOPSIS

(Continued.)

MR. HICKMAN did not wish to speak so much to the Bill as on the matter of its being railroaded through. It is quite wrong also to say as a speaker has just said that the House is unanimous on the question as there exists very strong opposition to the Bill as a whole. If the Government wished to promote temperance then he saw in the existing act a more perfect law than the one proposed. All the Government needed to do would be to enforce it. When the Select Committee was in session those who opposed the adoption of the report produced what has been called a minority report. In this report it was simply asked that no further discussion take place during the present session. He said he saw where much good had come of Prohibition. He was one of those responsible for the introduction of the measure at the time and his regret was that it was not properly carried out. The gentlemen on the other side of the House were quite mistaken when they assumed the popularity of the measure now before them. He had on his desk petitions from different parts of the country asking for delay of the Bill. One of those petitions was from St. John's itself and held 500 signatures. Another was from Bay Roberts and yet another from Coley's Point principally all on the same subject, all asking for delay.

SIR JOHN CROSBIE said he thought Prohibition had made many hypocrites. A first there was an honest attempt to carry out the law both by Sir Edward Morris and later by Sir Michael Cashin, but following that there was a general letting up and things went rapidly from bad to worse. If he were to go to the Controller's he could get all he wanted because he was Sir John Crosbie, but let a poorer citizen go there and he finds he is treated quite differently. The idea of the government is to give every man an equal chance, a square deal. He charged the prohibitionists themselves with having permitted the state of affairs to exist which now prevails, because they fell down on the job and simply let things run. He thought there was a more potent law than prohibition and that was the law of awakened responsibility and moral suasion preaching and teaching of which we heard but very little recently. He voted for prohibition himself but after a couple of years trial he saw how utterly a failure it was and gave it up. He wished it to be distinctly understood that Mr. Morine was the father of the present bill, but being a member of the government he naturally had his part in it. He wished to refer to the time when Mr. Morine, as Minister of Justice, in an attempt to see the law carried out, sent a warship to Bonavista Bay. What happened in that case, did Mr. Morine get a clap on the back or any form of applause for his act, in trying to enforce respect

Stall's Books

Rev. T. Albert Moore, D. D., General Secretary of the Dept. of Social Service and Evangelism of the Methodist Church of Canada, who was in Newfoundland in Sept., 1917, in connection with the Social Congress, says:

"Stall's Books on Avoided Subjects have been standard works for such a long time that it seems almost unnecessary to say a word in their behalf. I believe they have accomplished great good, and are written with care and delicacy, at the same time with sufficient frankness or the modest discussion of these delicate subjects. They are safe books for general reading, especially if from the various books there is proper selection for the youth or adult, man or woman, as the case may be."

"What a Young Man Ought to Know," by Dr. Stall, 269 pages, cloth binding. Price, postpaid..... \$1.05
 "What a Young Woman Ought to Know," by Dr. Emma Drake, 272 pages, cloth binding. Price, postpaid..... \$1.25
 "What a Young Husband Ought to Know," by Dr. Stall, 284 pages, cloth binding. Price, postpaid..... \$1.25
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THE GUARDIAN OFFICE
 BAY ROBERTS

for law, not at all he got instead a good deal of abuse. He had much pleasure in supporting the bill because it aimed to bring good to the people and because it offers a square deal to all.

HON. MR. MONROE said he regretted he had not had a single suggestion from the other. The leader of the opposition does not say whether he is a prohibitionist or not, but he suggests not, for he is more interested in a reduced price for liquor than its prohibition. He thought it was time we cut away from this prohibition and introduced some sensible legislation such as this Bill proposed.

MR. BROWNE said he thought there was no chance of an intelligent people not understanding the meaning of the Monroe manifesto and it was his special duty during the election campaign to make it clear from every platform what the party intended. It was recognized by all that the existing law was a failure and should be amended or repealed. Prohibition has introduced more evils than it has pretended to cure, and this applies not alone to Newfoundland but to every place where it has been tried. We have had nine years of experiment and our experience teaches us it is time to have a change. And here we are as the Hon. Minister of Justice says, putting another prohibition law on the statute book. It is an honest attempt to remedy the present state of affairs and for this reason we are supporting it from this side of the House.

The bill was reported by the Chairman of the Committee, Mr. Puddister, and on his report the House divided and the bill as amended by the Committee was adopted by a party vote.

The bill extending the time for the Company to construct a railway on the Labrador passed its second reading and Committee stage and stands for third reading tomorrow.

The House adjourned at midnight.

Thursday, Aug. 14th.
 The Prime Minister presented report of Select Committee to consider amendment to Election Act 1913 to the effect that it would be inadvisable to proceed with the matter during the present session.

MR. HALFYARD said that it was greatly to be regretted that the Committee should bring in a report of this kind for in the name of democracy it was but fair that no man entitled to vote should be deprived of the right and privilege merely because the Government refuses to move to adopt the simple expedient of placing a ballot box in every industrial centre where men away from home might be engaged at election time. He wished to assure the House that in presenting his amendment he had no ulterior motive, nothing but the simple idea of according to all men their right as citizens. He had no partisan views in mind, no thought of the bye-election pending this fall in Bonavista Bay. He thought only of the men engaged on the Humber who are to be deprived of their one great privilege. He would ask the Government if it were the intention to penalize those men. The Government may say it is not their fault that those men are not to be able to vote, but to the gentlemen on the other side of the House he would say, you are guilty in the matter of omission as you are in your acts of commission. When your clear duty is being pointed out to you, you are denying citizens of Newfoundland the right to vote just as clearly as if you had brought in an act to deprive them of their citizenship. He hoped honorable members would give the question their most earnest consideration before adopting the report of the Committee, and moved an amendment to the adoption of his bill.

MR. HICKMAN said he wished to second the amendment brought in by Mr. Halfyard for he considered that those men who are engaged transiently on the Humber and elsewhere should be given the right to record their vote.

MR. ASHBORNE wished to support the amendment. He considered it a great hardship to be deprived of the franchise because of being away from home.

MR. SCAMMELL said he would support the amendment for he could see no reason why the Government should not accept it. The motive behind the proposal was purely disinterested and sincere. It had no reference whatever to the possible bye-election in Bonavista this fall. He regretted the Committee had not been able to give better reason for their recommendation than the paltry one of expense and want of time to proceed with it.

THE PRIME MINISTER said the Government could not possibly consider the amendment brought in by the honorable member for Trin-

ity. To place a booth for every District at the scene of the Humber operations as suggested might lead to great abuses and certainly unnecessary expense. Another reason is that a candidate who wishes to get his views before the electorate during a campaign could not possibly do so, if he had potential voters at every industrial centre. He was perfectly willing to believe that there was no sinister motive behind the proposition and wished to assure honorable gentlemen opposite that nothing but the most cogent and weighty motives were behind its rejection. It was almost impossible.

MR. GRIMES did not think the Government was acting wisely in denying the franchise to so many citizens. The action is most unfair and he would support the amendment. On being put to amendment was defeated by a vote of 16 to 5.

ANSWERS TO QUESTIONS.
 MR. HIBBS—To ask Hon. the Minister of Education if it is true that the payment to teachers of the Augmentation Grant due June 30th, last has not been made, and if so to explain the cause of delay.

HON. PRIME MINISTER in reply said: "Most of the teachers have been paid their Augmentation in accordance with requisitions of Superintendents, but others have not been paid to date, owing to the present grant not being sufficient to meet all demands in full. An increased number of teachers are entitled to more Augmentation increasing every five years up to fifteen years of service. The question of supplementing the grant to meet annual requirements is at present under the consideration of the Government."

Committee of the whole on the Gander Valley Power and Paper Agreement. This Bill having passed the Committee was read a third time, ordered engrossed and sent to the Legislative Chamber.

The Retiring Allowances Bill passed all its stages and was sent to the Upper House.

The Public Service Act was then put through the Committee stage and third reading.

The Finance Minister gave notice of a loan bill for the public service of the Colony and the House adjourned until this afternoon.

Friday, Aug. 15th.
 The House met at 3 o'clock.
 Mr. Warren presented a petition from residents of Pass Island on the subject of the removal of the Wireless Station there to a position more convenient to the people.

NOTICE OF QUESTION.
 MR. SCAMMELL—To ask Hon. the Minister of Posts and Telegraphs: (a) Who is the present Telegraph Operator at Westport, White Bay, and what salary is being paid this Operator, and if any increase in salary has recently been made this Operator at Westport and what salary is being paid him.

The following reply was tabled.
 Herman L. Pearce. No increase of salary has been given this man. Mr. Pearce also performs the duties of Marconi Operator with no extra salary.

ORDER OF THE DAY.
 The order of the day having been gone through the Prime Minister moved that the House rise to sit again at eight to consider the Loan Bill.

The speaker left the chair till 8 o'clock.

NIGHT SESSION.
 Committee of the whole on Loan Bill. The following resolutions were presented by Hon. the Finance Minister.

RESOLUTIONS.
 BE IT RESOLVED:
 1. The Governor-in-Council shall have power to raise upon the credit of the Colony a Loan not exceeding the sum of Six Million Dollars, which sum together with interest thereon at a rate not exceeding Five per centum per annum, payable half yearly on the first days of January and July in each year, shall be chargeable upon and repayable out of the funds of the Colony in the manner hereinafter provided, on or before the first day of July One Thousand Nine Hundred and Forty Nine.

2. The said sum or so much thereof as shall be necessary shall be applied to the following purposes:
 To meet the deficit of
 1923-24 \$1,600,000.00
 Building Roads & Highways 2,000,000.00
 Continued on page 3.

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 You must suffer and bleed for it, cling to your creed for it.
 Fail and go at it again.

Success is no whim of the moment, no crown for the indolent brow
 You must battle and try for it, offer to die for it;
 Lose it yet win it somehow.

The Pathway to glory is rugged, and many the heart-aches you'll know
 He who seeks to be master must rise from disaster,
 Must take as he giveth the blow.

There's no royal highway to splendour, no short cut to fortune or fame
 You must fearlessly fight for it, dare to be right for it,
 Failing, yet playing the game.

The test of man's merit is trouble, the proof of his work's distress
 Much as you long for it, man must be strong for it,
 Work is the door to success.

HEALTH is the greatest blessing in the world

If you are HEALTHY you can work hard but not otherwise.
 HARD WORK means SUCCESS but you will NEVER
 be able to work very hard without HEALTH and STRENGTH
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NOTICE

**To Owners and Masters of
 British Ships**

The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."

75.—(1) A Ship belonging to a British Subject shall hoist 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 His 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 or 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 hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.
 H. W. LEMESSURIER,
 Registrar of Shipping

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 the delight of eating
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