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The local shopkeepers will observe the Wednesday holiday beginning on June 17th and continuing until October 7th, both days inclusive. We hope that the Weather Man will deal kindly with us and send fine weather to enhance the delights of summer-time.

Guides and C. L. B. Parade

On Sunday evening, June 7th, the Girl Guides, under Lieut. E. Morgan, and the Church Lads' Brigade under Major J. W. Dawe, paraded to St. Matthew's Church, where they attended Divine Service. A very forceful sermon was delivered by Rev. E. M. Bishop, and was appreciated by the Brigades as well as by a large congregation. If the advice given by Rev. Mr. Bishop were put into practice, this town would be a better place in which to live. Returning the Brigades dispersed at their respective halls.

Celebrates Wedding Anniversary

Rev. E. M. and Mrs. Bishop celebrated the tenth anniversary of their wedding on June 2nd. The occasion was honored by a number of ladies of the Parish calling at the Rectory and giving Mrs. Bishop a tin shower. That they may celebrate many more anniversaries of their union is the wish of their many friends.

Mrs. J. T. Croucher and little daughter, Jean, arrived from Blackhead during the week. She was accompanied by her sister, Mrs. B. Moore.

Cricket

The Annual Meeting of the Conception Bay Cricket League was held in the Staff House of the Western Union Co. here recently. Representatives of the Carbonear, Harbor Grace and local Cricket teams were present. Rev. W. R. J. Higgett, President, was in the chair. It was regretted by all that Rev. Higgett was resigning from the Club owing to his leaving the country through ill-health. The election of officers was held with the following result: President, W. T. Jones, Esq.; Vice-President, M. J. Hawker, Esq.; Secretary, A. F. Wilson, Esq.

The first game will be played between Harbor Grace and Bay Roberts on Wednesday next.

The following schedule was drawn up:

Bay Roberts vs. Harbor Grace at Harbor Grace, June 17th.
Carbonear vs. Bay Roberts at Bay Roberts, July 1st.
Harbor Grace vs. Carbonear at Carbonear, July 8th.
Harbor Grace vs. Bay Roberts at Bay Roberts, July 15th.
Bay Roberts vs. Carbonear at Carbonear, July 22nd.
Carbonear vs. Harbor Grace at Harbor Grace, July 29th.

A little alteration has been made in the bye-laws. The time for starting the games this season will be 1:30 p.m. instead of 11 a.m. This will give ample time for all those interested to attend.

It is hoped that when the League Series finish outside teams will make arrangements for matches.

The Employment Situation

With the rebuilding of the Dry Dock, the West End Buttery Factory, the New Hotel, at St. John's, the putting of new rails on the Newfoundland Government Railroad and the extensive work on the Highways, the employment situation looks very bright for Newfoundland.

By careful and wise planning, this situation has been brought to pass and the people of this country, as well as our neighbors in Canada, the United States and Great Britain are rejoicing to see the return of prosperity to the Ancient Colony.

"Sagona" for Labrador

The S.S. Sagona will leave St. John's 10 a.m. to-morrow (Saturday) enroute to Labrador, and will call at this port.

Good Sign of Fish

According to messages received last week there is a good sign of codfish all along the French Shore and no ice to be seen.

Personal

Miss Barbara Calpin spent the week-end with friends at Brigus.

Ensign Mary Bishop, of the S.A. Women's Training Garrison, St. John's, was here during the week visiting Mr. and Mrs. John Moore.

Mrs. (Rev.) Howse and Mrs. Albert Morgan are delegates from the local Woman's Missionary Society to Branch which is being held at St. John's.

Mrs. J. Sheppard, Miss Jessie Sheppard and Mr. Richard Sheppard, of St. John's, motored here last week on a visit to Mrs. (Rev.) Bishop.

Mrs. George D. Corkum, of Manchester, N. H., arrived by the S.S. "Sachem" to-day (Friday) on a visit to her mother, Mrs. Mary A. Russell, and other relatives in this town.

Among the many Newfoundlanders who were successful in Canadian Colleges this year was Mr. Fred Taylor Norman, who graduated in Arts at McGill University. Mr. Norman is a native of this town, the son of Mr. and Mrs. James Norman. We join with many friends in extending congratulations.

The S. S. "Sagona" and S. S. "Meigle" were in this port last week and took several fishing crews to Labrador. The "Meigle" will be engaged on the regular Labrador service during the summer months.

The evening service in Central Methodist Church on Sunday, May 30th, was conducted by Rev. Allan G. Bowering, pastor of the Madison Ave. Presbyterian Church at Elizabeth, N. J., U.S.A. Rev. Bowering is here spending his vacation, which we hope will be very enjoyable.

Mr. Fred Homer arrived from St. John's, accompanied by Mr. Ron. Calpin, to spend June 3rd with friends in this town. Mr. Homer left here three weeks ago to join the Staff of the Bank of Nova Scotia at St. John's. His many friends congratulate him on his promotion and wish him continued success. Mr. Ralph Hickman, of Grand Bank, has taken Mr. Homer's position in the Bank here. Mr. Calpin has also taken a position on the staff of the St. John's Branch Bank.

Personal

Mr. Baxter Snow, who has a position with the Armstrong-Whitworth Co. at Corner Brook, spent his vacation with his parents here recently.

Mr. and Mrs. James Moore and son, James, of Carbonear, were here on a brief visit during the week.

Mr. Ernest Kelly arrived from the United States recently on a health trip.

Miss Mary Delaney is here from Grand Falls on a visit to her parents, Mr. and Mrs. M. J. Delaney.

Mr. A. J. Moore, of Bay de Verde, was here on business during the week.

MARRIED.

At Spaniard's Bay, on June 2nd, Winnifred, daughter of Mr. and Mrs. Martin Gosse, to Chesley, son of Mr. and Mrs. John Fillion, Clarke's Beach.

Nine years ago on June 5th, the Light Cruiser, "Hampshire" was sunk off the Orkney Islands by a mine and Lord Kitchener, who was on a special mission to Russia, was drowned.



We beg to announce that MR. JUDSON BARTLETT is our Authorized Agent for Bay Roberts, Coley's Point, and Spaniard's Bay, and is equipped to furnish purchasers with complete information covering Headstones, Monuments, Iron Railings, etc. All inquiries will be carefully attended to by him.

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Superintendent

G. W. LeMESSURIER

Deputy Min. Posts & Telegraph

April 19, 23



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OFFICIAL SYNOPSIS

(Continued.)

But for this avenue of employment conditions would be as intolerable as they were a year or two ago. The reduced expenditure the Government was boasting about was brought about in his opinion by reduction in money paid out for charities. Under such conditions of prosperity as existing during the last four months the Government deserved no credit for the reduction they were boasting about. Turning to the policy of the Government dismissals he discussed those occurring on the coastal steamers in Bonavista and Trinity Bays. He complained that men were "put on the street" for no reason. He wanted to know why such was done.

He was answered by Captain Winsor that dismissals took place because of extreme political partisanship.

MR. HALFYARD continuing said he did not know how the men voted.

CAPTAIN WINSOR: How did you treat Captain Wes. Kean when he was Captain of the Prospero? Was he not dismissed when on a trip in the Straits?

MR. HALFYARD did not wish to discuss the incident, it was drawing a red herring across the trail. He thought it was not what his Government did, it was what the present Government did. Continuing his remarks he dwelt at some length on the transportation facilities notably in connection with the steamship service on Fortune Bay.

CAPTAIN WINSOR: They have the best service on Fortune Bay now that they ever had.

MR. HALFYARD: That may be so, but you did it under pressure.

CAPTAIN WINSOR: We did what we thought best for Fortune Bay and the country, what your Government did not know how to do.

MR. HALFYARD continuing, dwelt again on the service and stated that the reason things were done was because of pure ignorance on the part of those responsible.

CAPTAIN WINSOR: Do you intend to be personal in your remarks?

MR. HALFYARD: I don't wish it to be construed that I am personal.

CAPTAIN WINSOR: If you intend to be personal you had better be careful of what you say.

MR. HALFYARD thought it was too despicable for him to descend to personalities, and he did not intend to do so. He was discussing questions from a public standpoint and desired it to be taken as such. He protested against the members of the Opposition not being consulted on matters appertaining to their Districts. The roads, both constructing and repairing were dealt with and especially that of Trinity South. He talked of Heart's Desire, Heart's Delight, Brownsdale, Sibley's Cove, Turk's Cove, and stopped as he said at Green's Harbor. He said men on the south side of Trinity Bay hauled up their fishing boats in September for the purpose of working on roads. They lost the fish and also the road work, as they got very little road work. They refused to go up the country and were in a bad predicament. He thought the Government's accomplishments during their eight months of power were a blank. Dealing with the Income Tax repeal he thought it should not be repealed because it was difficult of collection. Those able to afford to pay an income tax ought to be delighted to have to pay it. He always thought it a pleasure in former years when he earned enough money to be rated as an income tax payer to pay his bill on that score but this year being out of the Government, if the tax were in force he did not expect to get enough money to come under the law of the Income Tax. He thought the reason it was repealed was because the Government thought it too much trouble to collect it. It was also a tax on individ-

uals who were well able to pay it.

HON. J. J. LONG: The tax in the last analysis was borne by the workingman.

MR. HALFYARD: A blatant ass could make a remark like that as everyone knows its true.

THE SPEAKER: The Honourable member is out of order in using such an expression and I should not have to remind him of it.

MR. HALFYARD: I apologize for its use. When I make a statement infringing the laws of the House I am always ready to apologize for making it. Continuing Mr. Halfyard said he was against the removal of the tax and proceeded to censure the Government.

THE PRIME MINISTER: Your own leader said it should have been repealed long ago.

MR. HALFYARD: I am not speaking for my leader. His view on that does not agree with mine. He was only laboring his own viewpoint. Every person seemed to be throwing up their hats for its repeal even members of the Opposition, but his views were different and he was giving vent to them. The speaker continued in a critical and amusing tone to the end. The address occupied 3 hours in delivering.

CAPTAIN WINSOR in rising begged to congratulate the mover and seconder of the Address in Reply, but stated that he had no intention at that time of speaking on the Speech from the Throne. He merely wanted to reply to certain charges that had been made against him by the Hon. member for Trinity, Mr. Halfyard. The member for Trinity, he declared, had practically charged him with putting his brother in command of the "Wren". This was untrue. He had absolutely nothing to do with the appointment, it was made by the Government without any reference to him. The Hon. member had made nasty insinuations as to the competency of his brother, inasmuch as he was in command of the ship when she was wrecked on the Labrador. In the first place, the Hon. member's colleague, Captain Randell had stated the previous day, the coast of Labrador was practically uncharted and a very dangerous one, unless one was very well acquainted with it. Moreover, his brother had a pilot in charge of the ship when she ran ashore. Mr. Halfyard said that in appointing relatives blood was thicker than water. It was not so in his (the Minister's) case but the same could not be said by the member for Trinity who had appointed some of his relatives to government positions. The country was still suffering from the effects of the maladministration of the government

of which Mr. Halfyard was a member. The Hon. member for Trinity had, furthermore, charged himself and the Prime Minister with not redeeming their election pledges, by not giving a bounty on fish. This promise was made with the proviso that it would be done if finances would permit, and if the fishermen needed it. In view of the fact that the fishermen had received from \$8.00 to \$12.00 for their fish, it was felt that it would be an injustice to give it, and in addition the fishermen of Bonavista Bay, of Trinity Bay, and of Notre Dame Bay, felt that it would be unfair. Mr. Halfyard had said that some seventy-five per cent of the men of Bonavista Bay believed the of a bonus on fish. He disputed the truth of the matter and had been made to them ed that. The truth of the matter was they had marked their belief by voting for them in October last. We had been abused for the removal of the Malakoff from the Trinity service, said the Minister, but this was done, for the general benefit of Bonavista Bay and not for the purpose of benefitting any particular organization as was done when the past Government had removed her. She was not wanted in Trinity Bay and he had received scores of letters from there telling him that she was only a nuisance, and more needed elsewhere. The opinion was, furthermore, confirmed by her commander, Captain Day, in referring to the alleged dismissal of men, who were opposed to the Government, from the Government Shipping service, he could state it as a candid fact, and without any possible fear of contradiction that in the Malakoff there were employed only one man that was a supporter of the Monroe party, and that man was not allowed ashore in the mail boat for fear of his endeavouring to assist the Government. Further Mr. Halfyard had said that the members cannot get any money for their district for marine works. The Minister challenged Mr. Halfyard, Captain Randell, and Mr. Godden as to whether he had ever refused them money for their district. He had on occasions asked Mr. Halfyard to come down and discuss matters relating to expenditure in the district with the Minister, and the Hon. member would not come. He asked the Hon. member whether he had not sent every amount that he had been asked for, and Mr. Halfyard had to assent. Upon directly questioning Captain Randell on this matter the Minister was also answered in the affirmative, while Mr. Godden said he had never made a single request of the Minister for a grant since he represented Trinity District. The Minister said that the members who sat in the Government during the four years preceding 1923 were unfitted to sit, for they sent grants of money to their districts to be handled by Union Councils, and any man who did not support that Council, did not receive a day's work. This happened in nine cases out

of ten. In his own town the Minister knew of a grant of \$1,000 being made and not a day's work being given outside of the Council. He challenged the Hon. member to show any signs of favour having been given in any grants made since last June. In concluding the Minister said he regarded the action of the Hon. member in attacking a man outside of the House, as being a most unmanly act, and said that he was not man enough to say it openly. He said that there were others who might with mere justice be accused of pitchforking their relations into Government posts. It then being 6.30 Captain Winsor moved the adjournment of the debate.

The Orders of the Day were deferred and the House took an adjournment until 3 p.m. Thursday.

THURSDAY, FEBRUARY 26. The House met at three o'clock.

THE PRIME MINISTER asked for the indulgence of the House for the purpose of putting through all stages the Sealing Bill on the Order Paper. The Governor was coming to the Council Chamber at 4.30 for the purpose of assenting to same. The Speaker left the chair.

MINISTER OF MARINE & FISHERIES explained that the Bill was to enable the steamers to sail on or after March 5th and to kill seals on March 13th.

MR. HICKMAN asked for information as to why the date of sailing had been changed from March 10th to March 5th.

MINISTER OF MARINE & FISHERIES stated that conditions varied. Some Springs from the 10th to 13th of March was ample time for ships to reach the seals. Other Springs ice conditions prevented such being done as it is sometimes March 17 and 18 before the steamers reach the seals.

MR. SCAMMELL suggested that the sealing captains were the people from whom any advice should be sought each year on this point, as to when they might sail. It was of course evident that the advent of the steel ship would materially alter all arrangements that might be made now, and he would like to know as to whether any limit of time for killing existed. Were the captains free to remain out as long as they wished?

THE MINISTER OF MARINE AND FISHERIES in reply said that the captains were ab-

solutely free to return when they like and to stay out as long as they liked. If it were a case of the men deciding when they would return it would create a very awkward situation. In most ships the coal would be exhausted by April 15th, in fact only the Terra Nova would be able to last any longer than that and that would only be for another ten days, and when the fuel is gone the ships are forced to return.

CAPTAIN RANDELL thought that the important date to fix was not the actual date of sailing but the date upon which seals could be killed. He himself thought that March 13th was possibly a little early for killing, but he could not speak with the experience of the Hon. Minister. With him, he agreed that the captains were the best judges as to how long the ships would remain out. It was altogether dependent on the supplies and fuel holding out. The latest date would be around April 25th.

THE LEADER OF THE OPPOSITION asked the Hon. Minister as to whether he could inform him, when the usual whaling time was and whether

(Continued on page 3.)

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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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HOUSE OF ASSEMBLY.

OFFICIAL SYNOPSIS OF PROCEEDINGS

(Continued.)

it was the same every year. He thought that every caution should be exercised now, or else, as in the case of the lobster fishery, there would be a close season on seals. He himself was quite satisfied to accept the opinions of the Hon. Minister and the Hon. Member for Trinity, but would like to suggest that the Hon. Minister see that every detail is perfectly in order before the Bill goes through.

THE MINISTER OF MARINE & FISHERIES said that the question asked by the Hon. Leader of the Opposition was a rather embarrassing one. He had experienced some 37 years sealing, and like most captains he had kept a record during some of those years, and so far as he knew the whelping season would be anywhere from February 26th until March 3rd. There were rarely any old seals on the French Shore after February 2th. He said that he had received a message the previous day from the Magistrate at Griguet who reported millions of seals off the French Shore. From now on it would be noticed that the numbers would

decrease. In passing he remarked that this was the first year in some 82 that no Winsor would command a sealer, as he had found, to his surprise, that he was wanted ashore. He hoped that any merchant appointing a man a master of a sealer would give him an absolutely free hand with the selection of the men. He had hoped to introduce legislation to this effect this year. A very great responsibility rests on the masters, and the legislation with regard to the industry was very strict on their masters, and with their hands tied as to their men, they are taking chances of getting men who had never been on the ice and did not know how to look after themselves. He hoped to be spared for another session, in order that he might introduce a Bill to effect this. He knew that if he did, some would then declare that only Bonavista Bay men would get a berth. This was of course absurd. As a matter of fact he had been accused of this the other day and upon sending for a copy of his articles last year he disclosed the fact that out of a crew of 163 there were only 38 men from Bonavista Bay. This year there would be more men from Bonavista as Messrs. Bowering were allowing their captains to pick their own men and they would of course, endeavour to get the men that they know to be experienced. He declared that he knew that he could go to any other district

and find just as good a crew of sealers as he could get in Bonavista Bay.

THE LEADER OF THE OPPOSITION asked the Minister what regulations were there in force as to the qualifications of the captains, the second hands, master watches, ad the like? Were there any definite statutory ones?

THE MINISTER OF MARINE & FISHERIES: No. A few years ago a Board was appointed to examine men as to their ability to hold these various posts, which Board had to consist of three captains of at least ten years' experience in the industry. He didn't know whether there would be any advantage in having definite qualifications laid down. (Upon Mr. Scammell inquiring as to the Board this year the Hon. Minister informed him that it was not yet appointed.) Last year's Board was a good one.

CAPTAIN RANDELL expressed himself as being in accord with all that the Hon. Minister had said, but still believed that the date set was a little early. He felt that the country lost some thousands of seals each year owing to seals being killed before maturity.

MR. SCAMMELL wanted to know if Captain Little would pass the requirements of the Board.

THE MINISTER OF MARINE & FISHERIES said that no disqualification could take place unless the questions put by the Board were not satisfactorily answered.

MR. WARREN said that he hadn't proposed taking any part in this debate, but for a remark of the Hon. Minister, that there would be no Winsor going to the ice this season. The Minister had qualms of conscience at leaving his post for such a long period. He felt that there was no justifiable reason for the Minister's detention ashore. The Government was taking a good view of the importance of the industry and were outfitting two of their own ships and yet they were not endeavoring to release Captain Winsor from his Department for the purpose of taking his ship out. He thought that it was of vast importance to the country that a man of the Minister's stamp and experience should go in command of his ship.

MR. SCAMMELL was at variance with Mr. Warren. He thought that the Minister was perfectly right in remaining in his Department. He deeply regretted the loss to the industry this season, but felt that as the Minister was a servant of the public that he should remain at his post. He was doing his duty at the expense of a very great sacrifice to himself and that was a splendid act on his part. This was without any question of the financial loss to him. He felt that the Minister should not allow certain friends of a former Minister the opportunity

of saying that he did what the previous Minister did; stayed away from his Department and yet drew his salary.

MR. WARREN said that he had raised the subject not on the grounds of what had been done by any previous Ministers, but from a purely national point of view. The Government took a high view of the importance of the industry and yet could not release Captain Winsor. It was not because Sir W. F. Coaker had, according to the Hon. Member for St. Barbe, stayed away from his Department that Captain Winsor should not do it. Either Coaker was wrong or else he was right. If he was right then why Mr. Scammell's remarks, but if Sir W. F. Coaker was wrong, as he was according to Mr. Scammell, that was no reason why Captain Winsor would be wrong in face of this necessity.

THE HON. MINISTER OF MARINE & FISHERIES moved amendment to the Bill making it applicable to any year instead of the present year.

With the unanimous consent of the House the Bill was read for the third time, and passed and ordered to be sent to the Legislative Council.

PETITIONS.

HON. MR. HIGGINS presented a petition from the residents of the Front, Bell Island, praying for an allocation of \$1500 for the construction of a public wharf.

MR. WALSH presented a petition from some 500 residents of St. Mary's Bay praying for the erection of a fog alarm at Cape Lahayes, St. Mary's Bay. He was supported by his colleagues, Hon. M. S. Sullivan and Mr. E. J. Simmt.

CAPTAIN WINSOR presented a petition from the residents of Glovertown, B. B., praying for the purchase of a building to be used as a public building in that place.

MR. CHAMBERS presented a petition from the residents of Cape L'Anse-au-Loup praying that a wireless station be erected at that place. Mr. Lake and the Hon. J. J. Long supported the petition.

MR. POWER presented a petition from the residents of Codroy regarding certain fishery regulations.

QUESTIONS.

THE HON. ATTORNEY GENERAL tabled the memorial of the United States and the reply of Great Britain respecting a claim under the Pecuniary Claims Commission of the British-American Arbitration Tribunal.

In answer to Mr. Warren re consultation of lawyers on Labrador Boundary question prior to delegation leaving for Canada, the Prime Minister replied that no lawyer or lawyers had been consulted in any way.

In answer to Mr. Hickman the Prime Minister stated that the Commission on Charitable Institutions was still enquiring into matters connected therewith and it would probably be six months or more before a final report could be prepared.

Mr. Scammell enquired as to the cost of bringing Mr. J. Allan Taylor to the country in connection with fisheries matters. The Minister of Marine and Fisheries stated that the Government bore half the expenses and the Board of Trade the other half. The Government's share had been \$266.50.

Mr. Duff enquired as to the names of the Directors of the Carbonear Water Company and the Colonial Secretary tabled the following reply:—

"In November 1924 the following gentlemen were appointed as Directors of the Carbonear Water Company, namely: Messrs. John Rorke, James Moore, and Silas W. Moores, who together with Mr. Robert Simpson, who was a member of the previous Board, and Mr. G. H. Soper, the newly appointed Manager and Secretary, constituted the Board at that time. Mr. Rorke has since resigned."

"It is the intention of the Government to go into the whole question of the Carbonear Water Company, and it is probable that other Directors will be appointed, the names of whom will be available when the appointments have been made."

In answer to Mr. Hibbs, the Minister of Marine and Fisheries tabled the allocations from his Department to the District of Fogo since June last. As to the authority for the making of those allocations the Minister stated that the responsible Minister had authorized them and he was the sole and only authority

THE TENDERS FOR THE GULF STEAMER.

In answer to the request of Mr. Hickman, M. H. A., the Prime Minister tabled the correspondence relative to the construction of the new steamer now in process of building at Schiedam, in the Netherlands, by the New Waterway Shipbuilding Company.

There were eighteen tenders of which the lowest was accepted. The figures are in pounds sterling, and are quoted below:

1. Armstrong Whitworth Co. Ltd. £143,665. Delivery in about 9 months.
2. William Beardmore & Co. £133,550. Delivery in 8 months.
3. Naval Construction Works, Barrow in Furness, £128,100. Delivery about 9 months.
4. Vickers, Ltd., £128,100. Delivery about 9 months.
5. Cammell, Laird & Co., Birkenhead, £125,650. Delivery 8 months after approval of plans.
6. Ailsa Shipbuilding Co. Ltd. Troon, Ayrshire, £118,420. Delivery 10 months after corrected and adjusted plans.
7. Fairfield Shipbuilding and Engineering Co., Ltd., Govan, Glasgow, £117,300. Delivery about 7 months from time of approval of plans and specifications.
8. Lithgows, Ltd., Glasgow, £116,200. Delivery 7 to 8 mths.
9. Scotch Shipbuilding and Engineering Co., Greenock, £115,000. Delivery about the end of June.
10. The Colada Shipbuilding and Engineering Co., Ltd., £113,660. Delivery 8½ months.
11. Furness Shipbuilding Co., £111,050. Delivery about 9 months.
12. Palmer Shipbuilding and Iron Co., Ltd., Hebborn on Tyne £110,975. Delivery 10 to 11 months.
13. David William Henderson & Co., Glasgow, £102,225. Delivery about 8 months.
14. John Brown & Co., Ltd., Clydebank, £101,850. Delivery about 7 months from date of definite approval.
15. Swan Hunter and Wigham Richardson, £100,600. Delivery about 7 months.
16. Neptune Works, Walker, Newcastle, £100,200. Delivery about 7 months.
17. Napier and Miller, Ltd., Old Kilpatrick, Glasgow, £98,715. Delivery about July 1925.
18. New Waterway Shipbuilding Co., Schiedam, £89,675. Delivery July 1st, 1925.

(To be continued.)

Best quality Stove size Hard Coal.

Ladies' Cavalier Gaiters in Black and Tan are selling rapidly at \$6.00.

Children's Gaiters and little Boys' Hip Rubbers are usefully Winter weather.

The Boston School shoes are a real economy. Being real leather they wear longer and protect the Children's health.

Blanket weather is here now, and we have the best values.

Men's suits—this seasons new goods in latest styles and best workmanship.

Footwear for all the family in leather and rubber. Quality guaranteed. Your money back if you do not get reasonable satisfaction

C. & A. DAWE

Your Satisfaction our First Thought.

VICTOR FLOUR

Sold by JOHN PARSONS

For Sale!

JUMBO STATIONERY ENGINE Six horse power. Heavy Duty. Saws, Mandrills, Belting Complete. Suitable for Cooper who wants to saw his own cooperage stock. Offered at a Bargain for immediate sale. Apply at GUARDIAN OFFICE.



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 tips 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.



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 ten word message costs only 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 handled by the Postal ensures quick service via New York or Canada to Brazil, Bahia, Pernambuco, Baltimore, Barbadoes and Bermuda. Our connections are as follows:—

THE COMMERCIAL CABLE COMPANY

"American Postal Telegraph," "Canadian Pacific Railway Telegraphs," "All American Cables for Central and South America," "Raf fax and Bermuda and Direct West India Cables.

A cheap night, as well as day service is also given to all points in Canada and the United States of America. The Postal has also direct connection with Great Britain, thence to all European points. Rates as low as 6c. per word. Stamps to value of ten cents must be affixed by senders to all cable (foreign) messages from Newfoundland.

The Newfoundland service benefits largely when you patronize the Postal Telegraphs, in which staff (clerks and operators) have long-continued to Newfoundland are sworn to secrecy.

Oct., 1925

PREPAYMENT OF IMPORT DUTY BY CUSTOMS STAMPS ON ADVERTISING MATTER, ETC.

The Honourable the Minister of Finance and Customs, under the provisions of Item 306 (f) of the "Revenue Act, 1925," has been pleased to approve of the following regulations respecting prepayment of Import Duty by Customs Stamps on Advertising matter, etc., viz:—

1. Customs Duty Stamps, for the payment of import duties on advertising matter, price lists and catalogues, can be obtained in one, three and five cents each on application to the Deputy Minister of Customs, St. John's, Newfoundland, or to the Secretary, High Commissioner for Newfoundland, 58 Victoria Street, London, or to His Majesty's Senior Trade Commissioner, 285 Beaver Hall Hill, Montreal, Canada.
2. The duty stamps are to be affixed on each package for the amounts of duty payable on the same, and should be affixed to the reverse side of the package.
3. Packets bearing Customs duty stamps on arrival at any port in Newfoundland, shall be transferred to the Customs, to be checked for proper payment of duty and to have the Customs duty stamps thereon cancelled by marking same with the Customs dating stamp, or other cancellation stamp.
4. Item 306 (f) of the Revenue Act 1925 provides "that on the goods specified in the foregoing item and imported by mail on and after July 1st, 1925, duties may be paid by Customs Revenue Stamps, under regulations made by the Minister of Finance and Customs, at the rates specified in the said item, except that on each separate package weighing not more than one ounce the duty shall be one cent."
5. The articles specified in Item 306 (e) of the Revenue Act are:—

"Advertising Pamphlets, Advertising Show Cards, Illustrated Advertising Periodicals, Price Books, Catalogues and Price Lists; Advertising Almanacs and Calendars; Patent Medicine or other Advertising Circulars, Fly Sheets or Pamphlets; Advertising Chromos, Chromotypes, Oleographs or like works produced by any process other than hand painting or drawing, and having any advertising or advertising matter printed, lithographed or stamped thereon, or attached thereto, including Advertising Bills, Folders, and Posters or other similar artistic work, lithographed, printed or stamped on paper or cardboard for business or advertising purposes, N.O.P."

St. John's, Nfld., 27th May, 1925.

H. W. LeMESSURIER, Deputy Minister of Customs.

jne12,31



Electrify!

No doubt you INTEND to have Electricity in your home SOME TIME—no home is complete nowadays 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. L. Winsor, Bay Roberts, agent UNITED TOWNS ELECTRIC CO. Limited.

Job Printing of all kinds Neatly and Promptly Done at the Guardian Office.

OBITUARY.

There passed peacefully away at Coley's Point, on Wednesday, March 25th, after an illness of four years, Henry James Fradsham, aged 61 years. Funeral took place to the S.A. Cemetery on Friday, March 27th. Comm. Cole, S.A., conducted the services at the Citadel and preached a sermon very suitable to the occasion. The funeral was one of the largest known on Coley's Point. Deceased was a member of the L.O.L., Coley's Point, of which Lodge the members, accompanied by their band, attended the funeral to pay their last respects to their deceased brother. Left to mourn are a sorrowing wife, Mrs. Sarah Fradsham, 4 sons, Gilbert and Harold at home, William, Albert and one daughter, Mrs. Thomas Richards, residing in Canada; also one brother, Mr. Horatio Fradsham, of Coley's Point, and two sisters, Mrs. John Moore, of Bay Roberts, and Mrs. Bursey, of Salmon Cove, and two grandchildren, beside a large circle of friends and relatives. Servant of God, well done! Thy glorious warfare's past. The battle's fought, the race is won And thou art crowned at last.

There passed peacefully away at Millertown on Friday, April 17th, at 11 a.m., Lavinia Dorothy, youngest daughter of Mr. and Mrs. John White, after a short illness, at the age of sixteen years. Though young in years she had learned to do her Master's will, and was satisfied when He saw fit to take her unto Himself. All through her sufferings she was never heard to murmur or complain. When dying she said she was going asleep, "Asleep in Jesus!" and to tell all her friends and companions to meet her in Heaven. The remains were brought here Sunday, April 19th, and laid to rest in the Methodist Cemetery Tuesday, April 21st. Rev. Chas. Howse conducted the service at the Church, preaching a very suitable sermon, taking for his text St. Mat., ch. 9, v. 24, "She is not dead but sleepeth." Left to mourn are a sorrowing father, mother, four sisters, Mrs. Eliza Earle, French's Cove, Mrs. W. J. Deering, Shearstown, Mrs. James Russell, Corner Brook, Mrs. James Russell, Chelsea, Mass., two brothers, John, in Bangor, Maine, and George, at home, beside a large circle of friends and relatives. On that happy Easter morning. All the graves their dead restore. Father, sister, child and mother Meet once more.

On Friday last the sad news arrived here announcing the passing of one well-known in this town, especially to the older generations, in the person of Mrs. Mary Grace Snow, widow of the late Jephtha Snow. The deceased left here some ten years ago and made her home with her son, James, who resided at 10 Griggs Place, Allston, Mass. She was quite smart and active up till a short time prior to her death. On Thursday, June 4th, the Great Reaper came to summon her home at the ripe old age of 82 years. Possessing a kind and charitable disposition the late Mrs. Snow made many friends both in her native land and in the United States, who mourn, with many relatives, at the time of her passing. Accompanied by her son, the remains, enclosed in a magnificent casket, arrived here by Thursday's noon train and were conveyed to the home of Mr. Isaac Snow, where many of her old friends went to look upon the face of the departed for the last time. The beautiful floral tributes, which came from various parts of Massachusetts, bespoke the esteem in which the late Mrs. Snow was held. The funeral takes place tomorrow (Saturday) from the residence of Mr. Isaac Snow to the Methodist Cemetery. Left to mourn are one daughter, Mrs. L. K. Mercer, of Holland's Place, Allston, Mass., one son, James S. Snow, of Allston, Mass., one brother, Mr. Thomas Hedderson, of Shearstown, and two sisters, Mrs. Eliza Dwyer, of Shearstown, and Mrs. Charles Hood, of this town, three grandchildren, and a large number of other relatives and friends to whom sincere sympathy is extended.

Miss Fannie J. Mercer spent the week-end at Cupids, visiting friends.



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 or For Sale column, 10c per line for 1st insertion, 5c a line for subsequent insertions. Special rates 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.

We cannot guarantee to insert items of news or advertisements received later than Thursday morning.

All small and transient advertisements must be paid for at the time of insertion. The number of insertions must be specified.

Our New Linotype Installed

The installation this week of a new and up-to-date typesetting machine inspires the hope that from this on there will be no more interruptions of the publication of "The Guardian."

The machine just installed is the last word in the production of typesetting machines by the Mergenthaler Linotype Co. of New York.

We still have faith in Bay Roberts and this section of Newfoundland or we would not have incurred this extra expense. All we ask now in our endeavour to help in building up this part of Newfoundland is the whole-hearted and practical support of every citizen.

By subscribing to The Guardian, by sending us your Job Printing you can materially help us so that we in turn may help you. A newspaper is the organ of the community in which it is published. It is your paper. Send along any items of news from week to week and we shall be glad to publish it.

Mrs. R. I. Hollett, of Burnham, arrived here recently on a visit to her mother, Mrs. Joshua Bradbury. She was accompanied by Mr. Hollett.

Schooners for Labrador

The following schooners have cleared from this port for Labrador, "George Tibbo", owned by John Snow, Philip Snow, master; "Prince David", owned by Lewis Dawe, Isaac Dawe, master; "Ironbonds", owned by C. & A. Dawe, George Parsons, master; "Exotic", owned by J. & H. Morgan, Harold Morgan, master; "Perfect", owned by Lewis Dawe, Robert Bradbury, master; "Josie & Phebe", owned by Lewis Dawe, Walter Housell, master; "Maxwell Roy", owned by G. & M. Gosse, Geo. Richards, master; "Little Shamrock" Joseph Snow, owner and master; "Reliance", Edward Snow, owner and master; "Sunnocks", Albert Mercer, master, owned by A. & D. Mercer.

Of Interest to Local Athletes

The Newfoundland Postal Association have decided to hold their Annual Excursion to Harbor Grace this year, which takes place on the 24th of June. This is something that will be of interest to the Athletes and citizens of Bay Roberts. Come boys, one and all. Every event is open to you. See if you can't take some of the prizes which we have to offer—they are exceptionally good. Try your luck. An enjoyable time is promised all who attend.—J.L.J.

Personal

Mrs. Taylor, of St. John's, was here recently visiting her daughter, Mrs. Lewis Dawe. She returned to her home by Saturday evening's train.

Rev. W. H. Dotchon has been here recently visiting Dr. H. S. and Mrs. Atkinson.

Mr. and Mrs. W. C. Whiteway spent the week end at Hr. Grace, the guests of Mr. and Mrs. E. E. Parsons.

Messrs. Arch Norman, from St. John's, and Douglas Mercer, from Grand Falls, arrived here by last Thursday night's train.

Mr. and Mrs. John Elms arrived here recently from Toronto, Canada. Their many friends are glad to see them again.

Mr. Chester Dawe, who has been here on a short vacation, left on Tuesday for St. John's enroute to Western Arm, White Bay.

Miss Millicent Howse, B. A., who is going to China as a missionary in two years' time, arrived here recently from Toronto, Canada, on a visit to her parents, Rev. Chas. and Mrs. Howse.

PUPILS HAVE OUTING.

The pupils of the Methodist Superior School, in charge of Miss F. Harvey, had an outing this (Friday) afternoon at the Gorge, near Spaniard's Bay. By the looks of happiness on the faces of the scholars as they returned, the outing was a great success.

The equipment for a fire brigade arrived at Corner at Corner Brook recently. It includes ladder, hoses, trucks and a chemical wagon.

All Silk French Crepe de Chines and Georgettes Half Price.
Nicholle & Inkpen Co. Ltd.
315 Water Street. St. John's.

W. C. WINSOR, Minister of Marine & Fisheries. Dept. of Marine & Fisheries, St. John's, Newfoundland, April 3, 1925.

To the Building Trade!

We wish to announce to our many friends and old customers that we are again in the lumber and "finish" business.

We have had considerable experience in this line, we have first class workman, we have the requirements of the trade and it is our policy to manufacture up to a standard—not down to a price.

We have at White Bay and Salmonier, Saw and Planing Mills where we manufacture all sizes of Framing, Clapboard, Matched Board, etc.

At Bay Roberts, we stock and manufacture everything in the builders line, including Doors, Sashes, Moulding, Mantles and Turnings, Veneer and Plywood for paneling, Wainscoting and Ceilings, Matched Board, Clapboard, and Framing. Felloes and Hubs for Wheels, and are prepared to cater to the manufacture of Church and School furniture.

We hope to have the pleasure of serving you. 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 \$5.00.
- 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. 197 WATER ST., ST. JOHN'S.

USE **STIMONDS SAWS**
Their teeth are of a toughness which makes them hold their keen cutting edge under every usage.



Chain Rock

On Starboard Hand Entrance to Harbor of St. John's Bearing N. 28° W. Magnetic, 3 1/2 Cables from Fort Amherst Lighthouse.

Lat. 47° 34' 00" N. Long. 52° 41' 26" W.

Position—On Chain Rock, Starboard hand entrance to Harbor of St. John's.

Character—A Flashing WHITE ACETYLENE GAS LIGHT giving

25 FLASHES PER MINUTE.

Elevation—Height from high water to focal plane—19 feet.

Structure—An Octagonal Wooden structure, sloping sides, painted WHITE, lantern Red.

Remarks—This Light will be put into operation on May 15th, 1925.

W. C. WINSOR, Minister of Marine & Fisheries. Dept. of Marine & Fisheries, St. John's, Newfoundland, April 3, 1925.

NOTE OF THANKS.

The wife and family of the late Henry James Fradsham wishes to thank the many kind friends who assisted them in any way at the time of their sad bereavement; also the members and band of the L.O.L., Coley's Point, for the sympathy expressed by them to the family; also the kind friends who sent wreaths to adorn the coffin, viz: Mr. and Mrs. John Moore, Mrs. William Leslie, Mrs. William J. French, Mrs. Nathan Ralph, Mrs. R. S. Mercer, Mrs. (Capt.) Arch Mercer, Miss Alice Leslie.

Mr. and Mrs. John White wish to thank the many kind friends who helped them in any way during their sad bereavement in the death of their daughter, Lavinia Dorothy, especially Mrs. B. A. Hartigan and daughter, Mrs. L. Furlong and daughter, Rev. A. E. Parsons and sister, Miss H. Norman, Mrs. E. Martin, Mrs. W. Batstone, Millertown, Mrs. Jesse

Sparkes, Officers and Members of Victoria L. O. L., No. 3, for Letters of Sympathy; also those who sent wreaths to adorn the casket: Teachers and pupils of Millertown Day School, Millertown Sunday School, Millertown Choir, Rev. A. E. Parsons and family, Mrs. Stanley Sparkes, Mr. and Mrs. Ed. Martin, Mrs. Furlong and family, Miss Eleanor Hartigan, Miss Margaret Duff, Mr. and Mrs. Isaac Snow, Miss Helen R. Snow, Misses Florrie and Marcie Mercer, Mrs. Samuel Mercer, Miss Gwendolene Mercer, Mrs. Ralph Barrett.

PICKED UP.

A small sum of money on railway track, between Bay Roberts Station and Shearstown road. Owner may have same by proving property and paying cost of advertisement. Apply to JAMES HOLMES, P. M., Shearstown.

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 seasonable goods
At a big reduction to clear out.
Children's Winter Coats, Boy's, Youth's and Men's Overcoats and Mackinaws and Winter Caps. We would also remind you that our stock of Bedsteads, Mattresses, Springs, Blankets, Feathers Chairs, etc. are always at your inspection.
Our line of Hardware which is well known includes the best Axes, Saws, Skates' Hockey Sticks, Slides, Bells, Horse Safes, Hammers, Pads, Breechings, Collars, etc. that is to be had.
Boots and Rubbers has always been one of our biggest lines and we still can offer you some of the best values in town. We are also offering with our variety of about twenty different kinds of Laundry Soap one special English Household Soap at 12c. for a bar of 16 oz. This soap should meet the need of every housewife as it surpasses in value anything in the soap line.
A. E. MERCER, Bay Roberts W.

Munson Steamship Lines
St. John's, N.F.-Halifax-Boston
S.S. "MUNEASTERN".
Fast Passenger and Freight Service.
Scheduled to Sail
From Boston: June 23rd, July 3rd, July 15th, July 25th, Aug. 5th, Aug. 14th, Aug. 22nd, Aug. 31st.
From St. John's: June 28th, July 8th, July 20th, July 30th, Aug. 9th, Aug. 18th, Aug. 26th, Sept. 4th.
and regularly thereafter.
For rates of passage and freight rates, apply to
A. E. Hickman Co., Ltd.
AGENTS, ST. JOHN'S, N.F.L.D.
PICKFORD & BLACK, MUNSON STEAMSHIP LINES, Halifax Agents. 113 State St., Boston.
MUNSON STEAMSHIP LINES, General Offices, 67 Wall St., New York.

For Economy and Durability
The Oliver Typewriter
No. 9
has never been equalled. It gives lighter touch. It brings clearer impression. It ensures permanent alignment.
\$65.00.
OFFICE STATIONERY FOR 1925.
Ledgers, Cash Books, Journals, Day Books, Counter Books, Analysis Books, Memo Books, Receipt Books, Copy Letter Books, Duplicate Letter Books, Files, Letter Trays, Order Books.
AYRE & SONS LTD.
ST. JOHN'S, N.F.L.D.