

The Guardian

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VOL. 14, NO. 8.

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BAY ROBERTS, Nfld., FRIDAY, AUGUST 28th, 1925.

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Rates reasonable.

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I hereby warn any person from
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do with any property belonging
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Same kind of Dye Professional Dyers use

NOTE OF THANKS.
Miss Emmie Snow wishes to thank the young people of this town for the delightful Surprise Party and shower which was given her on Tuesday evening, August 25th. Their thoughtfulness and kindness will be cherished memories to live with her always.

Reply to "Disgusted."

(Editor of the Guardian.)
Dear Sir:—I noticed an article in last week's "Guardian" signed "Disgusted" as regards our streets being cattle ranches. Yes, we must admit it's a pity our farmers have not got ranches or even pastures to keep their cattle in all the seasons, so that they may not disturb the peaceful rest of the weary one. If we had got, as promised by a Sir Politician some years ago, two blades of grass to grow where one was growing, there would be no need of our cattle going out on the commons to graze.
However, this will not be accomplished in this regime either and poor Disgusted will have to move to quieter surroundings to have peaceful slumber. Disgusted has some sympathy for the Tourists and Motorists in navigating our streets through herds of cattle. Methinks, in many instances, they are blessings in disguise for pedestrians for, if some of our careless and furious drivers were not afraid of hitting something harder than themselves, the person who is a little hard of hearing and not very smart would be in danger walking our streets.

On Sunday while on the way to evening service I met a motorcyclist going, I should say, all of 30 miles an hour passing pedestrians young and old from left to right, who were on their way to church, without blowing any horn. Such motorists may not know if there is such as the speed limit for our towns or he may believe in handling his wheel imagining he owns lots of wheels and streets, possibly more of the former than of the latter. Possibly Disgusted may have had a dream or vision, as he read of Henry Ford going to manufacture tin cows, so that we may all have cheap milk. If such was driven here with some such furious drivers as we now have, the longer we continue to hold on to our four-legged cows the better. I have never seen cows going through our streets at 15 miles an hour without blowing their horn!

As regards our pet Doggie which is still with us, Disgusted has much sympathy so that the doggie requires a lengthy column to himself. Fearing I am trespassing already to far on your valuable space, I will ring off for now. Sufficient to say that I have yet to see a pair of mitts or socks made from dog's wool.
Yours truly,
OBSERVER.

Bay Roberts.

ROSALIND ON DOCK IN NEW YORK.

The S. S. Rosalind, which met with a collision recently, has gone on Dock at New York for repairs. It is expected that the ship will be in readiness to continue her usual service by September 5th.

GET ACQUAINTED WITH THIS STORE
There's a Wealth of Satisfaction in trading with us.

SPECIAL MENTIONS

- Which you will find us well stocked in at reasonable prices.
- WALL PAPERS A Specialty.
 - Floor Coverings, Stair and Table Oil Cloth.
 - Lace Curtains and Curtain Hangings.
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 - Men's and Boy's Readymades.

Marshall Brothers,
St. John's.

Latest Fishery and Weather Report

Cape Harrison—Strong north west, cloudy; no boats out.
Makovick—Strong north west clear big sea.
Holton, Smokey — Strong north west clear; no boats out.
Grady—Fresh north west, clear; fish making.
Flat Island — Fresh north west, clear; fish scarce.
Dominor—Fresh north west, clear; no fishing.
Venison Island, Battle Harbour—Light north, cloudy; no boats out.

MR. ROBERT MERCER VISITING U. S. A.

(Nfld. Weekly, Boston, Mass.)
On Monday, Aug 17, we were pleased to have a visit from our old friend, Robert Mercer, the veteran foreman of the St. John's Evening Telegram, a publication he has been connected with since its inception, 46 years ago. "Bob" is without exception the best pressman in Newfoundland and is familiar with the working of the most intricate of printing presses now in use. It is a well-known fact that he has assisted at the installing of every one of the largest printing machines in the city. He is now on a vacation trip and left St. John's on the 20th of July, and has visited Battle Creek, Mich., Hartford, Conn., Springfield, Fitchburg, Malden, Somerville, and other places. He left Boston on Tuesday's express to connect with the Kyle at Port aux Basques.

MAN DROWNED AT ST. JOHN'S.

A very tragic accident occurred on Monday, August 24th, at St. John's, when a section of the United Coal Co.'s wharf suddenly collapsed and as a result William Edstrom, aged 21, lost his life. Several men were thrown into the water when the wharf gave way, but all were rescued except Edstrom. When Diver Squires went down, he found the unfortunate man partly buried under some coal in about ten feet of water.

"HOME'S" REPORT.

The following telegram was received on August 26th, by the Railway management from Capt Norman, of the S.S. "Home" on arrival at Humbermouth:—"Fishing practically over on the Labrador; herring plentiful from Henley Harbour to Battle Harbour."
The schooner Gordon M. Hollett, Capt. Stephen Parsons, arrived in this port from Labrador on Tuesday, August 25th.

Two new sleeping cars named "Harbor Grace" and "Ferryland" have arrived recently from New York, the workmanship of the American Car and Foundry Company, and are now being operated on the Newfoundland Government Railway.

First Arrival From Labrador

On Tuesday, August 25th, the first Labrador fishing schooner, the "Reliance", Capt. Edward Snow, arrived in port, hauling for over 700 qtls. of fish. This is one of the earliest arrivals for some years and with such a load of fish, speaks well for the work of the captain and crew. With the present high price for fish and a prospective rise those getting any large quantity of fish will make good wages.

SURPRISE PARTY.

On Tuesday evening, August 25th, a very enjoyable Surprise party was given in Snowden Hall in honor of Miss Emmie Snow and also the other teachers who were leaving for their various appointments. Quite a large number of young people participated in the games and amusements which helped to pass the evening. After refreshments were served a brief speech by Miss Myrtis Dawe and Miss Snow was given a handkerchief shower. The singing of "Auld Lang Syne" brought the social evening to a close.

CAPT. CHAMBERS RETIRED.

Capt. F. W. Chambers, D.S.C., the popular captain of the Furness-Withy Line, who has been 40 years in that Company's service has been retired. Throughout the entire time on the Trans Atlantic service he has never met with an accident and during the war was decorated by the British Government when the steamer he was commanding fought off and eventually sunk a German submarine.

END OF GERMAN U-BOAT.

The German U-Boat which is credited with sinking of the Lusitania, was blown up on Aug. 26th on the west of Jutland according to an announcement made by the Danish Admiralty.

DIED.

At Spaniard's Bay, Wednesday, August 19th, after a long and lingering illness, William Chipman, beloved husband of Elizabeth Chipman, aged 40 years. Funeral took place on Friday to the C. of E. Cemetery, Rev. E. C. Clench officiating. Left to mourn are a widow, two sons, Robert and Albert, who are living in Montreal, to all of whom sympathy is extended.

New Goods! New Goods!

High quality at low prices.

Grand assortment in yard and pound Goods.

A special mention of Voiles, Fancy Crepe Cloth, Curtain Nets, Scrims, and Fancy Stripe Dress Goods. Hoisery for all the Family in the most popular shades.
Ladies' Sweaters, Gloves, Jumpers and Scarfs. Just what you need.
Woolen Tweeds suitable to make your boy a suit.
Special values in Boots and Shoes.
Buy your Crockeryware from us and save the extra duty.
Wall Papers neat pattern very cheap.

Mattresses, Hardware, Paints, Groceries, Provisions, and Feeds,

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Agent for Skinner's Monumental Art Works.

E. J. French
THE BARGAIN STORE.
BAY ROBERTS, WEST.

ITEMS OF NEWS.

Mrs. Nathan French and family arrived from St. John's by Wednesday's noon train.

Mrs. Walter Crosbie, of this town went to Corner Brook by Sunday's express.

Miss Carrie Dawe, who has been on a visit to relatives in the United States, arrived home by Thursday night's train.

Mrs. G. D. Corkum, of Manchester, N.H., who has been here visiting relatives, returned to her home by Tuesday's express.

Mr. William E. Cave, who has been here visiting his parents, Mr. and Mrs. Stephen Cave, went to Corner Brook by Tuesday's express.

Miss Emmie Snow left by Thursday morning's train en route to Bonavista, where she will teach during the coming year.

The Church of England East and West Sunday Schools of this town held a joint annual Picnic in the Rectory Grounds on Wednesday, August 26th. A very enjoyable time was spent by all who attended.

We extend congratulations to Miss Christeen Dawe, who attended Bishop Spencer College, on securing a pass in the C.H.E. Junior Associate Exams, and Capt. May Little, S.A., Private Study, in the same exams.

Mrs. A. J. Wood, Miss Mabel Wood, Mrs. Andrew Wood, Mrs. L. Wood and Master Eric Wood left by Wednesday morning's train for Argentina, where they will go by the "Glencoe" to Grand Bank.

The winner of this year's Jubilee Scholarship is Miss Helena McGrath, daughter of Mr. and Mrs. R. T. McGrath, of St. John's, and was a student at the Academy of Our Lady of Mercy.

Mr. E. Halsey, representative of the Canadian Linotype Co., Ltd., of Toronto, Canada, was here last week on a visit to the "Guardian" office, where one of the machines for which that Company are agents, has recently been installed. He was pleased with the work which is being done on the machine.

Misses Emma Dawe and Gladys M. Russell, who were at Corner Brook to attend the functions in connection with the opening of the works of the Newfoundland Power and Paper Co., arrived here by Wednesday's noon train.

The statue of "Peter Pan", erected by Sir Edgar Bowring in memory of the late little Betty Munn, is being unveiled at Bowring Park to-day (Friday). There will be no official ceremony but arrangements have been made to have the children of the various City Orphanages present.

NOTE OF THANKS.

Mrs. Edward Mercer, of Mercer's Cove, wishes to thank all the kind friends who assisted her in any way at the time of the death of her little boy Douglas Victor Mercer, who died Tuesday, Aug. 18th, aged 9 months. Especially does she wish to thank, Mr. and Mrs. Charles Parsons and Mrs. Albert Badcock, who so faithfully watched over the little darling until the last. Also Mr. Samuel Mercer and Mrs. John Mercer and those who sent wreaths to adorn his casket, viz.:—Mrs. John C. Mercer, Mrs. John C. Snow, Miss Lillian Mercer, Mrs. George Pepper, Mrs. Capt. Arch Mercer, Mrs. Abram Bradbury, Mrs. Charles Mercer and family, Miss Vera Mercer, Misses Sadie and Janet Bradbury Miss Minnie Belle Mercer, Miss Muriel Badcock, Miss Mary Winnifred Mercer, Misses Bessie and Fannie Mercer, Miss Hazel Parsons and Mrs. Isaac Mercer. Also Miss Emmie Snow, who very kindly played at the Church.

John French

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Earnings go to Newfoundland Revenue and the business is handled by officials sworn to secrecy.

DAVID STOTT,

Superintendent

G. W. LeMESSURIER

Deputy Min. Posts & Telegraph

April 19, 25



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Via "PROSPERO", "PORTIA", or "GLENCOE".

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House of Assembly Proceedings.

OFFICIAL SYNOPSIS

(Continued.)

There had been some mention in the speech from Hon. M. S. Sullivan about a granite roadway around the dock; this was absurd and should not be done as it was only a waste of good money and not a crying necessity as a crane was. He would like to inquire from the Prime Minister as to what would be done with the men working at the Dock now that it was proposed to close for 8 months. In concluding he advocated a foundry in conjunction with the dock in order that castings might be made here and not delay shipping in the Dock for long periods. He told the Government that if they were going ahead with the scheme it was up to them to make the best possible contract that they could, and regretted that he could not support the Resolutions.

THE ATTORNEY GENERAL pointed out that the Government were being absolutely fair to the Opposition in bringing all this matter before them and in not making the contract and bringing it before the House as a Government measure and carrying it, as they might with reason do. They did not do this, but they collected all the available information and went out of their way to explain all the matters relative to the affair that they could, and had not done as was customary, made the contract and stood on it. Referring to the work that had to be done, he felt that all had come to the conclusion that there was only one thing to do and that was to adopt the scheme No. 2 of the Bishop Company. There was an additional reason for adopting this scheme, as it would give immediate employment to some 500 men for six months. He failed to understand the objection to the "loan clause" when last year the House had authorized the Governor-in-Council to raise a sum of \$6,000,000. The whole affair was surely unique, as it was the sole occasion upon which the Government had come into the House with all the information that it could command and when every member of the House had as much information as the Prime Minister himself had on the matter. He had been impressed by this particular scheme as the engineers had agreed that this was the one that was the best suited to all our conditions, and would give us a dock that would be able to deal with any ship that we would likely to get. He pointed out that over half the amount of the expenditure would be on wages for our own people, and never was there a time when they would be more justified in taking up a work as at present when it would do so much to relieve the stress of unemployment. The plan adopted and the procedure of taking up the contract was the business like way of doing it, and the objections that had been raised had not been worthy of a business man like the Leader of the Opposition. This would be a measure of true government, and there would be no Minute-of-Council about it, but that rather it would be done by a Minute of the House itself.

THE PRIME MINISTER, replying to the Leader of the Opposition, said that at the time that they had asked for the \$50,000 they were unaware of any repairs that would be needed other than those to the bulges that were seen to need immediate attention. As to the disposal of the men, the boiler-makers would be employed for some time helping in the preparation of the pontoons that would be necessary, the other machine men would have a lot of railway work on their hands, while the ordinary labourer would be given work on the construction. He expressed himself as being astonished at the Leader of the Opposition saying that they had not consulted the members on the other side, when they had brought all this information before them and were seeking their advice of the matter. Personally he failed to see any alternative

other than the scheme No. 2 of the Bishop Company. The statement that there had been no consultation with the Opposition was so absurd that it did not merit consideration. He thought the idea was a very sound one and felt that they were doing the right thing when they were dealing with a firm like the W. I. Bishop Company.

HON. M. S. SULLIVAN pointed out to the Leader of the Opposition that admitting that the old dock only cost \$360,000, did he not realize that kages alone had jumped four hundred per cent? Moreover, he was forgetting the many extra features that would be incorporated in the new dock. He had stated that the dearth of work was due to a larger extent to the fact that the work was not done so cheaply as it should be, and they were endeavouring to get the dock in condition so that they could do the work as cheaply as anywhere and they were being opposed in their efforts. He was surprised at the attitude that they were adopting and advised them to try and support a good scheme even though it did come from the Government. He had done it many a time when he was in Opposition.

THE LEADER OF THE OPPOSITION stated that though his ideas might appear absurd to the Prime Minister, he still stuck to them and reiterated his stand upon the Resolutions. He was prepared to give his support to any good measure, but he could not agree to anything empowering the Governor-in-Council to make contracts which might easily be made in the House. He did not mean to say that he would of necessity oppose any contract which might be made.

MAJOR CASHIN felt that there could only be one conclusion from reading the Reports and that was that one scheme ought to be adopted and that was Bishop's second proposition. As a member of the Railway Commission, he felt that the dock was necessary for the efficient operation of the railway steamship service. He had felt last year when the subject was discussed under the Loan Act, and had stated, that the sum allotted to it then, \$50,000, was wholly insufficient. He did not consider that the dock or the railway were being properly run. He said that if he owned either the dock or the railway, there was one man that he would put in charge of the mechanical affairs and that man was Engineer Commander R.A. Howley, R.N., who had the experience, and who was second to none in this work. He pointed out that the huge 1100 foot dock in St. John, N.B., which was owned by the Canadian Pacific Railway, was not paying, but the C. P. R. kept it in operation for their fleet. In conclusion he said he entirely agreed with the Attorney General in that he would like to tell Bishop or Crandell to go up and do the work right away. He wanted to record his support to the measure.

CAPTAIN RANDELL claimed that there could be no doubt existing in anyone's minds as to the necessity of having repairs made to the dock or else having to close it up. Without making any reflection on the integrity of either of the engineers, who reported on the Dock, he felt that some independent man should have been called in. There was not the least doubt that we should have to expend quite a large sum of money. In his own opinion the dock, as present existing, was sufficient for our needs for the next 15 or 20 years, as the proportion of large passenger steamers that would utilize it, would not warrant any large expenditure. He had been deeply interested in the Reports, but noticed some inaccuracies of the data quoted by Colonel Mitchell, relative to the draft of certain steamers. He pointed out that owing to the difficulty of the harbour entrance, few large ships would care to attempt it. He felt sure that repairs to the dock, which would suffice for the next 10 or 15 years could be carried out for \$100,000. Relative to the bunkering and cargo handling facilities these were things upon which the Government need not concern itself, but might leave to private enterprise. He urged the Government, if they were going to go ahead with the scheme, to see that it was done well and good materials used. He wanted to record his opinion that as at present, the dock with slight repairs was quite suited for our needs.

MR. HALFYARD suggested that in view of the errors made by Colonel Mitchell in referring to the draft of some ships, might there not be other errors? He saw that this work and the work on the railway would do much to lessen the unemployment that exists, but the Opposition had not sufficient confidence in the Government to warrant supporting their proposal to borrow more money. He felt that the Government had no necessity to call for the authority of the House for this, if they meant to go ahead with it, but that they could do it as other Governments had done, by Minute-of-Council. He, however, opposed any further loan, and dealt with last year's Loan Act, and suggested that certain expended amounts from those voted might be used for this purpose. He was at one with the Leader of the Opposition as regards the folly of granting authority to the Governor-in-Council to contract or to borrow for this purpose. He couldn't support the Resolution.

As it was then 6.30, the Chairman left the chair until 8 p.m.

NIGHT SESSION
House resuming after recess MR. HALFYARD continued his remarks. He regarded the Dock as an urgent necessity and provision would have to be made for its proper upkeep. There is no necessity for any lengthy debate or controversy on the subject, but the financial aspect requires consideration. It was true that repairs to the extent of some \$500,000 would recondition the dock to a sufficient extent to suit purely local requirements, but wisdom has been displayed in having due regard to vessels other than our own. He sought definite information as to the services of the W. I. Bishop Company that would be had by the Government in return for the \$70,000. In conclusion he urged that section 3 of the Resolutions, empowering the Governor-in-Council to raise a loan to further finance the object should be deleted and stressed the evils that would result from such a loan.

THE PRIME MINISTER in reply to the request for information as to the services to be rendered by the engineering firm, said that the services would be same as the Bishop contract with the Armstrong Whitworth Company, as to the building of the Main Dam. They would supply engineers, and hire us any necessary machinery and would employ local men and for this they wanted \$70,000 irrespective of the total cost. The Government had consulted with Mr. Joyce, and Mr. Harvey as to the dock requirements and both had strongly urged the bringing in experts in dock construction, as they did not feel competent to make any pronouncement on the subject. All the figures and all the work would be carefully checked by the Government's own engineers, who will see we get true value for our outlay. As to section 3, any child could see that a further \$400,000 might be wanted and if they could not get it any other way, they wanted to be in a position to be able to borrow it. All the amounts in the Loan Act of 1924 were earmarked for works of a definite constructive nature. It was pitiful to see the honorable member for Trinity, who had been a member of a Government which had spent \$15,000,000 without leaving anything in return, nearly sheds tears when the Government suggests a possibility of having to borrow \$400,000. We have to get a good dock and we want one we can sell. We can't sell a dock when we have not a dock. We propose to judiciously expend a million dollars, rather than waste half that amount in temporary repairs. This

is the opinion of all engineers consulted. We have as yet no constructive criticism from any member of the Opposition, not even from Captain Randell, from whom some suggestions were expected. He had no hesitation in recommending the Resolutions to the House.

MR. HALFYARD spoke again at some length defending the amounts expended by some previous Government with which he was associated.

MR. WARREN felt that only one course was open for the Government, but viewed with askance any expenditure by Minute-of-Council, though he accepted responsibility for such in the past, he felt then there had been justification for it. The Government did not represent the whole country but only a definite section of it, and they had not a power of attorney from the country to do all and sundry acts in connection with any contract for the repair of the dock. There were two positions that the Government might adopt; the one of contracting first and bringing the contract down, and the other was to do as they were doing in the present instance. He was

(Continued on page 3.)

(Continued on page 3.)

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MEN'S SUITS clearing at \$10.00 per suit.
Also PANTS and OVERALLS at our usual Low prices. New stock just in.
MEN'S NAVY SWEATERS, extra good value at \$3.50.
BOYS' SWEATERS, from \$1.00 to \$2.00.
LADIES' SWEATERS, to clear at COST PRICE.
COTTON BLANKETS, large size, \$2.75 per pair.
MEN'S FLEECE-LINED UNDERWEAR at \$1.00 per garment.
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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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OFFICIAL SYNOPSIS OF PROCEEDINGS HOUSE OF ASSEMBLY.

(Continued.)

perfectly satisfied with the attitude that they had taken, and he could see that they were endeavouring to obtain all the advice and assistance that they could towards coming to some definite agreement on the matter. He, therefore, bowing to the necessity of the case, would support the Resolutions. The section as to the loan was somewhat loosely drafted, inasmuch as it set forth no limit to the amount that the Governor-in-Council would be empowered to borrow. Great care had to be taken as to any further loans. He regarded the proposed works as being absolutely essential, and thought that no patch work would suit the occasion; but he would merely suggest to the Prime Minister that some limit be placed in the section referring to the loan, so as to prevent any undue borrowing.

MR. ASHBOURNE feared that the Government had not gone about the job as thoroughly as the seriousness of it warranted, and thought that there might be other firms that would be able to do the work at a lower figure. He suggested that this might be ascertained by tendering for the work and by judicious broadcasting of what was required. If there would be an assured benefit by the expenditure of an amount totalling \$4.00 per capita for the population then it would be alright to continue with the work, but he would like to have seen the report of an independent engineer. He made this suggestion without intending any reflection upon the reports of the firms that had been tendered. He wanted to see that the Government had a really capable man in charge of the supervision of the work. He pointed out that due allowance must be made for interest at the rate of at least five per cent and also for deterioration at the same rate of interest, and preparation made for it. He felt that a counter to see what would be the lowest figure that they would take to offer might be made to the firms looking after the work.

THE PRIME MINISTER having regard to the suggestions made by Mr. Warren and Mr. Ashbourne as to the amendment of section 3 suggested that they make that they make the limit of the loan \$500,000, which would be quite acceptable to the Government. MR. GODDEN had not enough knowledge to criticize the technical end of the work, but he had noticed that all the criticism up to that point, outside of the actual backers of the Bill, had been made on his side of the House, with the exception of Mr. Browne (St. John's West) who had very rightly made some comments and suggestions. He stressed the fact that the main phase to be considered was as to whether the proposed dock would be a commercial asset. As it stood at present it has been, and he trusted would be in the future. He urged that maturer consideration be given to Scheme 1 in Colonel Mitchell's Report. He also advocated an independent report.

HON. M. S. SULLIVAN stated that very careful consideration had been given to Scheme 1, but they had viewed the second proposition with more favour, and they wanted to hear definitely what other members thought about the Reports. The reasons for widening the dock, were to compensate for the increased depth, and also to accommodate more modern types of ships with increased beams. Scheme 1 was merely re-conditioning the dock, and would mean that continual expense would be incurred in the upkeep and repairs to it. Relative to the suggestions as to money raised on last year's Loan Act he pointed out that 1,600,000 had been earmarked for the paying off of a deficit that had been left them by a previous administration, and they found that they required another \$100,000 for this, so that of last year's amount there was really only about \$4,000,000 at the disposal of the Government which was also allocated to definite objects. He stated that the Leader of the Opposition had been misinformed as to the original cost of the dock, which had been \$600,000 and he had in his hand priced specifications of \$550,000 leaving the other \$50,000 as contractor's fees. He

dealt with the various items on the specification, and compared the prices then with the cost of the same material to-day. MR. BROWN (Twillingate) thought the Government had acted very wisely in now closing the Dock. He was fully in favour of the suggestion that had been made as to an independent report being obtained, and characterised it as being unfair to have a party interested in the constructional work report on conditions. Certain repairs had to be effected and as the old dock had put in 40 years of hard service he thought that such repairs as would allow of the repetition of such service would be alal that could be desired. However, repair it being and he wanted to see it being done without the need to borrow.

THE HON. COLONIAL SECRETARY said that the Government was truly grateful to the House for the magnanimous manner in which they had dealt with the Resolutions. As a member of the Railway Commission he had watched every step of the procedure with intense interest. The dock had put in very good service, for when it was built. The contractors, Simpsons, had only guaranteed it for 20 years, and since the first ship went on it, it had been in service for nearly forty years. The Government were endeavouring to obtain all the advice and assistance that they could from the members of the opposite side. They were fully aware of the magnitude of the expenditure, but viewed the subject from an economic point of view. The Government would see that they had an efficient man to look after their interests during the work. He fully believed that Scheme 2 would be the one adopted and felt that Bishops would sustain their reputation for integrity in carrying out the work. With such a dock as proposed in this scheme they would have one that would be able to handle all classes of work as cheap and cheaper than any others. He felt that he could say, as a Commissioner, that they had been absolutely frank and above board in carrying out the matter.

MR. HIBBS pointed out that there was some \$675,000 in hand for the work and that they only required \$411,000, and suggested that this be obtained from some other fund temporarily, and that, with the expected increased revenue, could be paid off when required. If the Government were convinced that the returns would be greater, then he felt all would concur in the Resolutions, but felt that there were more things than dock equipment necessary to attract shipping to port. They had to receive from us all that they got elsewhere and with the same kind of treatment. He did not agree with the Hon. M. S. Sullivan that the dock would be regarded as a public utility than as an earning factor. If he did he would not like to see the amount of \$1,000,000 spent on it. As he lacked the technical knowledge of the subject he would not detain the House with any further remarks, but suggested that a temporary loan from another fund be made rather than going to the money market for more loans.

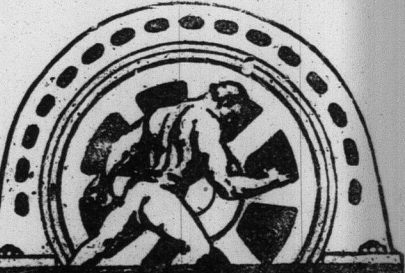
MR. BROWNE (St. John's West) said that reference to the reports would disclose the fact that really serious damage had been done to the structure of the dock itself. As soon as the urgency of the matter was realized by the Government, they, after taking due consultation with their own engineers, came to the conclusion that they ought to have expert opinion on the matter, and they had requested the advice of the gentlemen whose report had been tabled. In Colonel Mitchell they had found a man that shone out as being pre-eminent in his profession, and his report was an example of excellent work. In view of the excellence of it indeed he felt that to call in outside, or third reports would be unnecessary. His only recommendation to the Government would be that they would urge Bishop to keep Colonel Mitchell in charge of the work. At the present time we had to have

facilities here that would be compatible with the needs of modern shipping, and become the 'repair shop of the North Atlantic.' He compared somewhat briefly some of the proposals submitted the Government and said that the only one that seemed worth spending any money upon was Scheme 2 of Bishops. If it be possible to repair the dock, and at the same time relieve some of the unemployment, he thought it very ill and belittling for any member to criticise the work. To-day the dock earns \$40,000 a year, then with greater capacity there would be a proportionate increase in its earnings, and he believed that the work there would be doubled.

At this juncture MR GRIMES suggested that in view of the lateness of the hour, and to allow greater study of the matter, the Committee might rise, but the Prime Minister thought along other lines and the Committee continued sitting. The member for Fogo, addressed his remarks to the Committee and opposed the resolutions for two reasons, the first being that it was giving undue authority to the Governor-in-Council, and the other being that it was contrary to the policy of economy that the Government had adopted. Speaking on the subject of employment that would be given by the work now, he said that the work, or some work should have been commenced long ago, instead of giving the dole. He wanted to see contract and see the terms of it. He advocated the use of part of the money that had been allocated to the Highway scheme and thus obviate any further loans. He opposed the Resolutions, but was not opposed to the idea of having the repairs effected.

MR. SCAMMELL also moved the rising of the Committee but the Prime Minister objected on the grounds of the urgency of the measure, and thought that they might endeavour to finish it there and then and get it done in order that there be as little delay as possible. The Hon. member declared that he was voting against the Resolutions irrespective of any party, or any member, because it was asking the Legislature to go too far. He followed with many remarks condemnatory of the Government and its members. He didn't agree with the principle of giving carte blanche to the Governor-in-Council, and wanted to see a contract tabled and ratified by the House. He did not stand in a position to discuss with any degree of intelligence the technical end of the matter, referring to the deepening, the widening, and the piling of the dock, but he strongly condemned the principle of Minute-of-Council Government.

MR. DUFF said that the dock was a necessity and it had to be in good shape to be of any value. It bothered him to have to again talk about borrowing



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No doubt you INTEND to have Electricity in your home SOMETIME—no home is complete now-a-days without it.

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GET YOUR HOUSE WIRED NOW!

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of some of the moneys allocated to the roads policy. He trusted that the unsavoury reputation the port had in the minds of shipping circles, and give good work and good prices. He pointed out the lack of casting facilities and hoped that something might be done to obviate the delay occasioned by sending away for castings.

THE LEADER OF THE OPPOSITION said that the Prime Minister was evidently determined to get those Resolutions done with an once, and get authority for the Governor-in-Council to take some definite steps in regard to the matter. He asked as to the intention of the Government as to the contract that they proposed entering into.

THE PRIME MINISTER said that no definite contract would be made, but that an agreement would be concluded to have Bishop's supervise the work to be done by our men, who would be paid by us.

THE LEADER OF THE OPPOSITION thought it highly ridiculous to pay \$70,000 to have the spending of one million supervised, but was relieved to find that there was to be no definite contract, which would make for cheaper work, and thought that if local engineers might have been utilized in place of the outside men. If a loan was necessary he thought that the Bank of Montreal would be able to put up a small temporary one, as they did for business houses, and there would be less burden on the shoulders of the taxpayers. If there was to be no contract, why were these Resolutions necessary, and while we are discussing them we might have had the agreement finished with and done for. If as they had assumed the Government intended to carry out that policy, he thought that they would be well advised to accept Bishop's second scheme. He couldn't support section 3 and failed to see the necessity for Section 1.

MR. HALFYARD again recorded his opposition to Section 3.

THE PRIME MINISTER said that as the views of the Opposition were not likely to alter, but as they had a decided intention to vote against the Resolutions there was very little sense in then rising the Committee.

Upon reading Section 3, and before its adoption, Mr. Halfyard proposed that the section be deleted. The motion was put, and defeated, but a division was called for, and at 12.50 a.m. the first division of the session was held, resulting in the defeat of the amendment.

Before the report of the Committee of the Whole was adopted Mr. Halfyard again moved the same amendment which was put and a second division taken, resulting in the defeat of the amendment on strictly party lines of 19-9. The report was accordingly adopted, a Bill introduced and read for the first time.

The remaining orders were deferred and at 1 a.m. the House adjourned to meet at 3 p.m.

Wednesday, March 25th. The House assembled at the usual hour.

HON. W. J. HIGGINS presented the Report of the Select Committee on the Terra Nova Sulphite Co.'s Amendment Act, stating that the rules of the House had been complied with, in every respect. The Report having been adopted the Minister moved the Bill be read a second time to-morrow.

THE PRIME MINISTER tabled the Report of the Select Committee on the Redistribution Bill. The Report having been adopted, the Bill was referred to a Committee of the Whole to-morrow. MR. SPEAKER informed the House that he had received a message from the Council, stating that they had passed the Light Dues Amendment Act with some amendments. The amendments were read for a first time and ordered to be read a second time to-morrow.

Committee of the Whole on Supply and on the Textile Company's Resolutions were deferred.

The House then went into Committee on the Highways Traffic Act and some minor amendments were discussed.

The Committee reported having passed the Bill with some amendments and it was ordered to be read a third time to-morrow.

The Encouragement of Ship-building Act was read a second

time and ordered to be read in Committee to-morrow.

On the second reading of the Survey of Foreign-going and Labrador Vessels Amendment Act the MINISTER OF MARINE and FISHERIES said there has been some difference of opinion as to whether a special survey could be made as to ships prosecuting the seal fishery. It has been found that a ship inspected and granted a certificate once a year could go to the seal fishery or anywhere else. This Bill will compel a special survey on all ships going to the seal fishery and would protect not only the sealer of the country but those depending on them for their livelihood. He was placed in a very awkward position during the past few weeks because he tried to carry out the law of the land and at the same time protect the sealers. As a practical sealer he thought the bill before the House should commend itself.

MR. HALFYARD quite agreed with the Minister that the time was ripe for such legislation.

LEADER OF THE OPPOSITION suggested that definite requirements be set out in the act, for the guidance of all concerned.

MR. SCAMMELL was in full accord with the principle of the measure, but was at one with the suggestion put forward by the Leader of the Opposition.

MR. ASHBOURNE was in accord with the measure, and felt that it would do much to improve existing conditions. He assumed that it would not be applicable to schooners going to the ice this year.

(To be continued.)

PORTIA TO BE REPAIRED.

At a meeting of the Railway Commission held at St. John's on Thursday last, it was decided to send the S. S. Portia to Halifax for permanent repairs. She left for that port on Friday in command of Capt. M. G. Dalton. Supt. Harvey also left by the ship to superintend the repairs, which will take about eight days to complete.

FIRE AT KING'S COVE.

A very serious fire occurred at King's Cove on Tuesday, August 18th, when the residence and barn of William Ricketts, the store house and barn belonging to Michael Walsh, with a codtrap stored there, was burned to the ground. It is thought that it was caused by a 5 year-old child playing with matches. Ricketts was badly burned about the face and arms.

HOUSE OF ASSEMBLY DELEGATES.

The following delegates were appointed to attend the Washington Conference at a meeting of members of the House of Assembly which was held on August 17th.—Mr. Speaker, the Prime Minister, Minister of Justice and the Leader of the Opposition.

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C. & A. DAWE

Your Satisfaction our First Thought.

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Sold by JOHN PARSONS



Newfoundland Postal Telegraphs

Foreign Connection The Commercial Cable Company and its World-Wide Service

THE POSTAL is the only extensive public telegraph service for Newfoundland, and has connection to all inland places. A twenty-five cents, the address and signature as well as Postal telephone transmission to destination is free of cost.

THE POSTAL has also immediate and constant connection with Wireless Stations at Cape Race, Fogo and Battle Harbour, and in Summer with Labrador Wireless Stations. Also with Wireless to and from ships at sea.

Cable-business handed to the Postal ensures quick service via New York or Canso to Brazil, Bahia Pernambuco, Bahamas, Barbadoes and Bermuda. Our connections are as follows:—



Hello! I HAVE A TELEPHONE IN MY HOME! Have you?

It's the handiest thing about our House. We can talk to almost anybody in town—any time. It saves trips and time, and offers the surest protection against fire and sickness. No, it's not expensive. It's the cheapest, best thing you can get! DO IT TO-DAY! AVALON TELEPHONE COMPANY, LIMITED.



Proclamation!

George the Fifth, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To all to whom these Presents shall come, Greeting: WHEREAS We deem it expedient and necessary to appoint Terms or Sessions for the holding of Our Supreme Court on Circuit at the several times and places hereinafter mentioned: We do, therefore, declare to all Our loving subjects in Our said Colony, that it is Our will and pleasure to direct and appoint that Our Supreme Court on Circuit shall be opened and holden:—

At Brigus, on Friday, the Twentieth and Saturday, the Twenty-first days of November next; At Harbour Grace, on Monday the Twenty-third, Tuesday, the Twenty-fourth, Wednesday, the Twenty-fifth, and Thursday, the Twenty-sixth days of November next;

At Carbonear, on Friday, the Twenty-seventh, and Saturday, the Twenty-eighth days of November next. And the said Court shall be kept open for the periods hereinafter prescribed at each of the respective places as aforesaid, provided the presiding Judge shall have business to do therein; and, if necessary, such Judge may extend the term at any of the said places for a period not exceeding two days, and until the determination of the trial of any case then proceeding.

And We do, by these Presents, further order and direct that in the event of the Judge who may preside in the said Court being prevented, by unforeseen circumstances, from opening Our said Court on any of the days hereinafter appointed, or if the said Judge should arrive at any of the places hereinafter named for holding Our said Court before the time stated for the opening thereof, and should deem it proper to open the same without delay, the said Judge may, and he is hereby authorized, to open and hold Our said Court on any other day or days than those hereinafter specified, and to keep the same open for the respective periods hereinafter stated as aforesaid, if he should find it necessary for the despatch of business to do so.

And of these Presents, all Magistrates, the Sheriff, Officers of the Constabulary Force, and all Bailiffs, Constables, Keepers of Gaols, and all other Officers in the execution of their offices about the premises, and all and singular other persons whom these Presents do, shall or may concern, are hereby required to take due notice and govern themselves accordingly.

Given under the Great Seal of Our aforesaid Colony of Newfoundland. Witness our trusty and well-beloved SIR WILLIAM LAMOND ALLARDYCE, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Our said Colony of Newfoundland at St. John's in Our said Colony, this 25th day of June, A.D. 1925, and in the Sixteenth year of Our Reign.

By His Excellency's Command, ARTHUR MEWS, Deputy Colonial Secretary, aug 21, 61

Celebrates 91st Birthday.

We congratulate Mrs. Mary Russell, mother of Mr. C. E. Russell, Minister of Public Works, who on Sunday, August 23rd, celebrated the 91st anniversary of her birth. We regret to say that, for the first time in all the anniversaries of Mrs. Russell's later years, she has been confined to her room. At the present time, however, her health is improving slightly.



The Guardian

C. E. Russell - Proprietor. Issued every Saturday from the office of publication, Water St., Bay Roberts, Nfld. Subscriptions (post free) to any part of Nfld. \$1.00 per year. To Canada, United States, Great Britain, etc., \$1.50 per year, postpaid. All subscriptions payable in advance. Advertising Rates—For display advertisements, 50 cents per inch for the first insertion; 25 cents per inch for each continuation. Special advt. Want

Bay Roberts, Friday, Aug. 28th, 1925

Opening of the Nfld. Power and Paper Co., Mills at Corner Brook.

At 10 o'clock Sunday morning, Aug. 23rd, the special train left St. John's with the guests who had been invited to attend the official opening of the Newfoundland Power and Paper Company's Mills at Corner Brook. The second train followed at 11 a.m. Fine weather conditions prevailed at the beginning of the trip and continued until the end. Both trains made good time across the country with the exception of No. 2 train having to return to Bishop's Falls with engine trouble.

About 4 a.m. Monday the train which left St. John's first arrived at Corner Brook and until the time for the official opening, the guests were free to stroll around the plant as they pleased. Promptly at 10 a.m. the guests assembled in the gigantic paper warehouses and His Excellency, Sir William Allardyce, was introduced by Sir Glyn West, President of the N. P. & P. Co., who also welcomed the large and distinguished gathering who had come from far and near to take part in the celebrations. The Governor in his address said that it was indeed a great pleasure to him to be present upon such a auspicious occasion—that of the opening of an industry of untold wealth to the country. He continued to say that, during the past two years no words had brought more contentment and happiness to the laboring classes of this country than Corner Brook and the Humber. His Excellency congratulated Sir Glyn West and Mr. John Stadler on the magnitude of the Nfld. Power and Paper Company's achievement.

As His Excellency declared the works opened he pushed a button setting in motion a power truck which conveyed into the building a huge roll of Corner Brook newspaper, which was covered with the Union Jack. Mr. C. E. Russell, Minister of Public Works, then placed on the flags a Linotype slug, which was cast in the "Guardian" office this town, bearing the words, "Corner Brook Mills Opening, August 24th, 1925."

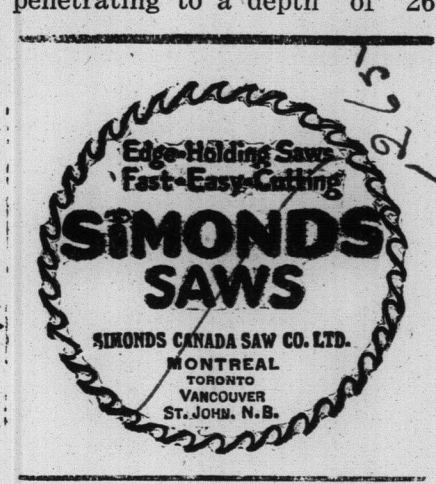
After which the guests were taken in groups by a guide and shown the whole process of paper manufacture. From the time the logs are taken from the river to the saws and on to the place where they are peeled and placed into a dryer and on to the machines where they are mixed with an acid and cooked to a pulp. Then follows a series of drying and at last comes out into paper as we use it. The guests were filled with delight and amazement as they were taken through the works.

At 11.30 the assembly returned to the paper warehouse where a delightful luncheon was served to over 600 guests. At the conclusion of this the presentation of a silver service was made to Mr. Christopher Fisher, the 85-year old pioneer of milling at Corner Brook, by Sir Glyn West as a token of the esteem of the N. P. & P. Co. This action was hailed by a burst of enthusiastic applause and the singing of "For he's a jolly good fellow." Mr. Fisher hale and hearty, made a very suitable reply, in which he wished unbounded success to the Company which has built upon his foundation. In the afternoon, the chief event was the opening of the splendid Hospital by Lady Allardyce. This was attended by a huge gathering. Sir Glyn West opened the proceedings by

or For Sale column, 10c per line for 1st insertion, 5c a line for subsequent insertions. Special prices quoted for six or twelve months.

We do not hold ourselves responsible for the opinions of our correspondents. All advertisements subject to the approval of the management. Birth, Marriage and Death Notices 50 cents per insertion. Notes of Thanks and Lists of Presents, 50c to \$1.00. All small and transient advertisements must be paid for at the time of insertion. The number of insertions must be specified. We cannot guarantee to insert items of news or advertisements received later than Thursday morning.

scheme was revolving discs in feet below the ground level, the excavations for which amounted to 98,000 cubic yards and the total concrete in the building was 23,000 cubic yards. Its machinery consists of 7-14,000 h.p. Turbines each coupled to an alternator and 7 transformers. A 20 ton flywheel 12 feet in diameter is inserted between the Turbine and the alternator. The total capacity of the power house is 100,000 horsepower. There is also an auxiliary plant of 400 h.p. From the power house the current is carried over a transmission line 32 miles in length to Corner Brook. The turbines are fed from the Forebay by seven penstocks each 4,000 feet long, the upper 2,500 feet of which are of wood construction of 9 feet 6 inches internal diameter and the lower section of riveted steel plate. The intake works and forebay are situated about three quarters of a mile from the power house and about 27 feet above the level of the lake. Their size may be judged by the fact that they required about 80,000 yds. of excavation and the pouring of 34,000 yards of concrete. The forebay not only feeds the penstocks but supplies the water for the log chute through which the logs are conveyed to Deer Lake.



All Silk French Crepe de Chines and Georgettes Half Price.

Nicholle & Inkpen Co. Ltd. 315 Water Street, St. John's.

For Sale! Fire Wood Cheap.

Buy Dawe's (Better Built) Doors.

Wm. Dawe & Sons Ltd., Bay Roberts.

Trapnell's Gift Suggestions

FRENCH IVORY 75c. to \$45.00.
DIAMOND RINGS \$25.00 to \$175.00.
SIGNET RINGS \$6.00 to \$15.00.
SET RINGS \$5.00 to \$30.00.
WRIST WATCHES \$20.00 to \$45.00.
BRACELETS \$8.00 to \$20.00.
PEARLS \$6.00 to \$15.00.
ROSARIES \$5.00 to \$6.50.
MESH BAGS \$4.00 to \$25.00.
WALKING STICKS \$1.25 to \$15.00.
WATCH FOBS \$4.00 to \$6.50.
CUFF LINKS \$4.00 to \$12.00.
CIGARETTE CASES \$1.00 to \$25.00.
MILITARY BRUSHES \$6.00 to \$11.00.
ASH TRAYS \$1.00 to \$4.00.
TOBACCO POUCHES \$4.00 to \$6.00.
FOUNTAIN PENS \$2.50 to \$5.50.
PENCILS \$1.50 to \$5.50.

These are just a few items of many that we offer and we will gladly answer any enquiry. Please remit with order and save delay.

R. H. TRAPNELL, Ltd.
JEWELLERS AND OPTICIANS.
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complish its construction necessitated the use of 600,000 square feet of formwork and 400 tons of reinforcing steel. The dam was constructed for the purpose of controlling the waters of Grand Lake which is being used as a regulating storage reservoir with a capacity of about thirty million cubic feet. It has a spillway with a capacity of 26,000 cubic feet per second for the purpose of discharging the occasional heavy floods which occur. This consists of eighteen 15-foot wide electrically operated sluiceways, four of which were in operation during Tuesday's inspection. The railway line now crosses the Main Dam, the diversion being made necessary owing to the increased height of Grand Lake which has risen some 30 feet by the damming of the waters.

The waters from Grand Lake are conveyed to the Forebay and Power House at Deer Lake through a canal seven miles long and 120 feet wide and their

flow is regulated at the intake works by a number of easily controlled gates. The Canal is also used to float logs from the Grand Lake area. It is a long distance but the waters of the canal have made it possible and comparatively easy.

At 5 o'clock Tuesday afternoon, the well-satisfied guests said farewell to their hosts and boarded the special train for their respective homes. It has been an occasion for great rejoicing in the industrial history of Newfoundland and one that will long be remembered by those who were so privileged as to take part in the ceremonies.

The funeral of the late Mrs. Nathaniel Parsons, of Country Road, took place on Sunday afternoon, August 23rd. Interment was made in the C. of E. Cemetery, Coley's Point, Rev. E. M. Bishop officiating. A very large and representative number of citizens attended.

The Liverpool & London & Globe Insurance Co. Ltd.
The World Auxiliary Insurance Corporation Ltd.
British Fire Offices
Property insured at Tariff Rates. Losses Liberally and Promptly Settled
Gus. Dawe
SUB-AGENT AT BAY ROBERTS.
Bowring Bros. Ltd., St. John's, Nfld.
AGENTS for NEWFOUNDLAND.

A. E. MERCER

We offer the following seasonal goods

Brown Canvas footwear, Girls, Misses, Boy's, Youth's and Men's, at attractive prices.
Men's White Canvas Boots @ \$2.60.
About 50 pairs Ladies' Job Boots, clearing at \$2.85.
40 pairs Misses' Boots @ \$2.25.
Fancy Cotton Crepes @ 35c per yard.
Fancy Voiles @ 50c per yard.
Dress Goods in various shades and prices.

JUST ARRIVED:

White Enamel Iron Bedsteads, also Springs and Mattresses at lowest cash prices.
Our Stock of Farming Implements, consisting of Hoes, Weeders, Shovels, Prongs, Rakes, Scythes, Scythe Snathes, Scythe Stones, are also at lowest prices.
Our assortment of Scythes consist of the following well-known Brands: B. Y., R. K., Brades and Horseman.
We are also offering to clear a few sacks of general Fertilizer @ \$4.50 per sack.
Always Keep in Mind Our Big Assortment of MATCHLESS & MARTIN SENOUR PAINTS.

A. E. MERCER, Bay Roberts W.

"ESTEY"
PIANOS and ORGANS

for School, Small Church or Hall, the "Estey Organ," Style 6-32 is the ideal instrument,—powerful, compact and inexpensive. **\$125.00**

Other prices up to \$185.00 in stock.
SEND FOR DETAILED PRICE CATALOGUE

"VICTOR"
VICTROLAS and RECORDS
The Last Word in Reliability

New Records constantly coming to hand. Full lists sent on request.

"OLIVER TYPEWRITER"

The "OLIVER" No. 9 has not yet been equalled—it gives lighter touch and clearer impression. **\$70.00**

AYRE & SONS LTD.
ST. JOHN'S, N.F.L.D.

1925 SHE DED JAN 2, 1927