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April 19, 23



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### House of Assembly

OFFICIAL SYNOPSIS OF PROCEEDINGS

(Continued.)  
 Tuesday, July 3rd, 1923

The House met at 3:15 pursuant to adjournment.  
 Hon. the Minister of Finance tabled the Estimates.  
 Hon. the Leader of the Opposition asked when the Auditor-General's report would be available.  
 Hon. the Prime Minister: I think the Auditor-General's report will be here before the House rises.  
 In reply to Mr. Cashin, Hon. the Minister of Marine and Fisheries said no marine grants had been sent out to the District of Ferryland within the last six weeks.  
 In reply to Mr. Walsh, Hon. the Minister of Finance stated same arrangements will be made for coastal service between Trepassay and Placentia as last year.  
 The Railway Resolutions were deferred.  
 The debate on Industrial Development Bill was then continued.

Leader of the Opposition asked the Prime Minister in connection with the Humber Deal, if at the end of 80 years when all debts are paid the Company was still to be exempt from taxation?  
 Hon. the Prime Minister: The directors will pay the usual taxes.  
 Leader of the Opposition contended it was a vicious principle to give a company that we are granting such concessions exemption from taxation forever. The average man has to bear the burden of taxation for his lifetime; but he must look on and see a corporation given freedom from taxation in perpetuity. He could not vote for that. We will give the Company a guarantee of principal and interest for 20 or 25 years, but after they have paid their obligation they must become an ordinary company, liable to taxation under Newfoundland laws do not have it. He said that this House granted a corporation freedom from taxation forever.

Hon. the Prime Minister: I may say that the Company is not free from Import, sales tax, or dividend tax, and is taxable under these just as any man is taxable.  
 Hon. the Leader of the Opposition: Are we not to tax them as an ordinary business undertaking?  
 Hon. the Prime Minister: There would be no such tax.  
 Hon. the Minister of Justice explained regarding the taxation of this Company. The scheme originated in 1915, when the Newfoundland Products Corporation obtained certain concessions, amongst others freedom from taxation from import tax, profit tax, and dividend tax in perpetuity. The Company subsequently interested the Armstrongs, who realized the advantages and when we took the matter up with them they expected the same terms. But we had promised a guarantee on both principal and interest and insisted on taxing their exports at the rate of \$1.00 a ton and paper and also taxed the horsepower developed. The Company replied they had started on the strength of the concessions granted in the 1915 Act. We succeeded in taxing them \$120,000 to \$150,000 per

year. Then the Opposition suggested limiting this clause to 30 years. In reply to this the Company says: If you do this then at the end of 30 years we have a readjustment, so that we will not have to pay our present taxation together with whatever taxes you might put on us at that time.  
 The Leader of the Opposition agreed to a clause providing for a re-adjustment at the end of 30 years as to whether we shall continue the same method of taxing the Company or change it to a new form.  
 Hon. the Prime Minister: We will let that clause stand over for the present.

Mr. Fox and the Minister of Justice here discussed the legal form and effect of the clauses relating to taxation.  
 Hon. the Leader of the Opposition asked about the minimum wage.  
 Hon. the Prime Minister: Two dollars an eight hours day had been agreed upon between the Government and the Company and between the Company and its sub-contractors.  
 Mr. Fox understood that the Company objected to have the exemption from taxation limited to 30 years in the case of their aluminum projects.  
 Hon. the Minister of Justice: Under the 1915 Act all raw materials coming in for manufacture of nitrates should be duty free, as they have substituted the manufacture of aluminum for nitrates they expected the same arrangements.

Hon. the Leader of Opposition closed the debate. He contended there must be a limit. Make it 30, 50, or 90 years. We had no right to legislate in this manner over the possible wishes of our posterity. The Act of 1915 is not a precedent we of necessity follow.  
 The Chairman from the committee reported progress and asked leave to sit again at a later hour.  
 The House then went into Committee to consider certain resolutions relating to the Newfoundland railway and other matters.

Hon. the Leader of the Opposition pointed out that there was no relation whatever in the passing of those resolutions and the Humber Deal. They were not the Government's but in reality the Reid Newfoundland Company's. The Reid Company were the Products Company and they availed of the opportunity that the railway was to be settled before putting through the Humber Deal. The country has had to pay an awful price to get rid of the Reids. The two million dollars was not the worst of it; but the enormity of the position of the Government having to operate the railway. The Opposition was not going to take any responsibility for a situation entirely of the Government's own making and was not going to vote for the Resolutions. It was a pity that in 1920 he gauntlet was not thrown down and the eminent Counsel in England asked for their opinion would have been obtained then than that handed down now. Matters have drifted for three years and now the Government are at this late date absolutely with out a policy.

He contended the Reids knew what they were doing when they shut down the railway. There was more heart than head in the manner in which the Prime Minister had dealt with the Reids from the first. In his pre-election speeches the Prime Minister told the country a reputable concern of English contractors was going to take over and run the railway; how there was no policy except that the Government was going to take over the railway and run it.  
 He (Mr. Higgins) wished the Hon. Member for St. George's might explain how a Government can run a railway more efficiently and economically than a private concern. The serious question now was not the payment of the \$2,000,000, but the future operation of the railway. The Government cannot run the system without incurring a heavy annual loss.

Mr. Grimes (Fogo) Why not?  
 Hon. the Leader of the Opposition: Because nearly three years ago the Hon. Gentleman's leader thought it could be so run, but a year later gave it up as a hopeless task. The resolutions do not settle our troubles they only re-create them; instead of a settlement on this 3rd day of July our railway troubles begin anew. The country ought not have a railway thrown on its hands without any provision for future operation. There was no pronouncement who was going to the general manager or whether there was going to be a railway department. For the reasons enumerated

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THE GUARDIAN OFFICE  
 Bay Roberts.

Mr. Grimes (Fogo): Had a few observations to make in reply to the Leader of the Opposition's objections to Government control of the railway. He (Mr. Grimes) contended that Government monopoly was better than private monopoly. We had experience of private monopoly for 25 years and who could say that private ownership of railways can be managed successfully in other countries why not here? Last year the Australian government operated a railway that brought them a revenue of \$100,000 over expenditure. Conditions were similar in New Zealand. The people of Canada were in favor of the Government taking control of the Canadian National Railway. He (Mr. Grimes) seriously believed in the principle of public ownership and felt that we have men here who can run the railway. If the railway had to be operated at a loss then better the loss under Government control. In either case the country has to make. He thought the money spent under the Railway Commission was wisely spent. The road was in a dilapidated condition; the Reids would not put it in proper condition to safeguard the lives of the people. They were kicking over the handling of freight and many improvements were made to the road at heavy cost. With private concerns the people are a secondary consideration whereas the Government runs the road in the interest of the people.

The Chairman of Committee reported progress and asked leave to sit again on to-morrow. It was so ordered.  
 The remaining orders of the day were deferred and the House adjourned until to-morrow afternoon at 3 o'clock.

Wednesday, July 4th, 1923  
 The House met at 3:15 p.m. pursuant to adjournment.  
 Mr. Walsh presented a petition from Fox Harbor, P.B., asking that the grant for the ferry on Placentia Sound be put back to the original sum of \$2000.  
 Mr. Higgins presented a petition from Flat Rock asking that the proclamation re the picking of partidge berries be put in force in that section.  
 Hon. the Finance Minister tabled the report of the Auditor-General.

In reply to Sir M. P. Cashin, Hon. the Prime Minister tabled the following information:  
 (a) The authorized capital of the Newfoundland Power and Paper Co. Ltd. is \$21,000,000, divided into 210,000 shares of \$100.00 each, of which 100,000 shares are six and a half non-cumulative preference; 50 ordinary shares; 60 deferred ordinary shares.  
 (b) The whole share capital is issued as fully paid.  
 (c) The whole share capital is issued for cash and other considerations.  
 (d) At present the entire capital of the Company is represented by assets other than cash.

It is not the intention to re-open the telegraph office at Peter's River, closed since June, 1922.  
 Hon. the Prime Minister tabled the following reply in answer to Sir M. P. Cashin re pit props cut:  
 Cords  
 Pulpwood  
 E. Moore, Twin Lakes ..... 10,000  
 J. R. Goodyear, Skull Hill ..... 4,000  
 J. M. Curran, Glenwood ..... 7,328

Cords  
 Pit Props  
 Mr. Martin, Colinet River ..... 13,785  
 J. M. Curran, Glenwood ..... 933  
 The House went into committee on an Act further to Amend the Act 6 Geo. V. 1915 Cap 4, entitled "An Act for the Confirmation of a contract with the Newfoundland Products Corporation, Ltd. The amendments offered by the Opposition were accepted.  
 The Chairman from the Committee reported the bill passed with some amendment. It was ordered that the bill be read a third time presently—whereupon the bill was read a third time, passed, ordered to be engrossed and sent to the Legislative Council requesting the concurrence of that body.  
 The House then went into Committee of the whole on Resolutions relating to the Newfoundland Railway and other matters.

Sir M. P. Cashin said Railway matters had been before this House since 1919 in all shapes and sizes. First the railway was going to be made a paying concern and so the Commission was appointed. Look down over the line and see where we have landed to-day. The sound commercial basis that was promised did not materialize.  
 The 1919 Manifesto was quoted to show the policy of the Government

Continued on page 3.



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 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 is distress. Much as you long for it, man must be strong for it. Work is the door to success.

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 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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#### To Owners and Masters of British Ships

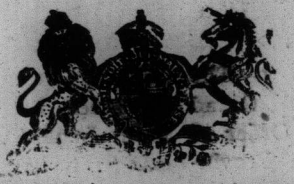
The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."  
 75.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—  
 (a) on a signal made to her by one of His Majesty's ships, including any vessel under the 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.  
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 Registrar of Shipping

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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 cask 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 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.



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 . . . . . 10 1/2 inches long . . . . . Milt or roe Medium Fulls . . . . . 11 1/2 inches long . . . . . Milt or roe Large Fulls . . . . . 12 1/2 inches long and upwards. Milt or roe Medium Filling . . . . . 11 1/2 inches long and upward Large Filling . . . . . 12 1/2 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 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.

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Parcel of Land in Bay Roberts; also Dwelling House in Country Road, to be removed from land; Moving Picture Machine, Gas Light and Filmm; Aerated Water Plant, suitable for an outport; one Sleigh. For particulars apply at this office.

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Continued from page 2.

that was put before the country, in that election which was a policy diametrically opposed to that of today. There was no defense for the policy of the Government. There is only one of two things in view, Confederation or a Crown Colony. The railway under Government control will be a political swamp. Not a brakeman will be appointed except thru the Prime Minister. The Railway is about finished, it has to be raised from St. John's to Port aux Basques. The dock must be repaired at great cost. Reid was paid two million dollars, but he retains all his lands, his light and power plant on which he makes four hundred thousand dollars a year. He kept everything of any value and handed the country back the rotten railway. In other words he put it all over the Government and it was taken over without even a programme to run it. He was sorry he could not congratulate the Government on the position they had the country in owing to their mismanagement. He asked the Government to give the country their defence as in his opinion, no defence has so far been forthcoming. He could not support the resolutions.

Sir William Coaker said there was not much that he could say about the railway which was not already known. In 1920 as all knew the Government had to drop it. There was a deficit of one and a half million dollars when the railway was run by the Government Commission of which he happened to be chairman. In 1921 we got Mr. Morgan and he got good results during 1921-23 while he ran it as general manager. In 1919 when the Government took over the railway it was practically out of commission and we had to spend enormous sums on it. The Reids were bankrupt when we took over the railway in 1920. He did not favor and would not vote for Government control, and said the Government was not going to have control of it for very long.

Mr. Fox said it was apparently futile to try and dissuade the Government from committing the Colony to the ruinous policy and inevitable loss entailed by these Railway Resolutions. He disputed the propriety of the Government's action in putting this menace through in conjunction with the Humber Deal. He feared that whatever benefits may accrue to the country as a result of the latter proposition will be nullified by the loss that will ensue as a result of the Government's latest railway venture. It has been stated that the Reids have scored a notable victory completely outgeneraling the Government in this connection; they have unfortunately for Newfoundland.

He denied that the people gave the Government a mandate to introduce this scheme. The Colony has had to stand the loss of the fabulous sum of five million dollars as principal and an equal amount on interest in settlement of supposed claims of which there had been no explanation. It was a scandal of the worst kind. He voted against those resolutions on principle.

Mr. Hunt (St. John's West) said he did not agree with the observations of the Hon. Gentlemen that the President of the Reid Newfoundland Company had outwitted the Government in effecting a settlement. On the Government alone was the sole responsibility. In looking over the opinions of Counsel he was impressed with the fact that in every case it was advised that the Government had a larger claim against the Company than the Company had against the Government. For every dollar gained on the Humber operations seventy five cents would have to go to the railway operations. It was in his opinion absolutely impossible for the Government to run the railway and make it pay. He stated he did not think there would ever be a day that the Railway of Newfoundland would pay. The greater the control exercised by the Government the greater the losses on operation. Free transportation on courtesy passes would be an intolerable burden on the country. In Canada the railway burdens almost threatens national existence. It will be absolutely intolerable for Newfoundland. He thought these resolutions should have been submitted to the country. The statement in the Manifesto about English capitalists was proven to be untrue. The resolutions were such that no Newfoundlanders with red blood in him could vote for it. Mr. P. J. Cashin said that in 1920 the Government should have said to Reids, "run the railway or get out." Instead the Government, drunk with power, took over the railway and the resolutions before the chair were the result. He invited the Government to tell who the English capitalists were. The statement in the Manifesto was deliberate deceit. Deceit by the Prime Minister and by every member of his party who subscribed to the Manifesto. He could not vote for the resolutions. Mr. Vinnicombe said his convictions were such that he could not vote for the resolutions. He believed the thing to be a steal and could not be a party to it. He looked upon the running of the railway as more or less of a burlesque. He hoped the railway would not be a dumping pound for political supporters and whoever went in charge be given a free hand. If he saw a competent man to run the railway in sight he would support the resolutions, but at present he could not do so. Mr. Walsh fully endorsed the attitude of Mr. Higgins in the whole matter. He could not believe that this Government or any government could successfully run a railroad. Everything the Government interfered with during the past three years brought tremendous losses,—fish, salt etc. He trusted that the least possible delay would ensue before the Government obtained outside contractors to run the railway. The experiences of the past three years should be sufficient to teach us a lesson on Government operation. It is deplorable that statements should be made as were made in the Manifesto of 1823 by the Prime Minister to throw dust in the eyes of the people. It was also deplorable that the Reid Company should be exploited for political purposes. He would vote against the resolutions. The Committee then rose.

EVENING SESSION

Mr. Woodford said he was one of the very few in the House at the present time who voted for the 1898 Railway Deal. It was introduced by Sir James S. Winter and ably supported by Mr. A. B. Morine. His judgment was that he was right in voting for that contract. If that contract had not been interfered with there would be no need of the Railway Resolutions to-day. For political purposes it was held up to the electors with ridicule and contempt and a mandate procured from the electorate to repeal it. He reviewed the railway operations since that time and contended that the Government was entirely to blame for the present condition of affairs. It was the intention of the Government to make of the Railway a political swamp and at the next election it will be used for purely political purposes. He contended that running the railway across country was a mistake. He remembered well when the railway was first started business people were against it and he believed they were right. He hoped as soon as it was possible to do so the Government would get a competent contractor to run the railway and relieve the Colony and which our people in future years will be called upon to bear.

(To be continued.)

LUCY GRAHAM'S SECRET

Continued. "You are a little pale, my lady," answered the girl, "but you look as pretty as ever." "That's right, Phoebe," she said, flinging herself into a chair, and throwing back her curls at the maid who stood, brush in hand, ready to arrange the luxuriant hair for the night. Do you know, Phoebe, I have heard some people say that you and I are alike?" "I have heard them say so, too, my lady," said the girl, quietly "but they must be very stupid to say it, for your ladyship is a beauty, and I am a poor, plain creature." "Not at all, Phoebe," said the little lady superbly; "you are like me, and your features are very nice; it is only color that you want. My hair is pale yellow shot with gold, and yours is drab; my eyebrows and eye lashes are dark brown, and yours are almost—I scarcely like to say it, but they're almost white, my dear Phoebe."

She prattled on in this way for a long time, talking of a hundred different subjects and ridiculing the people she had met at the races, for her maid's amusement. Her step-daughter came into the dressing-room to bid her good-night and found the maid and mistress laughing aloud over one of the day's adventures. Alicia, who was never familiar with her servants, withdrew in disgust at my lady's frivolity.

"Go on brushing my hair, Phoebe," Lady Audley said, every time the girl was about to complete her task. "I quite enjoy a chat with you."

At last, just as she had dismissed her maid, she suddenly called her back. "Phoebe Marks," she said, "I want you to do me a favor."

"Yes, my lady."

"I want you to go to London by the first train to-morrow morning to execute a little commission for me. You may take a day's holiday afterwards, as I know you have friends in town; and I shall give you a five-pound note if you do what I want, and keep your own counsel about it."

"Yes, my lady."

"See that that door is securely shut and come and sit on this stool at my feet."

The girl obeyed. Lady Audley smoothed her maid's neutral-tinted hair with her plump, white, and jeweled hand as she reflected for a few moments.

"And now listen, Phoebe. What I want you to do is very simple."

It was so simple that it was told in five minutes, and then Lady Audley retired into her bedroom and curled herself up cozily under the eider-down quilt. She was a chilly creature and loved to bury herself in soft wrappings of satin and fur.

(To be continued.)

AN APPRECIATION.

A social evening and presentation was made to Mrs. John Elms by the L. O. B. A., previous to her going to Toronto, Canada, to which she replied as follows:—

Dear Sisters: I cannot let this opportunity pass without thanking you for your kindness to me at this time and for your gift, which has come as a great surprise.

During the past years we have spent together in our Society the bond existing between us grew stronger with the passing of time. If I have done anything of benefit I always felt in so doing it was to advance the good cause. It is only the duty of every member to give of her best for the cause she thinks to be right. I hope that our organization will continue to grow, and when discouraging things come you will meet them with glad hearts.

And now, farewell! If it is not our privilege to meet again on earth, I pray we shall be united in the land where the sun never sets and the leaves never fade.

EUNICE ELMS.

ADDRESS AND REPLY.

Upon learning that Miss Emmie Snow was about to sever her connections with the Meth. Day school, Coley's Point, the scholars presented her with a gold piece and the following address:—

Dear Miss Snow:—In appreciation of your untiring efforts in our interest during the five years you have taught in the Coley's Point Day School, we wish you to accept this little gift.

Looking back over the years you have spent with us we see them filled with happiness, and we hope they hold many happy memories for you. It is impossible to say how much we will miss you and regret your leaving our midst, but pray that success and happiness will continue to follow you all through your life.

Signed on behalf of the Scholars, Misses Pearl French, Ethel Snow and Susie Snow.

REPLY My dear Boys and Girls:— Your kind address and beautiful present have touched and pleased me more than they have surprised me. During the five years I have been privileged to pass with you, there has been so many tokens of love and appreciation shown me that this last is no wholly a surprise. I will always look back on the school-days spent at Coley's Point with pleasure for by your industry and obedience you caused the years to pass smoothly and profitably. Accept my best wishes for your future welfare, and believe me I shall never fail to be interested in anything that pertains to your advancement. Sincerely yours, EMMIE SNOW.

C. & A. DAWE Our Prices and Qualities are Right for Provisions, Groceries and Dry Goods.

WE HAVE LATELY IMPORTED A LARGE STOCK OF BOOTS FOR LADIES, CHILDREN AND MEN, AND OFFER YOU A WIDE RANGE OF FOOTWEAR TO SELECT FROM. ALL THESE



Boots are guaranteed BY THE MANUFACTURERS. WE HAVE ALSO LOTS OF LOCAL MANUFACTURE RED BOOTS AT RIGHT PRICES. COME AND SEE OUR STOCK.

The latest thing in Ladies' Winter Footwear is the CAVALIER GAITER. We have them in Black and Tan, all sizes. They are stylish and the quality is reliable. The price is Right at \$7.50

Your Satisfaction our First Thought.

VICTOR FLOUR

Sold by JOHN PARSONS

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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

