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April 19, 23



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NEWFOUNDLAND GOVERNMENT RAILWAY

EXHIBITION and SHOPPING WEEK,
ST. JOHN'S, Nov. 1st to Nov. 8th, 1924.

Excursion tickets will be sold from all stations and ports of call, to St. John's, and return, at one way 1st class fare, good going from Nov. 1st to 8th, inclusive, and returning up to and including Nov. 15.

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HOUSE OF ASSEMBLY PROCEEDINGS

OFFICIAL SYNOPSIS
 (Continued.)

MR. WARREN said he proposed not to vote upon the resolutions. He said also he was at a loss to know how there could be a deficit of \$1,000,000 from 1923-24 when as a matter of fact it could not be above \$1,000,000 or thereabout. It is merely a matter of bookkeeping. He would hesitate to acquiesce in the building of a coal depot. He would also object to granting the government two million dollars to put in the railroad and other transportation facilities unless he knew the government had some settled definite policy with respect to the railroad, and suggested waiting a year or so till they had developed some scheme for the future of the road. In respect to the tourist traffic the Independent Party took an entirely different view of it from the official Opposition party. He was in favour of the Government policy as to this business, but could not vote for the resolutions and there was a reason for this attitude. He could not ask the people of Fortune Bay to support such a measure after having been robbed of their one chance of communication. He pointed with pride to the prosperity of Fortune Bay where it was necessary to spend not more than two thousand dollars in relief work. He said also that the people are very thrifty and in nearly every home was a linen closet. If his constituents were present they would not support the resolutions and therefore he would withhold his vote.

THE COLONIAL SECRETARY said there was nothing in the asking for six millions to alarm any one. The government had a definite plan in view and it was in pursuit of a definite policy of advancement the money was to be spent. Governments have come and gone while nothing was done to turn to account our great natural attractions, but now at last something was being attempted. There must be something more for the tourist than an opportunity to sit in a hotel and drink beer. He must have something more than that. We have all that goes to make a country attractive in a natural way. We have magnificent scenery and fine hunting but unless these are made accessible by good roads they are valueless. We must then have roads. We have indeed a paradise for the dweller in the big city, let us realize this and go forward. If we go ahead in confidence we will surprise ourselves in the result. The tourist traffic will help the fisherman for by the aid of the increased wealth we shall derive from the tourist we will be able to reduce taxation. It was the one great opportunity for the country which the government was determined to grasp. He thought it highly essential in the interest of safety that the railroad and dry dock be put in good repair. We must in fact attend to it.

THE LOAN RESOLUTIONS
 HON. MR. SULLIVAN said the Opposition members had nothing to

Stall's Books

Rev. T. Albert Moore, D. D., General Secretary of the Dept. of Social Service and Evangelism of the Meth. Church of Canada, who visited Newfoundland

do, so they criticize. The government is denounced by them because with vision they are moving ahead to better times.

In regard to tourist traffic he said we had wonderful natural attractions which too long we have neglected. The benefits we can derive from tourist traffic are not confined to the money they spend for pleasure. Many of those who will come will be interested in our latent natural resources. Some of them will be interested in our mineral deposits and we have abundant minerals. They will put their money into mining ventures and other industries and this help promote prosperity. Every district will gain advantage from the traffic wherever there are attractions to be built.

MR. BROWTE said he thought if Mr. Hibbs were in the House the Independent Party would have an acquisition to its ranks as the author of the Road Bill could not vote with his colleagues who were opposing a policy of good roads. If we are to develop a tourist traffic we must have good roads.

MR. HICKMAN said he would move an amendment as follows: That in view of the grave financial condition of the affairs of the Colony the Loan be reduced from six million to three million dollars.

He said we should advertise our loan and that we could easily get this at par. He thought we could raise the loan in Canada. The Opposition could not agree to a raising of the loan privately, neither could they vote for a six million loan which they considered unnecessary.

THE PRIME MINISTER asked how the leader of the Opposition would earmark the three million loan to which Mr. Hickman replied it was not for him to say, but he thought his remarks of the afternoon would indicate what he thought.

THE MINISTER OF JUSTICE thought Mr. Hickman was not sincere. It was just spin-flam and was not doing justice to the ability which he knew the leader of the Opposition possessed.

He says we can raise three millions and out of this pay our debts and provide against unemployment. If this country has got to the position where we can raise three millions then he could have little faith in the policy the government had embarked on. With our present facilities for tourist traffic we cannot get any influx of visitors.

The highest form of economy is the economy that provides for the tapping of the wealth of other people. The gentlemen opposite know that the policy they would adopt is the very policy this government has adopted. This expenditure is relief of the unemployed, but it is providing employment in a profitable way.

MR. HICKMAN knew the country could not afford this six million loan and it would take time to

meet at 2 on Tuesday afternoon.

TUESDAY, August 19th.
 The House met at 3:45 o'clock. Petitions were presented by Messrs. Woodford, Walsh and Sullivan. MR. SCAMMELL called the attention of the House to the very unsatisfactory way in which the speeches during the session were reported by the officials for printing into Hansard. In most cases members had to re-write their speeches. He thought this was most unfair as members had quite enough to take up their duties with watching legislation etc., without having the task put upon them also of having to re-write their speeches. He wondered if it were not possible to get competent reporters out of all the applicants for these positions that are applying for the posts.

The Gentleman Usher of the Black Rod then appeared and summoned the members to the Council Chamber where his Excellency the Governor read the closing speech from the throne. The President of the Council then announced the prorogation.

LEGISLATIVE COUNCIL PROCEEDINGS

(Continued.)

DEBATE IN ASSEMBLY.

ADDENDUM.

REPORT OF THE COMMISSION OF 1921.

To His Excellency Sir Charles Alexander Harris, Knight Commander of the Most Distinguished Order of St. Michael and Saint George, Companion of the Honourable Order of the Bath, Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

Your Excellency.—The members of the Royal Commission have the honour to return the Commission and to submit herewith a statement of their findings and a list of their recommendations.

Its member held very many sessions in St. John's and also a number of sessions at Port Union during which they took very considerable evidence in the form of sworn testimony, answer to interrogatories and police records. They have enquired into and considered the Prohibition Plebiscite Act 1915 and the Amendments thereto; (1) the object, scope and defects thereof; (2) the Administration of the said Acts; and (3) the evils which have arisen since the said Acts became law.

The Commission itself sets out the representations contained in two petitions presented to the House of Assembly in the session of 1920; one petition praying for greater stringency in the enforcement of the said Act; and the other praying for the providing of facilities of obtaining alcoholic liquors as beverages under a system of control.

Your commissioners observe that both petitions point out the existence of certain abuses which have developed under the Prohibition Act.

(1) Sale of "Dope"
 (2) Abuse of prescriptions
 (3) Manufacture of "Moonshine"
 (4) Increase in smuggling of liquors.

The enquiry has satisfied Your Commissioners of the existence of evils which call for adequate remedies. One of the first evils which grew to considerable dimensions under the prohibition Act was the use of essences commonly called "Dope" for beverage purposes. The evil, which as apparently inappreciable before prohibition, gradually grew in spite of partial blacklisting of particular essences until last summer, when earnest steps were taken to suppress it.

Up to that time most of the concoctions on the charge of being "drunk" and "disorderly" arose from the drinking of "dope". This is borne out by the police records of arrests of "drunks" and "drunks and disorderlies". The numbers are as follows:—

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 a 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 other wise.
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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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