

File 2

# The Guardian

ADVERTISING RATES:  
For display advertisements, 50cts. per inch for first insertion, 25cts. for continuations, also yearly rates.

SUBSCRIPTION RATES:  
\$1.00 per year to any part of Nfld. (post free), To Canada, U.S. A. and Great Britain \$1.50.

VOL. 14, NO. 6.

To United States and Canada \$1.50 a year.

BAY ROBERTS, Nfld., FRIDAY, AUGUST 14th, 1925.

\$1.00 a year, in advance.

PRICE: TWO CENTS.

**IF**  
it is good enough for Windsor Castle—the home of our beloved royalty—surely it is good enough for us—  
**WINDSOR PATENT**  
"Canada's Best Flour"

so called because it is made by the Ogilvie Flour Mills who are millers by Royal Warrant to his Most Gracious Majesty KING GEORGE Vth.

Ask your Dealer for

**"NAVY"**

**OILED**

**CLOTHES**

Made from Sound Stock

and Well Matured.

**Jas. G. Baggs**

CONTRACTOR and BUILDER

Manufacturer of Doors, Sashes

Turnings and all inside finishings.

Upholstering and Furniture Making and Repairing.

UNDERTAKING A SPECIALTY.

Caskets and Coffins always on hand.

SHOP: Water St., Bay Roberts.

**The Gracian**

**House**

MRS. YETMAN, Proprietress.

Cochrane St., Opp. St. Paul's Church, HARBOR GRACE.

Transient Boarders accommodated at moderate rates.

**W. & I. BOWERING**

Repairers of all kinds of

MARINE and STATIONERY

ENGINES.

All Outport Orders carefully attended to.

COLEY'S POINT SOUTH.

Bay Roberts, Nfld.

**The Imperial**

**Hotel**

MRS. STRONG, Proprietress.

389 Water St. West.

Near Knowling's West End Store, ST. JOHN'S.

Transient and Permanent Boarders accommodated.

Rates reasonable.

S. A. PICNIC.

The annual Picnic of the Salvation Army Sunday School was held on Calpin's Ferra on Wednesday, August 12th. But for a few showers during the afternoon the day was very enjoyable and young and old alike were delighted with the spread of good things out in the fresh air.

**We Offer**

the following reasonable goods to the buying public at prices to suit the most economical:—Voiles, Ratine, Gingham, Cotton Crepes, English Broadcloth, Pongee, etc., etc., in Plain, Check, Flowered and Striped designs; just the thing for Ladies' and Children's Summer Wear.

ALSO

A choice assortment of Ladies' Suede Shoes: Lace and Strap, in shades of Grey and Brown.

**We invite inspection.**

**W. H. Greenland,**  
COLEY'S POINT.

R. AUGUSTUS PARSONS,

B.C.L.

SOLICITOR, etc.

Bank of Montreal Building.

ST. JOHN'S.

Phone 470 P. O. Box 1303

F. GORDON BRADLEY, L.L.B.

Barrister-at-Law, Solicitor, etc.

RENOUF BUILDING

Duckworth Street.

ST. JOHN'S.

P. O. BOX 1270.



For HOME DYEING and COLD WATER TINTING USE  
**DY-O-LA DYES**  
Same kind of Dye Professional Dyers use

MARRIED.

At the Parish Church, Heart's Content, on Wednesday, August 12th, by the Rev. Canon Smart, Rector, Vera Edna Alice, daughter of Mr. and Mrs. M. M. Hopkins, to J. A. Robinson Peach, son of Mrs. and the late A. B. Peach, Carbonear.

## Flower Service at St. Matthew's

Sunday afternoon last was set apart by the congregation of St. Matthew's Church for the annual Flower Service. A large concourse of people filled the church, which was beautifully decorated. A very excellent sermon was delivered by the Rev. E. M. Bishop and after the prayers and hymns suitable for that occasion the assembly moved to the Cemetery where the service was concluded. The hymn, "O God our help in ages past," was sung as the procession moved down the street. After the service the lost resting places of those "not lost, but gone before" looked very beautiful in the profusion of many-hued flowers.

## HR. GRACE REGATTA.

The annual Regatta was held on August 12th at Lady Lake, Hr. Grace, and was largely attended by citizens generally as well as many visitors. The Committee in charge worked enthusiastically for the success of the event. There were eight events on the programme: Amateur, Factory, Juvenile, Firemen, Cricket, Brigade and All Comers also a swimming race. We will publish a fuller report of the winners in our next issue. The four boats: Elsie, Maggie, Prince Albert and Winnie, were on the Lake. A very enjoyable day was spent by all present.

LOST—A GOLD BROOCH. Finder please return to this office.

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

## SPECIAL MENTIONS

Which you will find us well stocked in at reasonable prices.

WALL PAPERS  
A Specialty.

Floor Coverings, Stair and Table Oil Cloth.

Lace Curtains and Curtain Hangings.

Spring Blinds, Quilt Cottons Bed Spreads and Quilts.

WARNERS  
Rust Proof Corsets.

Ladies' Underwear etc.

Flannel and Flette's.

Gloves and Hosiery.

DRESS GOODS.

Men's and Boy's Readymades.

**Marshall Brothers,**  
St. John's.

**J. Jardine & Son**

## In Stock

Granulated Sugar, Icing Sugar, Tea, Whitehouse Coffee, Fry's Cocoa, Osler's Cocoa, Baker's Chocolate, Corn Flakes, Cream of Wheat, Table Butter, Bologna Sausage, Pork Sausages, Bacon, Hartley's Marmalade, Fancy and Plain Biscuits, Dates, Prunes, Pickles,

Pet Milk, Tinned Fruits, Onions, Apples, Oranges, Lime Juice, Syrups, Table Jellies, Jello, Gelatine, Lux, Princess Soap Flakes, Palm Olive Soap, Shelled Almonds, Shelled Walnuts, Dee. Cocoanut, etc. etc.

**J. JARDINE & SON.**  
Bay Roberts.

## Latest Fishery and Weather Report

Cape Harrison—Calm, clear; fair fishing.  
Makovick—Light south, cloudy; fish plentiful.  
Holton—Light north west, clear; good fishing.  
Smokey—Light north, clear; fair fishing.  
Grady—Fresh north east, cloudy; poor fishing.  
Flat Island—Fresh north, cloudy; no fish.  
Domino—Fresh north, cloudy; fair fishing.  
Venison Island—Strong north east, cloudy; no boats out.  
Battle Harbor—Strong north east, cloudy; fish scarce.

## FEARED LOST.

There is anxiety for the safety of the Newfoundland schr. J. C. May, which sailed from St. John's with a cargo of cement which she discharged at Grand River, Nfld., later sailing from there for Searston in ballast. She is some days overdue, and it is feared she has been lost. It was rumoured Tuesday that she had reached Port aux Basques, but there is no confirmation of this, nor is there any definite word of any disaster to her.—Trade Review.

The dock workers strike which has been in progress in Holland for several weeks is still on and the Railway Commission have no intimation when the new steamer "Caribou" will be ready to leave.

## WORLD NEWS.

Central Valley, N.Y., Aug. 8.—Five members of one family were burned to death to-day in a fire which destroyed their home on a farm near here.  
Toronto, Aug. 8.—Four men were killed, and a fifth probably fatally injured at a railroad crossing near here to-day, when a passenger train struck an auto mobile, in which State Highway workers were returning from work because of rain.  
Vancouver, Aug. 8.—Fanned by high winds a forest fire, sweeping through the Northern Section of Veldé Island, jumped the firebreak at Hyacinthe Valley, and now threatens destruction of the whole southern section of the island.  
Washington, D. C., Aug. 11.—Belgium's first proposal for refunding its \$480,000,000 debt to the United States was found unacceptable to-day by the United States commission.  
Toronto, Aug. 12.—Joe Squires aged 54, claiming to be the undefeated champion oarsman of Newfoundland has arrived in Toronto with the object of challenging Eddie Duncan, well-known sculler.  
Glace Bay, Aug. 13.—Over 3,000 miners were working to-day at nine of the British Empire Coal Collieries in Cape Breton, and it is expected that another thousand men will be working by Saturday. The collieries yesterday produced 3,546 tons of coal.  
St. John, N.B., Aug. 13.—At the Grand Lodge session here to-day of the I. O. O. F. the recommendation that a charter be granted to King Edward Lodge, No. 7, Corner Brook, was approved.

## ITEMS OF NEWS.

Mr. James Pepper, of this town, went to St. John's on business on Tuesday.  
Miss May Cave, who has spent her holidays at Topsail, arrived home on Monday night.  
Mr. J. Ploughman was in St. John's last week to attend the Regatta and on other business.  
Mr. Donald Andrews of Port de Grave was a visitor to the town during the week.  
Mr. Robert Sellars, of St. John's, spent the week-end here visiting friends.  
Miss Lulu Crossman, who has been here on a visit, returned to St. John's on Tuesday.  
Miss Emmie Moore of Clarke's Beach spent a few days in this town recently visiting Mrs. Jesse Bradbury.  
Mrs. John Bishop and Miss Mildred Bishop went to St. John's by motor car on Thursday evening.  
Mrs. J. Ploughman and family, of this town, went to Carbonear to spend a vacation with relatives.  
Miss K. Whiteway of St. John's, was here last week visiting Mr. and Mrs. W. C. White-way.  
Dr. L. S. Pritchard, who has been on a month's vacation to the United States, returned home during the week.  
Miss Eva Moore, who has been spending a vacation at Manuel's and St. John's, returned home by Saturday night's train.  
Miss Ethel Shears, daughter of Rev. W. C. Shears, of Forresterville, Md., is here visiting friends.  
Mrs. Isaac Parsons, who has been visiting her daughter, Miss Essie Parsons, and other friends in St. John's, returned home by Wednesday night's train.  
Ensign Mary Moore, S.A., of the Training College, St. John's, is here spending a few days before leaving for Congress which will be held in England next month.  
A very enjoyable Bridge Party and Dance was given in Cable Hall on Thursday night, August 13th. Mesdames John Dawe, Wilfred Dawe and R. W. Myers were the hostesses. Suitable prizes were given to the winners in Bridge and Auction.

## MAN DIES FROM INJURIES.

John Power, who was injured while working on the Dock at St. John's, on Wednesday, passed away at the General Hospital on Thursday morning, Aug. 13th. It seems that he, with a number of others, was working in the pit when suddenly a tub of muck, which weighed several tons, fell on him. He remained conscious until Fr. Summers administered the last rites of the Catholic Church to him. Power was 22 years of age and leaves father, mother, one brother and four sisters residing at Pouch Cove.

## ATTENTION, GUIDES!

An important meeting of the 1st Bay Roberts Company of Girl Guides will be held in Cable Hall on Tuesday night, August 18th, at 8 o'clock sharp. A full attendance is requested.

**New Goods!**  
**New Goods!**

High quality at low prices.

Grand assortment in yard and pound Goods.  
A special mention of Voiles, Fancy Crepe Cloth, Curtain Nets, Serims, and Fancy Stripe Dress Goods.  
Hosiery for all the Family in the most popular shades.  
Ladies' Sweaters, Gloves, Jumpers and Scarfs. Just what you need.  
Woolen Tweeds suitable to make your boy a suit.  
Special values in Boots and Shoes.  
Buy your Crockery-ware from us and save the extra duty.  
Wall Papers neat patterns—very cheap.

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

all at lowest market prices.  
Agent for Skinners Monumental Art Works.

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

## GOOD FISHING NEWS.

A message was received from Mr. Lewis Dawe, at Fishing Ship's Harbor, Labrador, on Tuesday, August 11th, saying that there had been good trapping at all harbors since the 7th inst. He reported having taken 40 qtls. on Monday on his own rooms.  
It has also been rumoured here that Mr. Edward Snow's schooner Reliance is on her way home loaded with fish.

## SAW MILL BURNED AT DEER LAKE.

A saw mill at Deer Lake owned by the Newfoundland Power and Paper Company was destroyed by fire on Thursday night, August 13th.

## DIED.

Suddenly on Sunday, August 9th, Annie, beloved wife of Eugene Mercer, of Mercer's Cove and daughter of Mr. and Mrs. Peter Keefe, of Coley's Point, aged 28-years. Left to mourn their sad loss are a husband, four months' old infant, father, mother, one brother, Augustus, of Coley's Point, two sisters, Irene and Emmie, also one step-sister, Mary J., residing in the States. Funeral took place on Tuesday, August 11th, to the Methodist Cemetery, Rev. C. Howse officiating.



## Monuments - Headstones

If you want a first-class Headstone or Monument, send to

### Chislett's Marble Works

We carry the LARGEST STOCK and BEST FINISHED WORK in the City.

#### Entire Satisfaction Guaranteed

Our Carving and Lettering pleases everyone. We are now booking orders for

#### Spring Delivery.

DESIGNS and PHOTOS of our own work sent everywhere FREE.

Write to

### Chislett's Marble Works

208 Water Street, ST. JOHN'S

P. O. Box 86

## Newfoundland Government Postal Telegraphs and Cable Service

Covers the whole of Newfoundland with Telegraph and Telephone Service.

Has Wireless connection with Shipping, via Cape Race, Fogo and Labrador, via Battle Harbor.

Gives quick service to Canada and the United States, and all benefits of reduced low rates for night messages. Direct service to Great Britain at rates as low as 6 cents a word.

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

DAVID STOTT,

Superintendent

G. W. LeMESSURIER

Deputy Min. Posts & Telegraph

April 19, 25



### ROTHWELL & BOWRING LIMITED

DISTRIBUTORS.

C. CHESLEY BUTT, HARBOR GRACE, BROKER.

SOLD BY W. H. GREENLAND, COLEY'S POINT.

## Nfld. Government Railway

### VACATIONISTS!

Take the Sea Trip!

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

"A Fortnight Afloat".

Ask our Railway Agent about the Exceptionally Low Round Trip Fare, including berth and meals. Every consideration given to the Round Tripper.

## NEWFOUNDLAND GOVERNMENT RAILWAY

## Use Kirkman's Borax Soap

and Your Hands Will be Grateful.

GEORGE NEAL Limited

Sole Agents.

## House of Assembly Proceedings.

### OFFICIAL SYNOPSIS

(Continued.)

MONDAY, MARCH 23rd.

The House met at the usual hour.

THE MINISTER OF POSTS AND TELEGRAPHS tabled the Report of his Department for the year ending June 30th, 1924.

PETITIONS.  
HON. M. S. SULLIVAN presented a petition from Argentina on the subject of a road. The petition was supported by his colleagues.

MR. HALFYARD presented a petition from Hart's Harbour on the subject of a country road.

MR. W. J. WALSH presented a petition from the following places: from Argenta for a bridge; from Petit Fort on the subject of a road and a breakwater, from North Harbour on a road, from Regina on a breakwater, from Bar Haven and Baine Harbour on a wharf, from Mussel Pond on a ferry, from Dunville, Colinet, and Haystack on roads, from Colinet, Pond Harbour, from St. Leonard's respecting telephones, and from Fox Harbour praying for a daily mail service. Hon. M. S. Sullivan and Mr. Sinnott supported the petition.

MR. HIBBS presented two petitions, one from Joe Batt's Arm on the subject of a breakwater, and one from Main Point on the subject of the telephone service at that place. The petitions were supported by Mr. Grimes, Mr. Halfyard and Mr. Scammell.

CAPTAIN WINSOR presented a petition from Brooklyn praying for the erection of a public wharf.

MR. ASHBOURNE presented a petition from Jenkin's Cove for a breakwater, which was supported by Mr. Grimes and Mr. Brown, Twillingate.

ANSWERS TO QUESTIONS.

MR. HALFYARD inquired as to the position of Col. Ross in connection with the Post Office, when he was appointed, how long his services would be required and the salary paid.

THE COLONIAL SECRETARY tabled the following answer:—

Colonel Ross was appointed by the Government for the purpose of reorganizing the Postal Department. He has been engaged at this work since December 12th, last, and is being paid at the rate of \$500.00 per month for his services.

It is probable that Colonel Ross will conclude his work within the next few days.

MR. HICKMAN tabled the following question:—To ask the Hon. the Minister of Finance and Customs to lay on the Table of the House a statement showing

(1) the amount of goods seized at Corner Brook at the time of his personal visit there last autumn; (2) on what ship or ships goods were seized; (3) the names of the owner or owners of the goods; (4) if the goods are still in the possession of the Customs House; if so, to Table a list of the goods; (5) if the goods were sold or taken over by the Department of the Liquor Controller; or is it correct that a certain amount of these goods have been returned to the owners; if so, on whose authority.

THE FINANCE MINISTER tabled the following answer:—

(1) The following is a list of the goods seized at Corner Brook during my visit there last year:—

S. S. CEUTA  
10 cases Whiskey, 4 cases Wine, 4 cases Champagne, 2 cases Vermouth, 1 case Barsac, 1 case Dry Gin, 1 case Cognac, 4½ Gallons Rum, 118 pairs Boots, 38 Tins Cigarettes.

S. S. CANADIAN GUNNER  
13 Cases Whisky, 50 Tins Cigarettes.

(2) The names of the persons from whom the goods were seized were Captains Miskell and Davis of the Ceuta and Canadian Gunner, respectively, and they were fined four hundred dollars each.

(3) The goods were sold as follows:—

23 Cases Whiskey at \$11 per case ..... \$253.00

4 cases Wine at \$8.00 per case ..... 32.00

4 Champagne at \$15.00 per case ..... 60.00

2 Vermouth at \$8.00 per case ..... 16.00

1 Case Barsac	8.00
1 case Dry Gin	8.00
1 case Cognac	11.00
4½ Gallons Rum	38.00

The 118 pairs boots were sold by public auction and realized on one lot \$2.60 per pair; another lot \$2.10. They were sold by Fearn & Barnes.

Part of the cigarettes were sold to the Tobacco Factory at \$12.00 per thousand. They fetched \$30.00. The balance are in Customs Bonds.

All liquor seized by me on Ceuta and Canadian Gunner was sold to the Controller's Department. No liquors or wines were returned to anybody. The proceeds were placed to the general revenue of the Colony. The only things returned were the canvas bags loaned by Captain Miskell.

MR. HICKMAN—To ask the Hon. the Minister of Finance and Customs to lay on the Table of the House: (1) a copy of the Report made to the Government by Messrs. Reid, Son and Watson on the Customs Department during the year 1924; and (2) a copy of the report made on the Controller's Department by Messrs. Reid, Son and Watson during 1923-24.

In reply the MINISTER OF FINANCE & CUSTOMS stated the matter of tabling the reports had received the consideration of the Government and it had been decided to withhold them from the public at this juncture as they contained several charges against certain persons whom it was thought better to give a chance to defend themselves before a Public Tribunal. With this end in view a Commission would be immediately appointed who would go into the whole matter with the reports as a basis for the enquiry.

On this question MAJOR CASHIN begged the indulgence of the House and stated that during the past General Election many rumours had been in circulation relative to this report and its contents as effecting him, his father, Sir M. P. Cashin, and the firm of Cashin & Co., and he trusted that the Government would be able to table the Report very soon in order to clear up these rumours. In fact he urged it to do so as soon as was consistent with public policy. He stated that during the last election he had been informed on very good authority that the report had been obtained by Mr. W. R. Warren, and had been given to the Advocate for publication.

MR. WARREN said that he denied the statement that he had ever given the Report referred to for the Advocate for publication.

MAJOR CASHIN though unwilling to disclose the name of his informant said that he had

### REPORT OF SELECT COMMITTEE.

HON. R. CRAMM presented a report of the Select Committee on the Act respecting the Textile Manufacturing Company, Ltd., which had been considered and found that the rules had been complied with on its introduction.

### NOTICE OF MOTION.

THE PRIME MINISTER gave notice of introduction of a Bill respecting an agreement by the Government with the Textile Manufacturing Company, Limited.

THE ATTORNEY GENERAL gave notice of introduction of a Bill to amend the Legislative Disabilities Act.

THE MINISTER OF FINANCE gave notice of introduction of a Bill respecting the Income Tax Act.

### COMMITTEE ON SHIPBUILDING BOUNTY RESOLUTIONS.

The House then went into Committee of the Whole to consider certain Resolutions on the subject of the "Encouragement of Shipbuilding."

THE MINISTER OF MARINE & FISHERIES said that at the present time, owing to the poor prices that had been prevailing for fish, many of the schooners that prosecuted the fishery on the Labrador were of a poor class. Some of them were in such condition that only Newfoundlanders would sail in them, they were so unsafe. During the past twelve months there had been some agitation on foot to urge the Government to give a bonus on the re-building of ships. Many erroneous ideas existed about the value and worth of a rebuilt ship. In his own home in the past thirty years there had been 30 ships or more re-built and these had been proven as being as good as when they were re-built as when they first came off the stocks. He had a schooner of his own that had been re-built about 20 years ago and that had put in 18 years at the Labrador fishery and for the last two years had been coasting round the whole island, and that ship was as good after being re-built as when she came off the stocks new. The cost of re-building was nearly as much as the cost of a new schooner, but the advantage lay in the fact that certain gear and canvas could be utilized again upon re-building that could not be done in the case of a new schooner and this meant a saving of some \$1500. In many cases the spars, rigging and canvas could be used again, whereas in the case of a new vessel they would have to be condemned. Under the present idea there would be no gear condemned in a re-built vessel if the surveyor was satisfied that it could be used for another year, and furthermore under the present Resolutions the surveyor could inspect gear after the schooner had come off and then condemn such gear as he thought unsound. The Government had promised to do their best by the fishermen and this would go a long way towards aiding them to prosecute the industry. Moreover new vessels

could not be procured with any ease to-day, and men had gone over the United States and Canada and could not get any vessels. At the present moment there were at least 35 vessels being re-built in various parts of the country. These Resolutions would give a bonus of \$20.00 a ton on the schedule B, \$15.00 on schedule C and \$8.00 on schedule D. It was the intention from the first to have the bonus paid to vessels that were pulled up out of the water and not on any vessels that were repaired in the water, but of late he had received four communications asking for consideration although not having hauled the vessel up. He felt that during the past 25 years he had seen as many vessels re-built as any other man, and he knew that for it to be properly done they had to be hauled up, otherwise a very inferior job was made of it. He had consulted on this point Mr. Gulliver and other surveyors including Lloyd's Surveyor, Mr. MacFarlane, and they had arrived at the decision that the bonus would only be paid on vessels that were hauled up, otherwise there was every chance of the Government paying a bonus for nothing. He felt quite confident that the effect of the bonus would mean at least 25 more vessels fishing on Labrador next year. Our great fishing fleet had become sadly diminished and the sooner that it began to improve the better for the country. The men that fished as "floaters" on the Labrador did far better than any of the men on land stations and they required more vessels in order to cope with the numbers there now. Expense would thus be saved the Government on their transportation and they need not lose their summer at one definite point where there might be no fish. Last year there were 145 vessels on the Labrador and had these men been fishing from shore stations there would have been at least three quarters of them that would not have been able to go home as they did, with ample to keep their families, for there was very little done in the up shore fishery last year. The lack of vessels caused many of our young men to leave the country and he felt sure that many that were now in the United States would return if they had a chance of getting any vessels to prosecute the voyage with. The object of these Resolutions was

to encourage the men, and to aid them to rebuild their vessels and continue their voyages.

MR. SCAMMELL felt that there could be no question on the subject of the Resolutions, and that there would be no disagreement on the principle of them. He felt that there was no necessity to debate them at the present moment, for the Bill would come before the House in due course and then would be afforded ample opportunities for debate. At the present juncture he merely wanted to record his hearty accord with the principle of the Resolutions.

MR. HALFYARD put forward a very strong plea for the men that were re-building their ships last year in the hope of getting the advantage of the bonus and suggested that the measure might be made retroactive so as to include those who had started the work during the last year.

THE LEADER OF THE OPPOSITION assumed that any ships that had started their repairs not having knowledge of the necessity of having to haul their vessels would be able to take advantage of the bonus. This would not entail any great

(Continued on page 3.)

## Marked-Down Goods

MEN'S SUITS clearing at \$10.00 per suit.

Also PANTS and OVERALLS at our usual Low prices. New stock just in.

MEN'S NAVY SWEATERS, extra good value at \$3.50.

BOYS' SWEATERS, from \$1.00 to \$2.00.

LADIES' SWEATERS, to clear at COST PRICE.

COTTON BLANKETS, large size, \$2.75 per pair.

MEN'S FLEECE-LINED UNDERWEAR at \$1.00 per garment.

Full line of FLANNELLETTES white and coloured, always on hand.

GUS PARSONS

Bareened Road, Coley's Point.

## 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

## 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.

## THRIFTY HOUSE WIVES

Realize the best result with CAKES, PUDDINGS, BISCUITS,

and never fail with the BEST BREAD when they use

# VERBENA FLOUR

W. A. Munn, Wholesale Agent.



HOUSE OF ASSEMBLY. OFFICIAL SYNOPSIS OF PROCEEDINGS

(Continued.)

extra expense and would only be fair to the men. He strongly approved of the principle and thought it a very sound idea.

THE MINISTER OF MARINE & FISHERIES in reply to the Leader of the Opposition said that to the knowledge of his Department only four vessels were at present being rebuilt that were not being hauled up.

MR. BROWN, (Twilligate) gave it as his opinion that the repairs could not be effected properly without hauling a vessel up in order that a full survey might be made of her hull underwater. Though fully admitting this he pleaded for the bonus to be given to those that had not yet hauled their ships up, but who were conducting repairs on them. He was in full accord with the Resolutions.

MR. ASHBOURNE was greatly in favour of the idea, but thought that the vessels could be re-built as well when they were careened and hove down as though they were hauled up.

MR. DUFF was also in favour of the Resolutions, but he supported the idea of having a vessel hauled up in order to effect really good repairs.

THE MINISTER OF MARINE & FISHERIES on a suggestion to rise the Committee demurred as he did also in connection with paying the bonus for vessels not hauled up, eventually substituting the word "shall" for "may" which makes it compulsory.

The Resolutions were passed accordingly, and a Bill introduced to give effect to them, which Bill was read for a first time and ordered to be read a second time on to-morrow.

THE MINISTER OF MARINE & FISHERIES introduced a Bill to amend Cap. 1772 of the Consolidated Statutes (3rd Series) "Of the Survey of Foreign Going and Labrador Vessels," which was read for the first time and ordered to be read a second time to-morrow.

THE ATTORNEY GENERAL introduced an amendment to the Judicature Act, which was read a first time and ordered to be read a second time to-morrow.

DRY DOCK RESOLUTIONS. THE PRIME MINISTER then moved the House into a Committee of the Whole to consider certain Resolutions respecting the Government Dry Dock at St. John's, and said in part:

Mr. Chairman:—On Thursday last the Railway Commission met for the purpose of deciding, as there were three vessels coming off the dock, whether any further vessels were to be allowed to go on. We have before us, first, Mr. Crandell's report in which he said that the dock was absolutely unsafe, and the report from Mr. Mitchell our request, from Messrs. W. I. Bishop & Company, of Montreal, and he also reported unfavourably, and finally Mr. Bishop himself said at the meeting on Thursday last, and he practically confirmed all that had been said by the other people. In fact, he gave us to understand that if the dock belonged to somebody else, if it belonged to a private company, that we, as a Government, had the right to close it up and refuse to the interest of public safety to permit further vessels to go on it.

In view of that there was nothing else to do but to flood the dock and there it remains to-day, and there it will remain unless some step in the matter is decided upon by this House.

I have already announced to this House in connection with the proposition that it was a matter of simply putting the dock back into the condition which it was before or whether we should make a very much improved dock with much better facilities. Under any condition it will be necessary to build a coffer dam and that will take twelve months and consequently it seemed to us, that if by accepting the lesser expense we might have to put the dock out of commission again at a later date for another period of twelve months that we would give our support to the more expensive proposition. After we had looked into it we came to the conclusion, as a Railway Commission and as a Government that the second proposition was the one to give consideration to. The Resolutions have been put up. We have Mr. Crandell's and Mr. Bishop's here before us to-day. These gentlemen have prepared their reports without knowing of each other's ideas, and Colonel Sullivan will be better able to explain the technicalities to the House than I can. We will take a comparison of the two reports. The first proposition is from the Crandell Engineering Company and the amount is \$242,000 plus 15% for putting the dock back in its former condition, with the same facilities as before. Mr. Bishop's Company for the same proposition figures on \$263,000 so that in that case there is a saving of \$15,000 in favour of the Bishop Company for the same proposition. Mr. Crandell proposes, no renewal of piling allowed for, and widening the dock to seventy feet, to do it for \$624,000 plus fifteen per cent which is \$935,000 and the total is \$717,000 and that was with reduced leakage only, and without steel sheet piling, and you cannot reduce the leakage. In this case with the unwatering not allowed for there would be a reduction of \$28,000 and that would make the total \$745,000.

The same proposition from the Bishop Engineering Company giving a dock 600 feet by 70 feet by 30 feet is \$896,000 plus contingencies and unwatering, and allowing for the bilge blocks which brings the total up to \$988,000.

If we deduct \$390,000 for the crane, pumping station, capstans, bollards, and quay wharf timber, jetty rock heartenings, shorelugs roadway, the amount will be \$598,000 and adding ten per cent for engineering which will be \$59,800 the total will be \$657,800. This will give us a much larger dock and it will be absolutely water tight. There is a difference of eighty-seven thousand dollars in that figure and that given by the Crandell Engineering Company. If we turn to what was tendered by the Crandell Engineering Company we find that it would widen the dock to seventy feet and that the cost would be \$624,000. Mr. Crandell's Company asks for a commission of fifteen per cent, while the Bishop Company has asked for \$70,000 outside the cost of the operation whether these amounts to \$900,000 or \$1,000,000.

I think that the plans which will be laid on the table of the House this afternoon will show that the Bishop Company has given us a better proposition than the Crandell people. The Crandell people are largely manufacturers of floating docks, and they have been very successful and I have no doubt that Mr. Crandell is a very experienced and thorough engineer, but the Bishop Company seem to us to have been more thorough in the matter. They say that by deepening the dock they will get down to bedrock. There is also, they say, eight hundred pounds a square foot upward pressure against four hundred pounds per square foot downward pressure and they consider it necessary to make some boring and so relieve the pressure. It seems that the Bishop proposition is almost as good looking as the Crandell one even when we are getting from them a new dock and besides in addition we are getting a new jetty and a steel wall practically from the Long Bridge right down to the end of the shed and we would also be getting from the pier of length five hundred feet so that we would be able to handle all the coal that we may require. The dock gates will be widened and new gates put in the dock. The edock will also be made longer and wider and what is more important it will be moved from its present position. The centre line of the dock will be moved six feet further to the north side because of the fact that the new dock will be moved thirteen feet in on the northern side, taking in part of the roadway on the north side of the Dock between the machine shops and the dock coping. There are also concrete walls provided for and they would go all round the dock. There would also be a railway carrying a travelling crane which would be able to assume any position necessary and would greatly facilitate the making of repairs to ships which might come in. This proposition would entail the expenditure of about a million dollars and then we would have a dock which would be able to handle anything which could possibly come here. I asked Mr. Bishop, who is a practical engineer, whether he thought that our equipment was able to take care of the work which we might have or whether he thought that it might be

necessary to make another expenditure to make the equipment compare with the dock. He was over the dock to-day and it is his opinion that the expenditure would not have to be very large to be able to handle anything that might come in. Now I do not know if there is very much more that I want to say on this matter just now. I want to place the facts before the House this afternoon so that the House may be able to give the necessary consideration to the resolutions. It did not seem to us that we could possibly get a firm to give us a definite proposition on the dock because they did not exactly know what they would have to do and it did not seem that either company could be expected to do it for less than a very increased cost for their own security but we have the best reports from the Bishop Company. It may be remembered that they did their work most satisfactorily on the Humber and elsewhere and they have a good reputation to maintain and they give us a fairly good assurance that there will be no great increases over the figure estimated. We have brought Mr. Mitchell here but we were not entirely dependent on him. We have also Mr. Bishop who has proved himself an engineer of great ability and besides him we have Mr. Swann, the world famous engineer in Montreal and all the plans have been submitted to him so that it can be seen that we have two or three checks on the proposition which we have before the Government and I cannot help feeling that if we can afford to do anything at all, if we are to have a good dock in Newfoundland, we have to take the present opportunity. It is possible that we could have found somebody else who would have offered to do this work for a smaller commission but we have got the measurements all checked up by Mr. Joyce and the figures have been gone into very carefully and the work that has been done has been done very thoroughly and the Engineers have assured us that we can be content that the estimates will be abided by or that at all events they will not be exceeded. We did have a suggestion from the Northern Construction Company that they might come down here and tender for the proposition but we thought that as we had two engineers down here already working on it and since they had gone into the matter very thoroughly and as the figures were very much alike, that there was not much of an object in getting a third party down to give an opinion on it. At any rate we have come down to the stage where the work must be proceeded with. At first we have to build a coffer dam and that has to be done at once. The work will take at least next January if it is to be completed and while we do not think that there is any one that can be put

forward that will not necessitate us from putting the dock out of commission for a year. I beg to submit the Resolutions to the Committee.

LETTER TABLED BY PRIME MINISTER.

Mr. H. J. Russell, General Manager.

Dear Sir:—In comparing the estimates submitted for the renewal of the Dry Dock, namely:

"A" W. I. Bishop Ltd. Project No. 3. \$1,086,000.00

"B" The Crandell Engineering Co. Proposition No. 3. 624,000.00

we can take three items—

Coffer Dam Concrete and Masonry Gate abutmen

Gate—New Steel Gaisson—

to be common to both estimates, as they are similar in design and construction, and will, we assume, be about the same in cost.

We can take Estimate "A" and eliminate therefrom certain items that are not provided for, or included in the figures for Estimate "B", namely:

Quay Wall and Pier covering an area of 54,000 sq. ft. and, basing the cost on estimates of what our local wharves have cost, including rock hearing and concrete retaining wall at breast work, we have \$148,000.00

Steel Sheet Piling Excavation for extra Yds. at \$2.00 22,000.00

Unwatering (not included in "B" Estimate 28,000.00

Roadway, Concrete Base and Granite Paving, Travelling Crane, 20 tons, 70 ft. Radius Ballards and Power Capstans and Rings (Mooring Bings), Lowering Pumps, New Suctions and Discharge 23,655.00

Total \$393,655.00

Deducting this amount from \$1,086,000.00, we get a balance of \$692,345.00 as against Estimate "B" \$624,000.00, plus 15 p.c. \$93,600.00 \$717,600.00

There might also be deducted the cost of removing and rebuilding the Pumping Station, as well as removing Sheerlags from present site and re-erecting same on proposed new pier at a higher elevation so as to make the work of the Sheerlags more effective.

These items would reduce Estimate "A" to a still lower level.

Mr. Crandell specifies that no renewal of piling under the Altars and Coping of dock is included in his 1st proposition or estimate, and says some renewal may be necessary as its condition is disclosed. Renewal of some of this piling has been proven necessary by Colonel Mitchell, and is provided for in Estimate "A". This may prove an increase in Mr. Crandell's figures when closer examination is made by him, although this matter is not referred to in his proposition No. 3.

It is assumed in Estimate "B" that concrete materials are readily available, which, if not so, may also add to his figures.

Timber cut-off walls driven at each side of the gate abutment to reduce leakage as proposed in Estimate "B" will not be sufficient as leaks have been proven to exist all around the dock, while Proposition "A" it is intended to carry steel sheet piling the whole length of dock on South Side, across the West end, as well as on both sides of Gate Abutment, which should prove effective as far as most of the leaks are concerned.

According to the plans, there will be four times as much concrete used in Proposition "A" as there will be in Proposition "B" in dock renewal only, with 25 ft. of wood altars in "A", as against 35 ft. in "B".

Proposition "A" will give the advantage of 30 or 31 feet draft over Gate Sill, as against 25 feet.

An increased width of 13 feet of roadway on North Side, of dock between machine shops and dock coping.

A permanent and substantial concrete breastwork on South Side of dock pier from top of pier to low water mark, while the steel sheet piling will prevent the filling under shed from being washed into the river channel.

Ample space on South Pier for piling coal.

Concrete and paved roadways on both sides of dock, in place of ankle deep mud, which is often the case under present conditions.

Greater facilities afforded by

the Travelling Crane in handling heavy parts required in ship repairs.

More effective and less costly work in pumping—by pumps being placed at lower level than at present.

Bilge block slides and bilge blocks are not mentioned in Estimate "A", but it is assumed all necessary appliances are included in the estimates.

Yours truly,

W. F. JOYCE, Chief Engineer.

HON. M. S. SULLIVAN—Mr. Chairman: After having studied the reports submitted by the Crandell Engineering Co. and Wm. I. Bishop, Ltd., we have no doubt, arrived at the same opinion, namely, that the Dock is in a very serious condition, and the Government, under the circumstances, must at once take immediate steps to make the necessary repairs if the dock is to continue in operation. As it is now, with rotten wood work only supporting the dock gate, on which there is a pressure of 1400 tons, which might cause it to collapse at any moment, neither the Government nor the Railway Commission dare assume the responsibility of allowing any more ships to be put on dock for repairs, and instructions have been given by the Railway Commission to close the dock until such time as it has been put in proper repair. It is possible that the gate might stand for one year or two years, but on the other hand, it might collapse at any moment. If such a catastrophe occurred with a steamer or steamers on dock, the result would be appalling. One can easily imagine the frightful wreckage and damage that would result, entailing great financial loss, with perhaps what would be worse, considerable loss of life.

The Dock situation should be treated non-politically, and we should be very glad to get the opinion of the Opposition in deciding on the best method of dealing with this very serious proposition, and in doing so, we must be guided considerably by the reports submitted by the consulting engineers. We must decide, and decide promptly, what is to be done, because it is only by starting repairs at once, that it will be possible to complete the work by December 1925, otherwise, we would be in the months of January, February and March, and owing to the climatic conditions in this country, those months are not suitable to do repair work, and if put off, work done at this season would cost considerably more than if it were done in a milder season. The closing of this public utility is going to entail considerable loss to the country, as well as a great amount of inconvenience to ship owners.

Three or four propositions have been put forward by the firms of engineers who submitted the reports. Which scheme we shall adopt is for the House to decide. There is a further proposition and that is, to close the dock permanently. This, I think, cannot be entertained for many reasons.

(To be continued.)

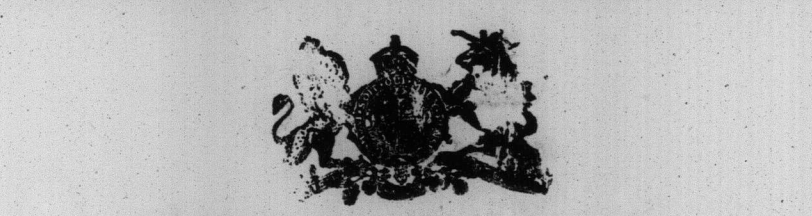
Watch this Space for ADVERTISEMENT Next week.

C. & A. DAWE

Your Satisfaction our First Thought.

VICTOR FLOUR

Sold by JOHN PARSONS



Newfoundland Postal Telegraphs Foreign Connection

The Commercial Cable Company and its World-Wide Service

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

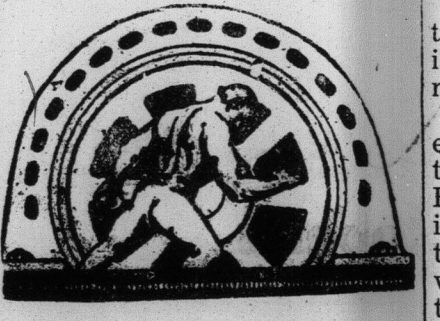
THE POSTAL has also immediate and constant connection with Wireless Stations at Cape Race, Fogo and Battle Harbour, and in Summer with Labrador Wireless Stations. Also with Wireless to and from ships at sea.

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

THE COMMERCIAL CABLE COMPANY "American Postal Telegraph," "Canadian Pacific Railway Telegraphs," "All American Cables for Central and South America," Halifax 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 cables (foreign) messages from Newfoundland.

The Newfoundland revenue benefits largely when you patronize the Postal Telegraphs. Its whole staff (clerical and operators) from Superintendent to Messengers are sworn to secrecy.



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 ELECTRIC CO., Limited.



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.



IN MEMORIAM.

Lines on the Drowning of Cecil Dawe of Port de Grave, at Harbor Grace, May 19th, 1925, aged 20 years.

I stood awhile, being lost in thought,  
In the centre of our town,  
And viewed the place with tear-dimmed eye  
Where that young man Dawe went down.

Just on the verge of manhood:  
So suddenly called away,  
To await the final judgement  
On that great reckoning day.

That lad so young just in his bloom  
Had left his mother's side;  
Not thinking where his life would end,  
Or where he had to die.

While thinking, perhaps, in years to come  
By memory well retrace,  
And view the place where Dawe was drowned  
Near the Dock at Harbor Grace.

The hardest heart that's in a man  
Would tremble at the sight,  
When that small boat was overturned,  
And Dawe had lost his life.

To watch that poor boy drowning,  
And he so near the shore;  
All earthly aid could not avail—  
He sank to rise no more.

When we hear of such an accident  
It would cause us each to sigh,  
For many fine young fellows  
In different ways have died.

Some are in the ocean,  
More to the frost did yield,  
And thousands of our noble boys  
Died on the battlefield.

God bless those loving mothers  
Who have such trials to bear;  
May they unite with one accord,  
Take it to God in prayer.

He is the Great Consoler,  
He binds up the broken heart,  
Then let us pray to meet again  
And never more to part.

—Composed by Andrew Kennedy, Esq., Harbor Grace.

TOURISTS VISIT OUTSIDE POINTS.

A number of tourists who arrived here by the last Red Cross boat and spent the past week at points in Conception Bay, returned by last night's train in order to join the Silvia to-day for home. They enjoyed the trip and were pleased with their fishing experiences and also with the scenery of which they spoke in the highest terms. Free Press, Aug. 11th.

PUBLIC NOTICE TO CONTRACTORS.

Sealed tenders addressed to the undersigned will be received at the office of the Department of Public Works until 12 o'clock noon of Saturday, the 15th day of August next, from thoroughly competent firms or persons, in connection with the erection of a Public Building in the town of Corner Brook. Separate tenders are invited for:

- A. The erection and completion of the building including heating, plumbing, wiring and other equipment.
- B. Electric wiring and fixtures.
- C. Plumbing, pipes and fixtures.
- D. Heating plant.

Plans and specifications may be seen at the office of the Superintendent of Public Works during office hours. Money guarantee or approved accepted cheque for \$100.00 must be enclosed with tender for A), and \$150.00 each with tenders in relation to B, C and D, which amounts in each case will be open to forfeiture in the event of the acceptance of a tender and the tenderer failing to enter into the contract or to give necessary security within three days for the proper performance of the contract. The words "Tender for Corner Brook Public Building with equipment complete" or "Tender for Plumbing and fixtures", as the case may be, must be written also across the face of the envelope. The Department does not bind itself to accept the lowest or any tender.

C. E. RUSSELL,  
Minister of Public Works,  
Department of Public Works,  
July 28th, 1925.

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. Want or For Sale column, 10c per line for 1st insertion, 6c a line for subsequent insertions. Special prices quoted for six or twelve months.

We do not hold ourselves responsible for the opinions of our correspondents.

All advertisements subject to the approval of the management. Birth, Marriage and Death Notices 50 cents per insertion. Notes of Thanks and Lists of Presents, 50c to \$1.00.

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

Bay Roberts, Friday, Aug. 14th.

Three Cents Postage from Canada on Sept. 1st.

Hon. W. W. Woodford, Minister of Posts for Newfoundland, has recently received a communication from Hon. Charles Murphy, Minister of Posts for Canada, which states that, in anticipation of the agreement of the Newfoundland authorities, they purpose to reduce the present four cent rate of postage to three cents for the first ounce and two cents for each subsequent ounce, on letters mailed in Canada for delivery in Newfoundland.

We think it is time for the rate of postage to be reduced. Letters coming from the United States have the two cent postage rates but letters posted in Newfoundland for delivery in the United States require a four cent stamp. A reduced postage rate would mean at least greater correspondence between the countries interested and we think it would not only be meeting Canada half way but it would be good business for Newfoundland.

Why He Failed to Reduce His Overdraft

(From the New York Times.)  
Max Straus, President of the Baltic American Line Corporation, who returned from Europe a few days ago on the White Star Liner "Olympia", said the following letter was handed to him in London by an English business friend, who told him it was an exact copy of a communication received by an English Bank from one of its customers:  
"Dear Sir:—For the following reason I regret being unable to reduce my overdraft. I have been held up, held down, sandbagged, walked on, sat upon, flattened out and squeezed by our income tax, the supertax, the excess profits tax, war loans, war bonds, war saving certificates, the automobile tax and by every society and organization that the inventive hand of man can invent to exact what I may or may not have in my possession.  
By the Red Cross, Blue Cross, St. Dunstan's, the Children's Home, Barnardo's Homes, War Memorials, the Y.M.C.A., the Y.W.C.A., the Salvation Army, the Belgian Relief, the Black Cross, the Double Cross and every hospital in the town or country.  
The Government has governed my business so that I do not know who owns it. I am suspected, inspected, examined and re-examined, informed, required and commanded, so that I don't know who I am, or why I am here at all. All I know is that I am supposed to be an inexhaustible supply for every known need, desire and hope of the human race, and because I will not sell all I have and go out

and beg, borrow and steal money, to give away, I am cursed, discussed, boycotted, talked to, talked about, lied about, held up, hung up, robbed and damn near ruined, and the only reason why I am clinging to life is to see what will happen next.  
Yours truly,

Garden Party at Clarke's Beach

The annual Garden Party of the Clarke's Beach Meth. Church was held at that place on Wednesday, Aug. 12th. The weather on that day was disagreeable but nevertheless the affair was well-patronized by local and out-of-town people. The Scout Band of this town, in charge of Mr. Isaac Dawe, were present and rendered a number of selections during the afternoon. A Sports programme was arranged and run off by the Committee. Mr. C. Williams acting as starter and Messrs. Brae and Hue as Judges. The following is a list of events and winners: 100 yds. dash—1st, C. Russell, Bay Roberts; 2nd, J. Clarke Carbonear.

1/4 mile—1st, G. Mercer, Bay Roberts.  
1/2 mile—1st, J. Clarke, Carbonear.  
1 mile—1st, J. Clarke, Carbonear; 2nd Claude Howse, Bay Roberts.

1/2 mile Walk—1st, C. Russell, Bay Roberts; 2nd, Claude Howse Bay Roberts.

100 yds. dash (Ladies)—1st, Miss Susie Badcock, Bay Roberts; 2nd, Miss C. Bartlett, Clarke's Beach.

100 yds. Walk (Ladies)—1st, Miss C. Bartlett, Clarke's Beach; 2nd, Miss S. Badcock, Bay Roberts.

Hammer Throw—1st, S. Butler, Clarke's Beach; 2nd, J. Mahoney, Clarke's Beach.

Football Sixes—Bay Roberts vs. Clarke's Beach. Won by Clarke's Beach, 4 goals to nil.

Several other junior events were on the programme. Teas were served in the Schol Hall by the ladies of the congregation and was largely patronized.

At night a Concert was held in the Hall under the direction of Miss Elsie Whelan. Rev. R. E. Belbin, pastor of the Circuit, was Chairman and a fine programme was rendered, both vocal and instrumental. The distribution of the prizes won in the Sports was made by the Chairman.

We learn that the amount realized at the Garden Party and Concert was in the vicinity of \$200.00. Both Rev. and Mrs. Belbin and the Committee in charge are to be congratulated on the excellence of the whole affair and the courtesy which was shown the visitors by the people of Clarke's Beach was very much appreciated.

NOTE OF THANKS.

Mr. and Mrs. Thomas Carivan wish to thank all the kind friends who sent so many nice things to comfort and cheer their loved one in his sufferings. The friends are too numerous to mention but we trust that it will be said of them, "Inasmuch as ye have done it unto the least of these My brethren, ye have done it unto Me!"

Especially do we wish to mention Mrs. Jessie Bradbury, who so faithfully stood by our dear one during his illness and at the time of his death. Also those who sent wreaths to adorn the casket of their loved one, viz: East Methodist Sunday School, Mrs. Jessie Bradbury, Mrs. Reuben Parsons, Mrs. Wm. A. Carivan, Mrs. Augustus Badcock, Mrs. George Bursell, Mrs. Robt. Saunders, Miss Jennie Badcock, Miss Daisy Carivan, Miss Rosie Earle, Miss Fannie Churchill, Miss Florrie Mercer, Mrs. Jesse Bradbury of Wm., Mrs. John J. Bradbury, Mrs. Thomas Mercer, Mrs. George Parsons of Joseph, Miss Flora P. Bradbury, Mrs. Eli Badcock, Mrs. A. E. Mercer, Miss Mary B. Mosdell, Mrs. Robert Carter, Miss Linda French, Mrs. Joseph Crane, Mrs. George Parsons, Miss Lizzie Earle, Mr. Walter F. Brennan, Miss Nellie S. B. Snow, Mr. Willie S. Mercer, Miss Hazel Parsons.

GOOD PRICE FOR FISH.

We learn that fish in small quantities has been selling at S. John's from \$7.50 to \$8 per qt. This price is also being paid by agents around the coast. At the beginning of the season this should be very encouraging news for the fishermen.

A FRUITLESS SEARCH.

When the Meigle was going north she met the exploring party headed by Robert W. Johnson, which for five weeks had been searching the Labrador coast but without avail for some trace of the missing Nutting expedition which left the other side months ago to follow the course of the Vikings to America. When met by the Meigle the Johnson party were at Dark Tickle bound homeward.—Daily News.

Tomorrow (Saturday) is Lady Day and is observed as a holy day by various denominations.

**SIMONDS**  
SAWS and  
MACHINE KNIVES  
They stay sharp longer.  
SIMONDS SAW CO. LIMITED  
MONTREAL  
YARBOURER (IMPORTED BY) JOHN, N.B.

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

**For Sale! Fire Wood Cheap.**  
Buy Dawe's (Better Built) Doors.  
Wm. Dawe & Sons Ltd., Bay Roberts.

**Trapnell's Gift Suggestions**  
FRENCH IVORY 75c. to \$45.00.  
DIAMOND RINGS \$25.00 to \$175.00.  
SIGNET RINGS \$6.00 to \$15.00.  
SET RINGS \$5.00 to \$30.00.  
WRIST WATCHES \$20.00 to \$45.00.  
BRACELETS \$6.00 to \$20.00.  
PEARLS \$6.00 to \$15.00.  
ROSARIES \$8.00 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.

OBITUARY.

On Sunday, August 2nd, death visited the home of Mr. and Mrs. Thomas Carivan, Mercer's Cove, and took away their only child, John, at the early age of 20 years. The deceased had been sick for some time, but all during his illness he was never known to murmur or complain. Truly, "his sun has gone down while it is yet day," but the influence of his quiet Christian life will live on.

Until about five months ago, when ill-health forced him to resign, he had been in charge of the Post Office at Bay Roberts East, and there he won the respect of all by his thoughtfulness and courtesy.

In his passing the church has lost a faithful member, the Sunday School an efficient officer, and the home a very thoughtful and loving son.

The funeral service at the home and church was conducted by Rev. Chas. Howse, his text being, "For we sorrow not, even as others which have no hope," 1st Thess. 4:13.

He leaves to mourn their sad loss, a father, mother and an aged grandmother, beside a large circle of friends.

"To us his life has ended all too soon,  
Ended indeed while scarcely yet begun;  
God with His clearer vision saw that he  
... as fitted for a larger ministry."

**NEWFOUNDLAND NOTICETO MARINERS**  
NO. 2—1925.

**Assizes Harbor**  
STRAITS OF BELLE ISLE  
Lat. 52° 17' 0" N.  
Long. 55° 21' 30" W.  
POSITION—On Copper Island, bearing from Caribou Head, South West by West half West—1 1/2 Miles.  
CHARACTER—A fixed WHITE light.  
ELEVATION—Height of light from high water to focal plane—42 1/2 feet.  
STRUCTURE—Square wooden building. Octagonal tower, painted WHITE.  
REMARKS—This light will be put into operation August 15, 1925.  
W. C. WINSOR,  
Minister of Marine and Fisheries  
Department of Marine and Fisheries,  
St. John's, 13, 1925.  
jly31,3i

NEWFOUNDLANDER INJURED.

James Meade, belonging to Burnt Islands, Nfld., was seriously injured last week by falling through one of the hatches on the steamer Newton Bay, of which he was one of the crew. The fall was a distance of twenty-five feet and his spine was broken. It is not known yet as to whether he will survive the accident. He is twenty-six years of age and his wife and two children reside in Halifax, N.S.

THE CROPS.

The hay crops around Conception Bay this season are exceptionally good. Unless frost sets in at an early date the vegetable crop will be the best for some years. With good news from both the "harvests" of the sea and land a fairly prosperous winter is ahead of Newfoundland.

BARENEED NOTES.

Mr. Harry Greenland went to St. John's last week and returned home on Monday, Aug. 10th.

Misses Winnie and Dellie Bowring, who were here for a few weeks with their grandparents, returned to St. John's on Monday.

Mr. Robert Richards and son, Mr. Edward Richards, are here for a few days visiting friends.

Miss Hilda Bartlett, who has been on a visit to St. John's, returned home on Tuesday.

Miss Bertha Hampton is here from St. John's and will spend a few weeks with friends.

Mr. Albert Newell, who holds a position in St. John's, has been home for a few days. He returned on Tuesday to continue his work.—COR.

Bareneed, Aug. 12th.

**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  
Brown Canvas footwear, Girls, Misses, Boy's, Youth's and Men's, at attractive prices.  
Men's White Canvas Boots @ \$2.60.  
About 50 pairs Ladies' Job Boots, clearing at \$2.65.  
40 pairs Misses' Boots @ \$2.25.  
Fancy Cotton Crepes @ 85c per yard.  
Fancy Voiles @ 50c per yard.  
Dress Goods in various shades and prices.  
JUST ARRIVED:  
White Enamel Iron Bedsteads; also Springs and Mattresses at lowest cash prices.  
Our Stock of Farming Implements, consisting of Hoes, Weeders, Shovels, Prongs, Rakes, Scythes, Scythe Snathes, Scythe Stones, are also at lowest prices.  
Our assortment of Scythes consist of the following well-known Brands: E. Y., R. K., Brades and Horseman.  
We are also offering to clear a few sacks of general Fertilizer @ \$4.50 per sack.  
Always Keep in Mind Our Big Assortment of MATCHLESS & MARTIN SENOUR PAINTS.  
**A. E. MERCER, Bay Roberts W.**

**"ESTEY"**  
PIANOS and ORGANS  
for School, Small Church or Hall, the "Estey Organ," Style 6-32 is the ideal instrument,—powerful, compact and inexpensive. **\$125.00**  
Other prices up to \$185.00 in stock.  
SEND FOR DETAILED PRICE CATALOGUE

**"VICTOR"**  
VICTROLAS and RECORDS  
The Last Word in Reliability  
New Records constantly coming to hand. Full lists sent on request.

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

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