

## Railway Resolutions Pass House.

**Brute Majority Takes Millions From Treasury--Contractors Presented With Bag of Gold.**

The House met at 3.15 p.m. yesterday. Sir Michael Cashin gave notice of a number of questions.

Several questions on the Order Paper were answered orally and one asked of the Minister of Education was answered in writing.

Mr. Walsh drew attention to the Minister of Shipping to question on Order Paper July 18th.

The Prime Minister in moving the second reading of the Council's amendments to the Public Roads Bill said he was prepared to accept the amendments or ask the Legislative Council to withdraw them and he wished to have the opinion of other members on the matter.

Mr. Bennett said that his objections to the amendments was the peremptory manner in which he believed they were submitted, but as the Motor Association did not raise any objection he would not labor the point.

The amendment and Bill was then read a second time.

Mr. Warren, when the Bill was read, said the point that should not be lost sight of was that it was objectionable for the Legislative Council to interfere with a money bill.

The House resolved itself into Committee on the Railway Bill.

Mr. Macdonnell in speaking on this bill took the opportunity of presenting to the House the speeches of Messrs. Scammell and Capt. Jones when they moved the address in reply. He compared the rosy outlook which they predicted with the present state of the country. They had high hopes, and today they were asking the House to vote a revenue of \$3,700,000 when not a man in the Government could state that 5 millions would be returned. He quoted Mr. Scammell as saying that the Regulations benefited the fishermen, and asked him if that statement were true, and the Prime Minister held the same opinion, why was it that by a unanimous vote of the House they were withdrawn. Referring to the Railway Resolutions Mr. Macdonnell said that in spite of the fact that the Prime Minister said that the Reids paddled their statement, he was asking the House to vote them a million and a half dollars on their own auditing. He had not the courtesy to make any explanations but coolly slapped the Resolutions at the members of the House as if they were 36 wax figures in Madame Tussauds show. Going back to the purchase of fish by the Government last fall he said that only some sections of the country had benefited. Burn, Burgeo and LaPolla, St. Mary's and Placentia. St. George's and Conception Bay, except for Mr. Gosse's sale, did not participate. It was said he, a case of many being called but few chosen. The loan of 6 million dollars, he said, was obtained on a false statement. Mr. Macdonnell taking a copy of an appeal issued to some charitable people in the United States by one Mr. Wm. W. Howard read it for the House, and asked that a vote of censure be passed on its author. Addressing Mr. Scammell he asked if there were any truth in the statements contained in the article, as no doubt all of it was false. Did Mr. Scammell think that the fishermen approved of the regulations.

Mr. Scammell: "Yes, they did and do, in my district."

Mr. Macdonnell: "Could you prove it?"

Mr. Scammell: "Yes in 1923."

Mr. Macdonnell: "Why not now? Are you afraid to face the people?"

Mr. Scammell: "I am going there shortly."

Mr. Macdonnell: "Then you will find yourself like MacGinty 'lost and gone forever.'"

Mr. Scammell: "I could be elected there now and I don't want the vote of Bonne Bay to do it, either."

Mr. Macdonnell: "The story that this man Howard pictures makes us out worse than Turks, more poverty stricken than the Armenians."

Mr. Scammell: "Do you believe the story?"

Mr. Macdonnell: "Yes, until it is denied by the member for the district which was particularly referred to. If it is not true, I will second a vote of censure on the man who wrote it."

After dealing for some length of time with the Commission report and the Report of Sir George Bury on the Railroad Mr. Macdonnell asked why was not the report of an engineer which the Reid Co. had here not submitted to the House. He believed there was a report and it was a correct one. Sir George Bury's was not, as he was brought here to camouflage the back-down of the Government. The Reids said he had brought down both railway men. Why was not both reports submitted he asked.

Mr. Coaker: "Because Mr. Rodrees report was confidential."

Mr. Macdonnell: "Have the employees had their wages reduced?"

Mr. Coaker: "I believe the Reid Co. have notified them of a reduction."

Mr. Macdonnell: "Are the Reids operating the Railroad now on their own account?"

Mr. Coaker: "Yes, for the past eighteen days."

Mr. Macdonnell: "And we are told they are insolvent and can't run it."

Before closing the member for St. George's asked why were the Reids allowed to put their assets into subsidiary companies, but he received no reply. He said he would vote against the Resolutions and advised the members of the Government that before registering their votes that they should read St. Luke, chap. 19, 44, to 47 verses.

Mr. Small promised to go into the matter of Mr. Howard's appeal in a day or two, and if his statements were not correct he would move a vote of censure on him.

Mr. Samson said he had listened attentively to the debate on the Railway Resolutions, in order to find out what was best to be done. When the Government held a party meeting on the matter he was not favorable to the proposition, but promised to vote for it if nothing better came in sight. With Mr. Sullivan's suggested amendment he was in accord, but as it was not put he would vote for the Resolutions before the House.

Mr. Bennett: "We could not make suggestions when the Government refused to give us the information which we needed."

Sir John Croble: "I have asked for information of a most serious import, and that is, where is the million and a half dollars coming from? I have not yet been told and will vote against the Resolutions because there is no money in sight to pay the amount demanded by the Reids. This financing is the stone wall the Government is up against."

Prime Minister: "In the Budget speech, which we will have an opportunity of discussing later, this amount has been provided for. I am glad to state that I have, through an error undetermined, the revenue by a sum of \$500,000. This fact discovered a few days ago. He predicted that the country would yet have to pass through a deficit of \$150,000 as against the first two weeks in July last year, and without contradicting the Prime Minister how can we pay 1 1/2 millions

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July 21, 21

to the Reid Co. when we must find 3 millions for interest on public debt, 1 million for Education, 1 1/2 millions for civil service and millions for other expenditures, with a revenue of 6 millions.

Sir Michael Cashin took occasion before the Bill passed to refer to the Prime Minister's Manifesto which he said was a strong appeal to passion. Under his management a revenue of 9 million dollars was collected, but when the Reform was passed, the Reid Co. took over the management of the railway, this making the per capita tax \$46, where it was before \$38. This meant Sir Michael was the way the Prime Minister fulfilled his promise to reduce the burden on the people. After all the abuse that the Prime Minister heaped on me and my party, he had the impudence to ask us to help the Government out of a hole. He had squandered the 4 millions left in the treasury and on top of it Mr. Coaker took it upon himself to manage the Railroad with a consequent loss to the Colony of over 2 millions. Why not, as he said, let the Reid Co. manage the railway? He had the audacity to say that you have betrayed them. A loan of six millions was raised on a false statement; the Ways and Means statement is a lie from top to bottom, and on the 30th June next we will find that another loan will be needed. At the end of the fiscal year, said Sir Michael, the Government was going to pay out more than it took in. The deficit was 3 million dollars short and there won't be money to pay our interest, nor does the Government know where it is to come from. The deficit is from 3 million dollars to 6 million dollars. There has been neglect, mismanagement and a policy of drift on the part of the Government since they took office and he could only see that they were playing for Canada. He quoted from many parts of the Prime Minister's Manifesto, strongly commenting on the various charges and promises contained therein. He asked for a definite statement as to where the Government was going to get the 1 1/2 million dollars to pay the Reid Co., promising that there would not be a vote of the estimates passed until the information was given. A last excerpt from the Manifesto was read, and Sir Michael in closing said: "When we consider the lying statements contained in this Manifesto, review your record for the past eighteen months, and then hear you ask the Opposition to help you. Help you! To hell with you," concludes Mr. Coaker what man he had on that job while he was Chairman of the railway.

Mr. Coaker: "Mr. Fulmore."

Mr. Sullivan: "What about Crumme?"

Mr. Coaker: "Yes, he knew from the bills."

Mr. Sullivan: "As a result of your management the Reids made more money last year than they did since the telegraph awards when they made one million dollars." He then referred to the new engines and said that they were not tested anywhere else except here, and that this country was being used as an experimental station. Continuing on the resolutions Mr. Sullivan said if you propose to pass them, why not loan the money and take their lands and other resources as security. The proposition now is of "heads I win tails you lose." It had been rumored, he said, that the 1 1/2 million dollars through the offices of Lord Shaughnessy were going to be paid over by the G.P.R. Railway. The statement had been made by a high Canadian official and should be sufficient to make a Newfoundland think. Referring to the Argentina and Placentia schedule, the member for Placentia was promised by the Premier that these places would be included in the time tables. Referring to the road work being done at Hall's Bay, Mr. Sullivan backed up the able plea put up by Mr. Sinnott and Mr. Walsh for the opening up of the road from Colinet to Placentia. It is absolutely necessary that this work should be begun at once, he told the Prime Minister in closing.

Mr. Archibald, the independent member for Harbor Grace, said that this day, July 20th, 1921, was a very sad one for Newfoundland, as the Government by brute force was about to

section lately in company with a couple of gentlemen, and though travelling was almost impossible, and it cost nearly \$400 for the trip, these tourists could not have missed the beauties of the scenery for \$5,000. If, said Mr. Walsh, the Government has not sufficient revenue to run the country, why not adopt the suggestions of the Moderate Prohibitionists. As it was, there is more revenue now being collected from the sale of liquor than in the palm days of the open saloon. The policy of drift, Mr. Walsh thought, was designed to bring about Confederation, but the men who were trying the scheme for this would go down in the dust; it was certain that they would not die on feather beds if he understood the people.

Mr. Sullivan, following Mr. Walsh, said that though the debate on the Resolutions had continued since the previous Thursday, and the Opposition had asked time and again for information before consenting to the measure, not one word of what was to be done had been given by the Prime Minister who insisted on the House voting an immense sum to help Reids meet a deficit. Nor did he inform the House how that money was to be spent. Was part of the 1 1/2 millions to be devoted to paying fat salaries to the Reids and the Directors of the Company? Doing this deliberately, to you gentlemen, was a trustworthiness of the people's money, he asked. If you had no ulterior motive, the money, if you vote it, should be earmarked for operating expenses only. Mr. Sullivan promised that if the resolutions passed the first reading in their present form, there would be a lot more to be said on them in committee, and pointed out that a great deal of the losses on the operation of the railroad occurred in the motive power and repairs department. He stated that the machine shops dismantled at Whitbourne some years ago were more modern than the present shops at the dock, where some of the machinery was over fifty years old. How can repairs be done economically with this outfit, he asked. What was needed was a competent supervisor of this department and he recommended to the Government Mr. Fred Angel as a suitable man. Mr. Sullivan asked Mr. Coaker what man he had on that job while he was Chairman of the railway.

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vote the 1 1/2 million dollars to a corporation without giving any explanation for their doing so. The whole burden of paying this money would fall on the poor man, against whom every measure of the Government seemed directed. If he had known the policy of the present administration he would never have been a candidate for the Liberal Reform Party. Mr. Archibald said that the Government had all their money spent and they would not tell where they were going to get the 1 1/2 million dollars for the Reids. At present they were giving employment on money that has been borrowed from strangers. This is being done to make everything look good to these people and they will think that we are prosperous, yet we find that every industry except the codfishery is closed down, and this huge sum is being saddled on the people, and that with a prospect of having only a 4 million dollar revenue in sight. He said he was glad to hear Mr. Samson make some defense of the Government; he was the one man who was giving his party trouble. Referring to the statement of losses submitted by the Reids, he asked how it figured, but the losses will be 1 1/2 millions, 5 millions or no-thing? Continuing he said that he was informed that the salaries to be paid some of the Reids would be about \$60,000 a year, and this must be borne by the taxpayers. He charged he had been asked by Government members to let the bill pass, and that there would probably be an amalgamation afterwards. This showed that some parties had an interest in pushing this measure, said he. Mr. Archibald then referred to the Naval Reservists, whom the Prime Minister kept 7 hours at the Bar of the House waiting for a reply to their demands. Have they received the money that is theirs, said he? Give the R.N.R. men their money. They are entitled to it. There is no craft in paying the R.N.R. their legitimate dues, but plenty in the million grant to Reids. Speaking on the Commission's work, Mr. Archibald said that the motor trucks used at South Branch mines were supplied by Marshall and Hayward, the latter being a brother-in-law of Mr. Collinshaw. The Government was asking a vote of 1 1/2 millions without giving the public any chance to have a say in the matter, he said. This money was being voted away by men who had nothing behind them, but the backs of the seats they were sitting on. They have been asleep in their chairs and did not care what was going on. He referred to the Government's action on the Bell Island Agreement, which has been hanging over since April last.

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(Continued on 7th page.)

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