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BAY ROBERTS, Nfld., FRIDAY, DECEMBER 18th, 1925.

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GRADE CLOTH THIS IS
A SPLENDID OPPOR-
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low price.
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Hall Stoves.
Parlor and Office
Stoves.
ALL AT REASONABLE
PRICES.

UNDEXTAKING A
SPECIALTY.
Caskets and Coffins always on
hand.
JAS. G. BAGGS.

ITEMS OF NEWS.

Mrs. E. J. French arrived
from St. John's by Wednesday's
train.

Mr. John C. Snow arrived
from St. John's by Wednesday
night's train.

Dr. H. S. Atkinson has been
confined to his home this week
suffering from a cold.

Messrs. Isaac and Albert
Greenland, of Coley's Point, ar-
rived home from Boston, Mass.,
on Saturday night's train.

The schr. Muriel M. Young,
Capt. Housell, arrived in this
port from White Bay with a load
of lumber for Wm. Dawe & Sons
Ltd., on Thursday.

C. L. B. Notes.

The Rev. Mr. Noel, of St. An-
thony, and Canon Smart, of
Heart's Content, paid a visit to
Headquarters Armoury on Thurs-
day night. They were pleased
with the lads on duty and Rev.
Mr. Noel will organize a detach-
ment at St. Anthony, and has
given an order for supplies to
the Quartermaster's department
Trinity East—Port Resion re-
ports for November, with fifty-
six on the roll and an average of
45 attendance. The Company
paraded to the Confirmation Ser-
vice, November 1st, and were
congratulated by the Bishop of
Newfoundland, also our Regt.
Chaplain. Capt. Fitzgerald, O.C.,
reports many lads suffering
from La Grippe at present.
Headquarters, St. John's, are de-
lighted to hear that this Com-
pany is doing good work.

Grand Falls also reports for
November with 53 on the roll
and 31 average attendance, and
five parades held. No news
from other companies this
month.

All ranks were sincerely sorry
to note the passing of ex-Regt.
Sergt. Major, Matthew Nose-
worthy, who was laid to rest in
Saturday, December 12th, in
God's Acre. The late R. S. Maj-
or was one of the keenest and
hardest workers in his day for
the Brigade's welfare. His "Old
Comrades" sent a wreath and a
large number of his old Brigade
friends attended the funeral.
The Brigade tenders their sym-
pathy to his widow and family.

"Overseas" news brought a
letter from Lt. Col. W. Frank-
lin, D.S.O., Imperial Trade Com-
missioner for British East Af-
rica. The letter was dated 30th
November from the Royal Auto-
mobile Club, London. He is
planning to sail from London on
Christmas Eve, evidently bound
to East Africa. He wishes all
his old friends a very merry
Christmas and the best of luck.

The Officer Commanding and
staff at Headquarters, St. John's
take this opportunity of sending
hearty Christmas greetings to
all Old Comrades, at home and
abroad, and all ranks on active
service in Newfoundland, wish-
ing each and every one "A Very
Happy Christmas."

WEDDING BELLS.

A very pretty wedding took
place at Cochrane St. Church,
St. John's, on Wednesday, De-
cember 16th, when Miss Flor-
ence Mercer, daughter of Mr.
Mrs. William Mercer, of this
town, was united in Holy Matrimony
to Mr. Norman Snow, of
the Hudson's Bay Co. and son
of Mr. and Mrs. Abram Snow,
of Coley's Point. The bride was
attended by her sister Miss Mar-
cella Mercer, and Mrs. J. Bur-
sey. She was given away by
her father. The ceremony was
performed by Rev. E. C. French.

The bride was one of the most
popular young ladies of this
town. For several years she was
teacher in the Primary Depart-
ment of the Methodist School,
where she endeared herself to
the hearts of her pupils. As an
officer in the various organiza-
tions of the church Miss Mer-
cer's work was always well and
acceptably done. We join with
many friends in wishing the
young couple a very pleasant
voyage over the Matrimonial
Sea. The honeymoon is being
spent at Topsail.

DIED.

At St. John's, December 18th,
after a lingering illness, Elijah
Mercer, formerly of Mercer's
Cove. Left to mourn is one
daughter, Mrs. Wilfred White-
way, of St. John's. Funeral
takes place to the Methodist
Cemetery here on the arrival of
the noon-train on Monday, Dec.
21st.

**A Letter from
Millinocket
U. S. A.**

Mr. C. E. Russell,
Dear Sir—In sending by re-
newal subscription to the Guard-
ian, I thought it would be timely
to send a few lines to you. I
take this opportunity of con-
gratulating you on your election to
the House of Assembly. I
esteem you as a gentleman and
wish you success as Minister of
Public Works. I believe that
you will, as far as possible, be
the best representative the Dis-
trict has ever had. Your friends
here who have watched your do-
ings in the past believe that the
future will give you greater op-
portunities to be of service to
your fellow-man.

It is eleven years ago this
coming spring that I left my
native home—Newfoundland—
to seek employment in the United
States. I settled down in a
place called Millinocket, in the
State of Maine. I was very for-
tunate in securing employment
with the Great Northern Paper
Company and have been work-
ing ever since.

The greatest advantage to any
man or woman is education. It
helps one overcome many diffi-
culties where an illiterate man
is handicapped.

I see by the papers that the
Humber paper mills are pro-
gressing fast. Labor is what
the people want. The more
capitalists who become interest-
ed in the development of the
country the more prosperous the
people will become.

The fishery seems to be fall-
ing behind of later years com-
pared to what it used to be in
our forefathers' time. The reason
is that the rising generations
are turning their thoughts in
different directions. The rail-
way to Port aux Basques un-
locked the door to freedom and
it will never be closed again.

I have learned by experience
that the cash down for labor
done is far better to the aver-
age man than to seek for it. Tak-
ing chances is alright but few
there are who can afford to have
several years of failure before
success comes to them. That is
the reason why so many of our
young men are seeking employ-
ment outside of Newfoundland.

The staple industry of the coun-
try is the fisheries and they who
prosecute them must receive
sufficient returns for their lab-
ors. In the past many mer-
chants have heaped up riches
while the men who have toiled
to make that wealth possible
have gone down to poverty.

Bobbie Burns, the Scottish
poet has said:
"Man's inhumanity to man
Makes countless thousands
mourn."

We believe, though, that these
days of adversity have left New-
foundland, never to return. This

can be made possible in a large
measure by good government.

There are a few families of
Newfoundlanders living here.
Some of them from Bay Rob-
erts and vicinity and they are
all doing well. One of our su-
perintendents is one of the old
home town boys, W. E. Russell,
son of the late James Russell, of
Wm., Country Road. No doubt
his many friends are glad to
know of his success. It has been
proven that Newfoundlanders
are good, industrious men.

I love Newfoundland—the
dear old land of my birth—and
my thoughts often go back to
my old friends there with whom
I hope to be reunited some day
in the Promised Land toward
which we are all journeying.

Now, wishing you, Mr. Rus-
sell, and all the readers of the
Guardian a very happy Christ-
mas and prosperous New Year,
I remain,

Yours truly,
AZARIAH RUSSELL.
Millinocket, Maine,
U. S. A.

**INSURANCE FOR
PARCEL POST.**

The Minister of Posts and
Telegraphs proposes making a
regulation whereby parcels post-
ed in Newfoundland to local ad-
dresses and also to Canada, and
the United States, may for a
small fee be insured against loss,
up to a value of \$50.00. A cir-
cular letter issued to Mail Order
Houses, Board of Trade, and
other business firms in the city,
asking their opinion on the pro-
posal, has met with great ap-
proval, the general opinion be-
ing that it is a step in the right
direction. It is true that very
few parcels are lost, but under
the present system no compensa-
tion is allowed by the Post Of-
fice in the event of loss. The In-
surance scheme would protect
the senders and would also be a
source of revenue to the De-
partment.—Free Press.

**THE
DIOCESAN MAGAZINE**

**CHRISTMAS NUMBER.
PRINCIPAL CONTENTS:**

1. Ecclesiastical Appointments.
2. The Bishop's Monthly Letter.
3. Memorial Address: Alexandra
The Queen Mother.
4. "A Little Child Shall Lead
Them". A Christmas Story,
by Diane.
5. Church News from Abroad.
6. The Priests' Convention.
7. "The Church in Newfound-
land," by Rev. R. F. Palmer.
8. The Bishop's Visitation.—
Greenspond.
9. Diocesan News.
10. Church Children's Cosy Cor-
ner.

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Wrappers are Valuable.

"Your Hands Will be Grateful."
For Sale By

JOHN PARSONS,
General Dealer,
Bay Roberts.

**The Ocean
Around New-
foundland.**

By A. G. HUNTSMAN, Director
of Atlantic Stations, Biological
Board of Canada.

Whence comes the water? Is
it formed locally from the cool-
ing effect of winter, or does it
come from the Labrador cur-
rent? Admiral Bayfield, who
charted much of these waters,
believed that a branch of the
Arctic current entered the Gulf
through the Strait of Belle Isle
and left it by Cabot Strait, and
so explained the cold water of
the region. The view led to the
well-known project to dam the
Strait of Belle Isle and shut off
the Arctic influence. Dr. Bell
Dawson on the basis of exten-
sive current measurements con-
cluded that scarcely more water
flowed in through Belle Isle
Strait than flowed out, and that
therefore the influence of that
Strait was negligible. He sug-
gested that part of the Labrador
current came around Cape Race,
along the south coast of New-
foundland, and so into the Gulf
through Cabot Strait. If such
movements are important for
their secondary influence on the
climate, how much more impor-
tant must they be in determining
the valuable fisheries of the re-
gion. Such briefly has been the
problem that led the North Am-
erican Committee on Fisheries
to recommend an expedition to
northern Newfoundland to study
the waters and their movements,
particularly in relation to the
cod fishery.

This expedition was carried
through during the summer of
1923 by the Biological Board of
Canada, under the auspices and
with the support of the Canadi-
an Department of Marine &
Fisheries, and of the Newfound-
land Government. We were as-
sisted by Dr. L. Gilchrist, phys-
icist, of the University of Tor-
onto and by Mr. A. C. Gardner,
biologist of Cambridge Univers-
ity, England, the latter repre-
senting Newfoundland. Two ves-
sels were employed, the Canadi-
an Government Fisheries Patrol
Steamer "Arleaux" under Capt.
Milne, and the Biological Board
Motor Boat "Prince" under Capt.
Calder. Cabot Strait, the eastern
half of the Gulf, Belle Isle
Strait, the Labrador current,
and the east and south coasts of
Newfoundland were success-
fully explored. The facts obtained
have cleared up many points in
regard to the movement and
character of those waters.
(To be continued.)

**Cheap
Groceries
for
Christmas.**

- RAISINS,
- CURRENTS,
- APPLES,
- ORANGES,
- ONIONS,
- CHEESE,
- GRAPES,
- SYRUPS,
- TINNED FRUIT,
- SPICES.

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- WATCH FOBES \$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 \$5.00.
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DAVID STOTT,

Superintendent

G. W. LEMESSURIER

Deputy Min. Posts & Telegraph

April 19, 23



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NEWFOUNDLAND GOVERNMENT RAILWAY

Proceedings At The Legislative Council.

(Continued.)

In the present case there is little cause for complaint. It has been matter of common knowledge, the expressed intention of the Government to lower duties if the revenue returns permitted. That these returns should so permit has been obvious; that pork, beef, and kerosene would be the first to be relieved of the burden must have been patent to the most casual observer. There has been no mystery, no concealment. Each week the increase in revenue has been given fullest publicity; so much so that surprise, amounting to astonishment, would have been occasioned if the duties had not been removed. Under the circumstances there is little cause for complaint. It might exist if the earlier meeting of the Legislature had come unexpectedly, but that, also, was anticipated. Indeed, if it had convened at the end of January, as it probably would have done, but for the delegation to Quebec, there would have been no cause for any degree of surprise. Since Sir John Crosbie's appointment as Minister of Finance, there has been very refreshing, if somewhat unusual, publicity as regarded the purposes of the Government.

To follow the tariff may generally be difficult. This year the difficulties have been removed by publicity. The resolutions interpreted the obvious, and those who failed to read the signs of the times might have themselves only to blame for any losses that may be incurred. Not analogous but similar, were the experiences of the war years. Prices of commodities on the wholesale market continually advanced. The public at no time benefited by importations at the lower rates. An increase in charge was put into effect in St. John's simultaneously. There was much dissatisfaction, as was natural, but the reply in every instance was that to follow the market was business, and that if the market prices locally would also decrease. In other words that the rules of trade were like those of the Medes and Persians unalterable. What resulted is matter of history. In the public eyes unearned increment was regarded as profiteering. From the standpoint of the importer it was sound business. This need not now be discussed. It was significant, however, that when prices dropped in the wholesale markets the fall locally was not as conspicuously rapid.

That hardship resulted in one direction or another, when tariffs are changed is unquestionable, and if it were possible to avoid it by giving notice of tariff changes, to do so would be desirable. But it is not possible without opening the doors to abuses. The secrecy of tariff proposals must be assured. This is so generally recognized that they remain locked in the breast of the Chancellor or those of the Finance Board, closely veiled from the eyes of legislators even though members of the party in power, until the night before their talking in resolution form. If there has been deviation, through the publicity given the present year, it has been so open and so obvious that any importer would take advantage of it, if he so willed, without in any way being more favoured than his business competitors. Under the circumstances, whilst regretting that the reduction in duties may weigh heavily on individual firms, but remembering that the law of general averages still gives the balance in favour of the importers he would have no hesitation in voting for the second reading of this bill, if proceeded with.

HON. MR. GIBBS said that Dr. Robinson's remarks would have had more force had our conditions here been similar to those which exist in other countries. But economic life here was so different from that of other places that much of what he said failed to carry weight with it. In this country the situation was different from other places like the United States and Canada. We were far away from the markets and could not replace our stock from day to day. Here to meet business demands we must carry large stocks and it takes large capital to do so. In investing largely in the business man it was true, was expanding his trade, but at the same time

he was doing something for the people. When a change of tariff took place the business man found his store or his shelves stocked with goods on which he was making only small profits, and these were converted into substantial losses. How any member of the House could believe that an increase of tariff could take place in this country was beyond his comprehension. The present tariff was anywhere from 50 p.c. to 130 p.c., and no sane man could reasonably look forward to any further increase. He did not consider the government acting fairly under the circumstances when pork and beef were put on the free list. Water Street, it was well known, carried practically the whole trade of the country, and it was the duty of the Government to minimize any possible losses, and not to inflict unnecessary losses. It had been stated the fishermen would get the benefit of the reduction, but the reduction had taken place months before supplying for the fishery, and ample notice should have been given the importers who held stock, in which to dispose of it. Such a course would inflict little or no hardship on the fishermen and the consumer and would prevent any losses to the business man. He was in sympathy with the importer and in his opinion it was only reasonable and just that the importer should be given notice that a change of tariff was contemplated so that they might have time to protect themselves.

HON. SIR M. G. WINTER said he was pleased to see that a discussion had arisen in the matter of the abolition of duty on pork and beef. When the matter was first brought before the Council there was very little said of it. He had spoken himself of the unfairness of the transaction and the Hon. the Leader of the Government had promised to take the matter before the Government, but what had been done he was unable to say. He had contended that at least two months' notice should have been given of the change of tariff, which would give the importer a chance of getting clear of his holdings and no one would be the loser. He could not agree fully with the arguments of Hon. Dr. Robinson. Sometimes the tariff goes up or down, but it is not because one man gains on the former that another should be made lose on the latter. In his previous speech he asked no concessions from the Government treat the importer fairly and equitably. As the matter stood at present, the Government stood to lose in the transaction. All the importer had to do was to tranship his stock of pork and beef to Halifax, obtain the Government draw-back and re-import it duty free. The only ones to gain would be the steamship companies, who would be paid the

freights back and forth. There should be no necessity for the importer incurring this expense; and the Government stood to lose some thousands of dollars duty already paid. With regard to the duty on pork, he was at a loss to know how the customs worked out. There were many different grades and as many different rates of tariff. The idea, he took it, was to give the poor man certain grades at \$2.00 a barrel duty, while other grades used by other than the poor man, paid a duty of \$3 a barrel. With the present duty the rich consumer was better off than the poor man because the duty was taken off the better grades and kept on the lower grades used principally by the poorest people. He did not understand why there should be only one rate of duty on beef, when there were just as many grades as pork. Another matter was that he had to pay duty on jowls, which were largely used in city consumption. This article was the poor man's meat. The rule and custom in other countries was to give notice of any reduction in tariff. If such were not done business houses holding large stocks of any commodity would immediately become insolvent, as they would not be able to compete with the more fortunate ones who did not carry large stocks. The whole thing was a puzzle to him, and neither fair nor equitable.

HON. MR. MORINE said when the matter was last mentioned in the Chamber he had promised to bring the matter before the Government. He had done so but nothing had been decided on. It would have been an easier matter to deal with before the amendment was introduced. The debate had not proved the chances of an arrangement. The speech of the last speaker might make it more difficult. The poor people would not be asked to pay any more than they did during the life of the late administration of which the last speaker had been a member. The Hon. gentleman had done nothing while he was a member of the Government to improve conditions he referred to, and if he did nothing had been made public of it. The present Government had been dealing with the tariff since assuming control and the report of the Tariff Commission appointed by the late Government would soon be submitted. The debate was really out of order and he was not prepared to argue for or against it. The Hon. gentleman had said the importer would not lose the duty but only the double cost of freight. This was a good argument and one he thought the Government would take into serious consideration. The changes of arrangement would not be adduced by the appeal to the poor man, which was exceedingly tactless. The attack on the Finance Minister was baseless. Hon. Mr. Morine was surprised at the remarks of Hon. Mr. Templeman. The present Government had done more for the trade of the country and for the country in general since assuming power than all past governments during twenty-five

years, and considering what the Government has done in repealing the Income Tax, such remarks do not evidence much gratitude. To say this Government cares nothing for the trade of the country, is to speak in bad temper and not in accordance with the facts. And to make such an attack on the Government or upon its composition comes with bad grace, is very tactless and not justified by facts.

HON. MR. McNAMARA asked if pork and beef were placed absolutely on the free list.

HON. MR. MORINE replied that the Speech from the Throne said so.

HON. MR. McNAMARA put the question because nitrate of soda was not dutiable but the 5 p.c. sales tax was collected, and he would like to see pork and beef absolutely free of all duty.

HON. MR. TEMPLEMAN—I did not refer to this Government any more than any other Government. There has been real business men in the Government. I would like to ask where the men who have gone to the seal fishery and in the logging camps would get their pork and beef if firms like T. & M. Winter, Bowring's and Harvey's did not import it. Why should these people be penalized by the Government for want of thought? There is no sympathy for the business man. Why should any Government penalize firms that are carrying the burdens of the country? The Government men with their big salaries are not

worrying about it. One has to sell a lot of beef and pork and other things to make up a loss of \$50,000. It was bad enough to have the fishermen against the merchants, which was caused by the politicians, but the Government should do all possible to help them.

HON. SIR M. G. WINTER—If the Hon. Leader of the Government had given the information that the matter was under consideration, there would have been no necessity for this debate.

HON. MR. TEMPLEMAN said he was not fighting the Government. He had fought for it as hard as any man in the country, but that did not mean he should not speak of matters as he thought fit. The Government got vexed with him but he did not care for that.

The motion for discharge of the Order was passed and on motion of Hon. Mr. Morine, the House adjourned until Wednesday next at 4 o'clock.

Wednesday, March 11.

The Council met at 4.10 p.m. pursuant to adjournment.

HON. MR. ELLIS wished to make clear his remarks relating to the duties on beef and pork, he being reported as saying the measure was drastic. This, by some, was taken as a criticism of the Bill. But the manner in which he had expressed himself on a former occasion clearly showed he approved of the Bill. He considered it 'drastic' as applied to trade and to the merch-

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NOTICE.

Department of Agriculture and Mines.

Farmers requiring ground Lime Stone for use in their ground, will please place their orders with this Department, pay for same and present the order at the Lime Lila, Battery Road, and take immediate delivery of the material. The maximum amount available to farmers in five tons. Persons operating on small areas of land may purchase proportionately less quantities only. The Pulverised Lime Stone will cost \$6.00 per ton at the Pulver.

Outport applicants requiring this material are requested to communicate directly with this Department.

W. J. WALSH,

Minister Agriculture & Mines.

0012, 61

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 colours—
(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 hoist 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. LITTLEWOOD
Register of Shipping.

FARMING IMPLEMENTS

Rakes, Forks, Plows, Cultivators.

Everything for the Garden and Farm.

A Full Line of Terry's New Seeds.

MAIL ORDERS

specially attended to with promptness and despatch.

Bowring Brothers, Limited,
St. John's, Nfld.

LEGISLATIVE COUNCIL PROCEEDINGS

ants who had imported stock sufficient to carry them over the winter season. He considered that time should be allowed for at least a portion of the goods to be circulated in trade or consumed so that the loss entailed would be spread over a greater number, and thereby the loss to the importer lessened. He wished to remove the impression that what he said was a criticism of the Bill.

HON. THE PRESIDENT read a message from His Excellency the Governor, announcing the appointment as Members of the Internal Economy Commission, of the President of the Legislative Council, Hon. A. B. Morine, Hon. S. Milley, The Speaker of the House of Assembly, The Prime Minister, The Colonial Secretary, The Attorney General.

HON. MR. MORINE asked that the report of the Select Committee on Bills be read, which was done. Said report was received and adopted, and on motion of Hon. Mr. Morine the said Bills were stricken from the Order Paper.

The Bill entitled, "An Act Relating to the constitution of the Supreme Court" was read a third time, and it was ordered that a message be sent to the House of Assembly stating that it had been passed with certain amendments, and the concurrence of that body therein requested.

On motion of Mr. Morine the Committee on Bill entitled, "An Act to Amend 11, George V., Cap. XLV, entitled, 'An Act to Incorporate the Women's Patriotic Trust Fund and for Other Purposes,'" was deferred.

In moving the second reading of a Bill, entitled "An Act to Amend Cap. 25 of the Consolidated Statutes, (Third Series), entitled 'Of Light Dues,'" Mr. Morine stated that no light dues were to be placed on vessels engaged in the coasting service, Bank or Sealishery. At present vessels engaged in foreign trade were liable to a tax of 24 cents a ton, and in local trade nothing.

But the fishing vessel or sealing vessel, engaged locally that went out of the Colony in foreign trade perhaps once during the year, only paid 6 cents a ton, with the result that complaints have been made that certain vessels colorably engaged in the coasting trade were in reality engaged in foreign trade, but were only paying six cents as against the others 24 cents. The effect of the present Bill would mean that a fishing or sealing vessel making only one trip in the foreign trade would be liable to the 24 cent tax. This would mean a hardship to the owners of such vessels which make probably only one trip each year to Cape Breton, Prince Edward Island or

St. Pierre. This, in his opinion, would be exceedingly unfair. When in Committee he proposed to move an amendment to the effect that fishing or sealing vessels making not more than one trip as mentioned, would not be liable to more than the 6 cent tax. If any of these vessels embarked outside of this on foreign voyages they would be liable to the 24 cents a ton tax. He did not wish the Bill further considered until it was printed, with the proposed amendments, but he felt that expression of opinion would assist in the passing of the Bill in proper shape later on. With reference to the remarks of Hon. Mr. Templeman, in connection with Carbonear Light Dues, he assured the Honourable gentleman that he had made a mistake. The dues referred to were water dues, and purely a local tax—not a Government tax.

HON. MR. TEMPLEMAN understood the collection of these duties had not been in force for about 20 years, but the Auditor General had something to do with it a few years ago, and he presumed it was a general tax. It was a hardship when a vessel was forced to make Carbonear through stress of weather, after paying duties and taxes in St. John's and then have a second demand made. In the case he referred to the schooner had scarcely anchored in Carbonear when the Customs Officer came on board and demanded the tax.

HON. MR. MORINE agreed that such a tax was manifestly absurd and suggested that Hon. Mr. Templeman should bring the matter to the attention of the proper authorities when he had no doubt it would be rectified.

HON. MR. BISHOP thought the introduction of the Bill as it was in the original was another example of the slipshod way much of the legislation which came before the Council is being prepared. He would suggest to the Hon. the Leader of the Government that the amendment be so formed that the tax of 24 cents will not come back on the vessels making one foreign trip. He contended that a second trip should only call for another 6 cents tax and not the 24 cent rate.

HON. MR. TEMPLEMAN took the position that the fishing vessel should be allowed to make at least three trips before coming under the 24 cent tax. He had the experience of fitting out one of his banking vessels for one foreign voyage and was obliged to pay the 24 cents rate. He was promised that the amount would be refunded, but the refund had never been given him. This he considered unfair as regular foreign going vessels sometimes made 12 or 13 trips in a year and only qualified for the same rate as he paid for the vessel making one trip.

The Bill was read a second time and will be considered in Committee to-morrow.

HON. PRESIDENT informed the Council that he had received a message from the House of Assembly informing the Council that they had passed a Bill, "An Act to Provide for the Construction, Reconstruction and Maintenance of Highroads," and requested the Council's concurrence.

HON. MR. MORINE, in mov-

ing the first reading of the Bill said that it was the intention to bring the High Roads Bill into effect as early as possible, and it would probably be necessary to call down the Governor to give his assent as soon as possible. The appointment of the High Roads Commission depended on the passing of the Bill, which would operate concurrently with the Traffic Bill, now being expedited in the Lower House, and he desired that the Bill be given first place on the Order Paper next sitting, to which the Council consented.

The Bill was read a first time and orders do to read a second time on to-morrow.

HON. PRESIDENT informed the Council that he had received a message from the Lower House informing the Council that they had passed a Bill entitled "An Act to Amend the War Pensions Act, 1922," and requested the Council's concurrence.

On motion of Mr. Morine the Bill was read a first time, and ordered to be read a second time on to-morrow.

HON. MR. MORINE in moving the adjournment drew attention to the remarks of Hon. Sir M. G. Winter, made last sitting, dealing with the right to export pork and beef, on which duty had been paid, and reimbursement same without duty, the loss being the duty to the customs and the price of freight back and forth to the exporter. He had examined into the Act and saw nothing in it to warrant the statement of Hon. Sir M. G. Winter. During the Warren Administration there had been such a happening and the duty was refunded, but the whole affair was illegal and contrary to the Act. There was not even an Order-in-Council for such transaction, and the action of the Minister at that time was unjustifiable. If goods are exported a drawback of the duties previously paid may be given, but if the same articles are re-imported, the same duty must be paid. He made this statement so that it might remove any doubt on this matter. Hon. Mr. Morine further stated he had again brought Hon. M. G. Winter's request before the Government, it was being further considered, but no decision had yet been reached.

HON. SIR M. G. WINTER said that there was more than one case; it was a common practice to tranship goods and have them re-shipped back and get a rebate of duty.

HON. MR. MORINE.—It is contrary to the Act and Law.

HON. SIR M. G. WINTER.—It is not contrary to the custom and if the officials of the Customs do not know their business it is not the fault of the importers. If goods imported are no up to quality and are sent back, that ended it. In the present case it might mean that the goods would have to be shipped to New York, Halifax or Montreal for resale so that the importers would have the right to get the Customs drawback.

HON. MR. MORINE was entirely surprised to hear that it was the custom. The Deputy Minister had informed him that there was only one isolated case. He had found only one and this was done without even Minute-

of-Council. It might have had the sanction and knowledge of the then Minister of Customs, but it was illegal and the Government might yet be obliged to collect the amount refunded. Everything should be done by statute. One of the principles he wished to inculcate is that we shall respect the laws as we find the mand carry them out.

The Council adjourned at 4.45 until 3.30 p.m. to-morrow.

Thursday, March 12. The Council met at 3.30 p.m. pursuant to adjournment.

HON. MR. MORINE.—In moving the second reading of the Bill to provide for the construction, re-construction and maintenance of High Roads, I desire to ask the indulgence of the House for making somewhat lengthy remarks, which I consider necessary in view of the importance of the matter and because of the fact that it did not receive the serious debate in the Lower House that I think it merited.

In another place, and with reference to another Bill, a Speaker remarked yesterday, that "the Bill was a Canadian one; in fact the Ontario Act, and he failed to see why this country should be a rubber stamp for "any Canadian legislation." The Bill now before this House is, also in the main, a copy of Ontario legislation, and I make no apology for that fact, which is in itself a guarantee of the excellence of the Bill. Ontario is the greatest province of the British Empire; the motor traffic over its roads is probably as great as the motor traffic of all the rest of the Empire. It has now 49,000 miles of roads upon which automobiles can be driven the capital expenditure of which has been not less than fifty million dollars (\$50,000,000). In 1924, ninety-six thousand (96,000) American tourists came into Canada, the greater number of them into Ontario, and out of three million (3,000,000) cars crossing into Canada, probably two-thirds were in the same province. The Bench and Bar of Ontario have no equal in Canada and the enactments of its legislature are the models for all the Western provinces. It may be accepted, therefore, as proven, that any legislation of Ontario with reference to motor roads or motor traffic is worthy of the serious consideration of this House.

The design of the Bill may be divided into four sections:—

1.—To Centralize Authority. Now, the construction and repair of Main roads generally are legally under general authority of the Minister of Public Works, but certain roads in Avalon Peninsula are legally under Road Commissions.

Practically, main roads are cared for, if at all, in a crude and unsatisfactory manner, money for repairs being expended under single Commissioners or so-called boards.

The present Bill creates a Commission with sole authority over Highroads, so-called.

2.—To Classify Roads. Now, all roads are termed either Main or Local roads, with

out legislative definition, and without classification as to their relative importance.

Henceforth there will be, (1) Highroads, (2) Main Roads, (3) Local Roads, and the definition of a Highroad will be "Any road designated by the Governor-in-Council" under this Act.

It is intended that from time to time, not all at once, certain main arteries of vehicular traffic, chiefly those importance to tourist traffic, should be treated as Highroads, under the control of the Commission.

(3) To lift the construction of Highroads out of the arena of politics, in the narrow sense of that word, into the atmosphere of non-partisanship; out of parochialism into Nationalism; and to expend money for the construction and maintenance of Highroads upon the principle that the aim is to build and pair public utilities, not to divide partisan supporters; and, furthermore, to do this with regard to the needs of the Colony as a whole, not dividing money by districts, as local improvements, or pro-rata of the population without regard to the relative importance of the roads themselves.

(To be continued.)



NEWFOUNDLAND
NOTICE TO MARINERS
NO. 7—1925.

**Fog Alarm Estab-
lished**

**Point La Haye
St. Mary's Bay,**

Lat. 46° 54' 20" N.
Long. 53° 36' 40" W.

POSITION.—On Pt. LaHaye, entrance to St. Mary's Bay.

DESCRIPTION.—A 3 inch Diaphone Fog Alarm operated by compressed air by oil engine.

PERIOD.—Three blasts of 1 1/2 seconds duration every 60 seconds, thus:—

Blast Silent Blast Silent Blast Silent

1 1/2 2 1 1/2 2 1 1/2 52 1/2

STRUCTURE.—Flat roofed engine house, dwelling house and store, all painted red and white horizontal bands.

REMARKS.—This Fog Alarm will go into operation on December 26, 1925.

W. C. WINSOR,
Minister of Marine & Fisheries,
Department of Marine & Fisheries,
Lighthouse Department,
St. John's, Newfoundland.



DEPARTMENT OF
PUBLIC WORKS.

PUBLIC NOTICE.

The Department has found it necessary to effect a change in the matter of paydays. In future pay-days will be observed as follows:—

Mechanics, Labourers and Other workmen will be paid on Saturday of each week, Bills or accounts for services rendered or goods supplied will be paid fortnightly, on the FIRST and THIRD SATURDAY of each month excepting petty bills for vegetables, firewood and forage, etc., purchased from residents of outlying settlements which will be paid every SATURDAY.

All bills or accounts properly certified and on hand in the Department for approval and audit on the preceding TUESDAY will be available for collection on the following SATURDAY.

The above also refers to allocations in connection with Roads and Special Grants.

In the event of any SATURDAY being a whole holiday, bills must be in the Department on the preceding MONDAY and payment will be available on FRIDAY.

All those concerned will please govern themselves accordingly.

C. E. RUSSELL,
Minister of Public Works,
Department of Public Works,
November 7th, 1925.
Nov. 13, 41



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.

**Ideal Vecto
Heaters**

For Better Warmth with Greater Economy.

The Ideal Hot Air Heater for homes and other buildings up to 8000 cubic feet capacity. The Ideal Vecto heater is a compact self contained, beautiful heating unit which warms, not only one room, but a whole house, and yet consumes only as much coal, or less, than is now used by old fashioned stoves to heat one room. Clean and healthful. Requires no basement. An ornament to any room.

For full particulars apply to

**The Direct Agencies,
Limited, St. John's.**



Electrify!

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

BUT WHY WAIT? You want the comforts and conveniences that Electricity affords now, and you can have them with less trouble and less expense than you may think possible. Hundreds of thousands of already built homes have been wired for Electricity—AT SMALL COST.

Perhaps you are not familiar with modern methods of installing Electricity, whereby wires are drawn through partitions and under floors by expert workmen.

There is no dirt, no disfigurement of walls or woodwork and no interruption of the everyday household routine.

GET YOUR HOUSE WIRED NOW!

For particulars apply to Mr. F. J. WINSOR, Bay Roberts, agent UNITED TOWNS ELECTRICAL CO., Limited.

Little Brown House.

O Little Brown House, by the side of the road,
They have left you alone, I know.
Your windows are barred—your doors are locked,
And your roof is covered with snow.
As the tinkle of sleigh-bells fills the air,
And laughter and merry chime,
I'm wondering to-night if your old heart mourns
For the days of "Auld Lang Syne?"
O Little Brown House, does your fireplace miss
The gladness of bygone days,
'Ere those you loved left your sheltering roof
To tread life's harder ways?
Do you yearn for the friends who used to come,
Or the games they used to play,
For the lovers who parted on your doorstep
At "the end of a perfect day?"
O Little Brown House, you have memories
That nothing can take away;
And hearts that gave you secrets to keep
You will never, never betray.
Now, as I'm wishing Christmas joys,
To old friends tried and true,
I want to tell you our love remains,
O Little Brown House, for you.
—G. M. R.

STEAMERS REFLAGGED.

The S.S. Mahone, which went ashore at Codroy about two weeks ago has been reflagged and is anchored in Codroy for the winter. The ship drove ashore in a gale, having a part cargo of fish aboard, and it was feared that she would become a total loss. The ship was chartered by the Burgeo & LaPoile Export Co.
The S.S. Aireade, which went ashore near Quebec recently while enroute to St. John's from Montreal, has been reflagged and has gone on dock for repairs. The ship had a large cargo of flour as well as other merchandise, which has been taken off the ship and is not damaged to a great extent. Nothing has been heard of the pilot who disappeared suddenly from the ship.

SHIPPING NEWS.

The S.S. Kyle, while passing through Stag Harbor Run on the way north, grazed a submerged rock but sustained no damage. The cause of the grounding was due to a buoy which marks the rock being under water owing to the weight of ice being on it and could not be seen until the ship was on top of it. After the ship had been examined by the diver it was found that there was no water in the hold.

Miss Marcella Gosse, of Spaniard's Bay, daughter of Mr. Joseph Gosse, Road Inspector of the Department of Public Works, who has been in training as a nursing sister at the General Hospital for the past three years passed her final examinations on Monday last with high honours and was awarded the regulation diploma. Nurse Gosse has joined the staff of the Hospital as a sister and will devote her future to that work.

NEW DINER MAKES FIRST TRIP ON ROAD.

The new N. G. Ry. diner No. 7 went out for the first time last Sunday attached to the express. This car which has just been completed at the car shops is of the standard size with fittings for eighteen and is equipped with modern conveniences. It is of the vestibule end type and compares favourably with the new sleepers "Ferryland" and "Harbor Grace" which were put into commission on August 24th. With the exception of the trucks the diner was built by the local tradesmen and is a splendid example of their work.—Free Press.

WELCOME FOR ARCHBISHOP ROCHE.

A giant parade and demonstration was arranged in honor of the home-coming of His Grace Archbishop Roche, who returned from a visit to His Holiness the Pope, at Rome, by the S.S. Rosalind on Dec. 10th. At the Cathedral an address of welcome was presented to His Grace to which he made a very suitable reply.

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, post-paid. 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. Wanted 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. Notices 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.

Bay Roberts, Friday, Dec. 18th.

Rev. A. G. Bowering Writes From Florida

We were pleased to hear recently from Rev. Allan G. Bowering, a valued subscriber of the Guardian and a talented Bay Roberts boy, who has made good in the United States. He is now residing in DeLand, Florida, and is supplying a church there during the winter months, but hopes to visit his native land in the Spring. Rev. Bowering writes,—"Here I am in the South for the Winter. Florida is certainly a busy State at this time. There are so many people who want to see this wonderful country for themselves. I left New York State in October and we motored down here. The trip was about eighteen hundred miles. It is very interesting to see so many things growing in the winter—cotton is growing in the State of Georgia and oranges, grapefruit, lemons, peaches, flowers, etc., in Florida. We purpose returning to New York in March.

"This wonderful 'boom' and influx of people in the State is largely due to a very fine system of advertising and Florida has its disadvantages as well as its advantages. This leads me to think that if our own beautiful Island—Newfoundland—were properly known, with its climate and beautiful scenery, opportunities for game and fishing etc., thousands of people would spend their summers enjoying them.

"I believe that Florida would be a splendid place for many of our Newfoundland people to find work for several months in the winter, when there is not much to do in Newfoundland. It is also a fine place for older people to keep warm in the sunshine and for sick people to improve in health."

We agree with Rev. Mr. Bowering that if sufficient advertising were done, Newfoundland, which has been called "the Norway of the New World" would be the meeting place of tourists from all parts of the world. Every Newfoundlander should consider it his duty to advertise the country from which he hails—the paradise of the Sportsman.

OMISSION.

We regret to have unintentionally and accidentally left out a line of type which marred the following sentence in the Note of Thanks of Mr. and Mrs. Geo. Parsons, Shearstown. The corrected sentence is:

"We also wish to thank all who assisted in any way during my absence from home, especially Mr. Jas. G. Baggs, who assisted both before and after the death occurred. Also Messrs. Thos. Fry, and, as already published, follows the balance of the names.

Confirmation Services

AT SHEARSTOWN, COLEY'S PT. and BAY ROBERTS.

On Sunday last Confirmation Services were held at Shearstown in the morning, Coley's Point in the afternoon and Bay Roberts at night. His Lordship Bishop White arrived from St. John's to conduct the Confirmation and was the guest of Rev. E. M. and Mrs. Bishop at the Rectory. At St. Matthew's at night there were fifteen male and twelve female candidates in the Confirmation class. Rev. G. H. Seavey was Chaplain to the Bishop. After confirming the candidates His Lordship the Bishop spoke on the subject of "Christ as a Guest." As the Master enters a life He comes as a Comforter, Fire, Light and Guide. He appealed to all to take Christ as a continual Guest into their lives for this was the only life that would bring joy and happiness. A very large congregation listened to the eloquent address which the Bishop delivered.

GETS CONTRACT FOR BARRELS.

Bay Roberts Firm To Supply Oil Company With Casks

Mr. Wilfred Dawe, of Bay Roberts, we learn, has secured a contract from the Imperial Oil Co. office here, to supply all the barrels for the local trade, about 25,000 a year. This is an instance of what patience and perseverance can do. The Dawe factory at Bay Roberts has been turning out excellent home made products for several years past with, it must be admitted, very little encouragement from the public or the trade of St. John's. His chance came, when Mr. Oldfield, the representative of Imperial Oil Co. here, saw specimen oil barrels that Mr. Dawe had made. There was one shown at the Bank when the Annual Fair was on, and all who knew anything about barrels said, on examining it that it was perfect.

Mr. Oldfield pronounced it the best barrel that he had ever seen, and knew at once that he had come upon a long felt want here in the Imperial oil trade. He will now take all that can be made by Mr. Dawe, and has, we understand, signed a contract for 25,000 for next year's delivery. The barrels are made of birch and witch hazel, and the only problem now, we understand, is to get a sufficient supply near Bay Roberts to carry on the industry for future years.

There is plenty of birch in distant parts of the country which can be brought there, but the supply of witch hazel is limited. We are informed, however, that Mr. Dawe has said that he can get a supply in Conception Bay for many years, and that he does not regard this feature of the business as a serious problem. We understand that he is able, so far, to turn out the barrels at about \$3.00 each, and with the machinery that he has for making them the work can be done very rapidly.—Trade Review.

ITEMS OF NEWS.

Misses Gertrude McLeod and Gladys Russell spent a few days in St. John's during the week. They returned by Wednesday night's train.

Mr. Edward Delaney, who is attending St. Bon's College, arrived from St. John's this week to spend his holidays with his mother, Mrs. P. F. Delaney.

Messrs. Stephen Kearley, Arch Bradbury, John Badcock and Wm. Mercer arrived recently from Boston, Mass.

CHILD SUFOCCATED WHEN HOUSE BURNS.

A tragedy occurred at Doting Cove on December 14th, when the house of Mrs. Moses Abbott was destroyed by fire and her 4 year old son was suffocated in the smoke. The full particulars of the case are not yet known but it is learned that when the fire started the mother was away from the house. The child was in the upstairs part of the house and it is not known whether there was an effort made to save him or not.

Election of Officers

DASHING SCHOMBERG, L. O. A.

The Annual Meeting and Election of Officers of "Dashing Schomberg" Lodge, L. O. A., was held in the Orange Hall at Coley's Point on November 30th and the following officers were elected for the ensuing year:—W.M.—Bro. Willie French D.M.—Bro. Wilfred Greenland. Chaplain—Bro. Isaac Dawe. Rec. Secty.—Bro. Abram Snow. Fin. Secty.—Bro. Arthur Kelly. D. of C.—Bro. Wm. Greenland. 1st Lecturer—Bro. Joseph Bradbury. 2nd Lecturer—Bro. Wm. Russell Inside Tyler—Bro. Isaac Goosney. Outside Tyler—Bro. Jacob French.

"SUNBEAM" ROYAL BLACK PRECEPTORY.

The Annual Meeting and election of officers of "Sunbeam" Royal Black Preceptory, No. 851, was held at Coley's Point on December 16th. Next year's officers are as follows: W.P.—Sir Kt. Joseph Roach. D.P.—Sir Kt. Augustus Bishop. Chaplain—Sir Kt. Stephen Bradbury. Registrar—Sir Kt. George Tippett. Treasurer—Sir Kt. John J. French. 1st Lecturer—Sir Kt. Edward Bradbury. 2nd Lecturer—Sir Kt. Willie French. 1st Censor—Sir Kt. Azariah Russell. 2nd Censor—Sir Kt. Wm. Mercer. 1st Standard Bearer—Sir Kt. John Snow. 2nd Standard Bearer—Sir Kt. Isaac Goosney. Inside Pursuivant—Sir Kt. Robert Badcock. Outside Tyler—Sir Kt. Edward Snow. Committeemen—Sir Kts. Geo. Thompson, Wm. French, Christopher Bishop.

BOSTON NEWS.

The salaries of Boston's municipal councillors and Mayor have been increased. At a meeting of the City Council recently the salary of the Mayor of Boston was increased from \$10,000 to \$20,000, effective as from Jan. 1st, 1926, when the Mayor-elect, Malcolm Nichols, assumes the office. Many salary increases were also voted to officials on the staff of the Council.

The first drowning mishap of the season occurred on Monday last when two lads aged 15 and 8 years lost their lives when the ice broke on a river near Dedham, where they resided.

November passed out with an icy farewell, the last two days showing an unusual drop in temperature. Sunday, in particular, was a keen, frosty day, and the statistical experts tell us it was the coldest Nov. 29th for 20 years. Many there are who visualize Newfoundland as an Arctic area in winter time, but Boston and the surrounding districts feel the chilly blasts to no lesser degree than the homeland; in fact, the climatic conditions of the New England States and Newfoundland are very similar. It is true that in Newfoundland the snowfall is greater than in Massachusetts and the winter season is more prolonged, but the intensity of cold is no greater.

Of our experience in Boston in winter time, we are content to admit that Newfoundland has no monopoly of storms and gales and frozen water pipes.—From the "Telegram."

Miss Dattie Parsons and Miss Winnie Butt and Master David Parsons were in St. John's last week. They returned on Friday.

Buy Dawe's (Better Built) Doors. Also No. 1 Drum Heading. Wm. Dawe & Sons Ltd., Bay Roberts.

The S.S. Peveril arrived in port this (Friday) evening with a load of coal, and will discharge at the Avalon Coal Company's premises, Coley's Point.

Lost

Between Klondyke and Railway Station, by way of Badcock's Lane and Railway track, a WATCH-FACE RIM, minus crystal. Finder please return to this office or Railway Station.

Preliminary Announcement!

Keep Wednesday night, DEC. 23rd, open for the CHRISTMAS CONCERT by the pupils of the Superior and the Primary Meth. Schools in Snowden Hall. PARTICULARS LATER.

FORSALE!

1 JUMBO 6-horsepower Stationary Engine, with two saws, mandrills, belting, etc., complete.
1 Lockwood-Ash, 4 h.p. Marine Engine, complete.
1 Newspaper Printing Press.
1 FORD Touring Motor Car.
1 "Slow-but-Sure" Combustion Stove.
Apply to THIS OFFICE.

NEWFOUNDLAND POSTAL TELEGRAPHS

NOTICE!

Local Wireless Stations have been opened at Burgeo and Cape LaHune, Tariff 25c. for first 10 words and 2c. for each additional word. Address and signature free.

Telephone Stations have recently been opened at Laurenceville connecting with Norris' Arm and Big Barachois, connecting with Placentia.

GEORGE J. VEITCH, Superintendent.

dec 11, 21

Big Sale of Dress Goods 2,000 Yards 25 per cent. Under Cost. Nicholle & Inkpen Co. Ltd. 315 Water Street. St. John's.



Funeral Notice!

The members of Victoria Lodge, No. 3, L. O. A., are requested to meet in their Hall on Monday, Dec. 21st, at 12 o'clock to attend the funeral of the late Brother ELIJAH MERCER.

By order of W. M.

Mr. and Mrs. Lemuel H. Simmons, of Spruce Brook, spent the week-end here visiting friends. They left by Monday morning's train for Whitbourne enroute to their home.

USE SIMMONDS SAWS
Their teeth are of a toughness which makes them hold their keen cutting edge under every usage.
SIMMONDS CANADA SAW CO. LIMITED
VANCOUVER TORONTO ST. JOHN'S, N.F.

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