

HOUSE OF ASSEMBLY.
OFFICIAL SYNOPSIS OF PROCEEDINGS

(Continued.)

and let us know where they stand in the matter. I mention this in advance as I will lay the reports on the table of the House to-morrow for the benefit of the honourable members, and I hope they will give the matter the most earnest attention as it is a most important one.

The House then adjourned until 3 o'clock Wednesday afternoon.

Wednesday, March 12th, 1925
The House met at the usual hour and proceeded to business.

PETITIONS.
MR. BROWN (Twillingate)—presented a petition from Groasis Islands, concerning certain marine works, which petition received the support of Mr. Ashbourne and Mr. Scammell.

MR. LINEGAR tabled a petition from the Boilermakers of St. John's respecting certain amendments to the Boiler Inspection Act. Mr. W. J. Browne supported the petition.

HON. MR. HIGGINS presented a petition from the residents of Torbay respecting a road in that place.

The Bank Amendment Bill was then introduced by the HON. MINISTER OF FINANCE and read a first time, and was ordered to be read a second time on Monday.

ANSWERS TO QUESTIONS.
The following answers were then tabled, in reply to questions on the Order Paper:—

In reply to Mr. Ashbourne, the Minister of Finance and Customs stated that Mr. A. Robertson was in the employ of the Customs Department, that he was being a monthly salary, and if he were a manufacturer's agent he knew nothing of it.

Also in reply to Mr. Ashbourne the Minister of Finance and Customs stated that Mr. F. Skirving was an employee of the Customs Department as an assistant to Mr. A. Robertson, that he was not an employee of Ayres & Sons, Ltd., and his salary would be voted in the usual way.

MR. GODDEN enquired as to

the position of the case against the "Helen Var" and the Finance Minister replied that the case when before the Court had been postponed sine die.

MR. GODDEN asked the Hon. the Minister of Finance and Customs if any seizures of Liquor, Cigarettes and Tobacco, have been made at Wabana during the year 1924; if so, give dates, names of steamers or vessels connected with the seizures and by whom the seizures were made. If such seizures were made what action was taken by the Custom Officials with regard to same, and if no action was taken, why not?

The Minister tabled the following reply:—Telegram from Collector of Customs at Bell Island, November 21, 1924, to Department. "Steamer Romstadshorn arrived to-day. Upon investigation I find the captain with 22 bottles, operator 4, chief officer 21, third officer 1, and 2,000 cigarettes not reported. Advise immediately." Reply thereto same date:—"Seize liquor not reported and report under Customs Act, Section 188." On November 24th the Collector at Bell Island wired as follows:—"Carried out your instructions; seized from Romstadshorn 27 bottles liquor, seventeen hundred cigarettes not reported."

Previous to taking up the Orders for the Day, the Prime Minister referred to the news that had come in relative to the Stella Maris. He read the following telegram that the Minister of Marine and Fisheries had received from Captain Burgess of the Prospero:—"Our position lat. 51.53N.; long. 53.28 W. Sterring south west. Searching for Stella's crew. Saw her smoke early this morning. Ice heavy."

He informed the House that they were then endeavouring to intercept the Sable I, which had just left port and order her to return and proceed to the scene at once.

The Lobster Bill and the Women's Franchise Bill were read for the third time and ordered to be sent to the Legislative Council.

The House went into Committee of the Whole to consider the Firearms Act.

THE ATTORNEY GENERAL explained that as had been stated

the Bill was now recast and some of the suggestions already made had been incorporated in it. It now only referred to the small arms. He offered to rise the Committee in order to let the honourable members oppose the Bill thoroughly into the matter. The Opposition availed themselves of this offer, and the Committee rose and reported progress.

HON. COLONIAL SECRETARY in rising to move the second reading of the Highways Traffic Bill said it was somewhat of a subsidiary Bill to the one that was passed a day or two ago, providing for the appointment of a Highroads Commission. The Bill has for its object the regulation of the operation and regulation of traffic, and the class of wheels, and lights, and brakes, and so forth that are to be used.

Primarily the object of the Bill is to give control to the Highroads Commission as the authority to take the place of and perform the duties that are now being filled by the Inspector General of Police, and the privileges of the city council, or municipality of St. John's.

Whist part of the fees collected for registration and licenses will still go to the city of St. John's, the remainder will be used and acquired by the Highroads Commission. To-day the man owning a motor car in Harbour Grace, or Carleton Place, or other part of the Island outside of St. John's has to get a license from the Inspector General of Police in St. John's. It is proposed to appoint inspectors at certain points to meet this contingency, so that no undue expenses and hardship will be imposed on those who require to register cars and be licensed as drivers.

It also requires the right to regulate traffic on roads and highways. The rate of speed is a very important point, and the Bill provides a very definite schedule with regard to this particular matter. It provides for a rate of twenty-five miles an hour outside of cities, towns and villages, twenty miles an hour within cities, towns or villages, and only ten miles an hour at intersections or curves where the driver has not a clear view of approaching traffic, and only ten miles an hour when motor vehicles are passing each other on a bridge or on a narrow road.

The Bill also provides that in future the rule of the road shall be that vehicles shall pass each other on the right side, instead of the left as heretofore; and it is proposed to put it into effect on January 1st, 1925, after having been very widely advertised; and after it comes into force, drivers of cars will be required to carry signs in large letters on their windshields marked with "Keep to the Right," until such time as the general public and everybody in



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interested become accustomed to the new laws.

We are entering upon a policy of inviting tourists to come to this country, and whilst he did not claim, and will not accept the principle that we should alter our laws to suit those who may come into our country, still we ought, as far as is possible, bring our relations as regards traffic in conformity with those with which those who may come in here to visit us are fully acquainted.

Section nine is important, because it deals with the responsibility for accidents. It will be borne in mind that in this community we have had several serious accidents that possibly might have been avoided if there were a proper understanding on the part of the drivers and others as to what the law really meant in regard to accidents, and reckless driving, and in cases of criminal negligence.

Provision is also made—and as part of the present policy of the Government, we want to give encouragement to outsiders to come in here—that Tourists bringing their cars with them and staying three months will pay no import duty, and will have the use of the streets and highways on payment of the nominal sum of \$5.00, which will be paid to the Customs. If the Tourists remain longer than three months, further payment can be arranged and it will be left to the Highroads Commission and Minister of Finance to adjust the amount.

He explained that the whole idea of the Bill is to provide facilities for motor traffic and at the same time safeguard the rights and secure the safety of the public. Liberty without license is the whole tenor of the Bill.

Section 13, refers to the Criminal Provisions, and protects the children and public generally, and provides that those using motor vehicles, which may prove a menace or cause serious accident, shall be punished for it. It may happen while they are in charge of the wheel. Concerning the Colonial Secretary's statement that the Motor Association had placed itself on record as being wholly in favour of the Bill.

MR. GODDEN said that the Bill was entirely satisfactory, with the exception of one very objectionable feature, and that was the changing of the rule of the road. He regarded this as purely pandering to the American tourist, at grave inconvenience to the people of this country. As to its merit, he regarded it as being much better handled on the other side than was done in American and Canadian cities, and the Rule there was to keep to the left. We did not have to adopt any American or Canadian customs here. The general public were opposed to the change, and so had the motor Association been, but whenever any group discussed it, there was to be found the father of the Bill, Hon. A. B. Morine. He had talked the Motor Association into the Bill, and had by his sheer eloquence persuaded them against their own beliefs, and he imagined that he had done the same with members of the Government. After all there were only 400 motor vehicles in the country (the Hon. Minister here interrupted to say that there were double that number), but there were thousands of other vehicles, and they should receive equal consideration. He utterly protested against the change.

MR. ASHBOURNE regarded the move as being a most unpopular one, and failed to see any cogent reason for it. He had heard a lot about the American tourist that would be coming in here, but then how about the English one who was accustomed to our rule of the road? It was the duty of their side of the House to oppose this change in order that serious accidents might be averted.

THE LEADER OF THE OPPOSITION had no desire to prolong the discussion, but had to say that his party was utterly opposed to this section of the Bill. It was inflicting a great hardship on the people of the country all for the benefit of the American and Canadian tourists that would be coming in here. He thought that the old rule had been found quite effective in England and should suit here. They agreed with the principle of the Bill, and trusted that before the Bill came into Committee the Government would see fit to drop this section.

MR. WARREN said the mea-

bers were discussing the Bill as if in the Committee stage when it was only in its second reading. The Bill was a Canadian one, in fact the Ontario Act, and he failed to see why this country should be a rubber stamp for any Canadian legislation, as had been the case with many of the measures brought in this session. To break a rule of the road of the House himself, there were some features of the Bill that he would like to see added. The chief one was the necessity of having all wheeled traffic supplied with lights.

The Bill having been ordered to be read in Committee on Monday.

THE ATTORNEY GENERAL in introducing the Egress from Buildings Bill, said that this legislation was purely local in origin. It was generally felt that it was only due to the merciful intervention of Providence that in the past there had not been any disasters in public buildings, due to overcrowding and the lack of proper exits. Under the Bill it was provided that in case of any assemblage of over 200 persons, there were to be at least two exits of 5 feet in width. The police had actually no authority to make any rules or to take any steps to prevent overcrowding and this legislation was being effected to change this. He felt that all the owners and all those interested in these various buildings would be perfectly agreeable to the Act and realize its importance.

THE LEADER OF THE OPPOSITION said that the measure commended itself to all in the House and was a perfectly justifiable one, and that there would be no objection taken on his side of the House.

The Bill was accordingly read for a second time and ordered to be read in Committee on Monday.

THE PRIME MINISTER tabled the reports on the condition of the Dock, and had copies distributed, in order that members might acquaint themselves with the conditions existing there. In moving the adjournment of the House until Monday he said the Government had to meet a delegation from Bell Island, and to discuss the Dock question, while there were also several other matters of legislation that had to be considered.

The House accordingly rose to meet again on Monday at the usual hour.

(To be continued.)

THE POOR BANK CLERK.

"But madam, you will have to get some one to introduce you before I can cash this check."
"Sir," she said witheringly. "I am not making a social call. I do not care to know you."

DEPARTMENT STORE EPISODE.

"Come, come, my man, you have been looking around a long time without buying. What do you want?"
"Guess I want another floor-walker," said the gentleman addressed. "I'm the owner of this outfit."



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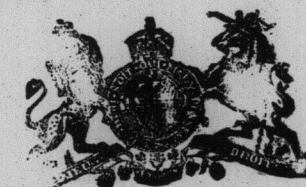
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Public Notice!

The attention of the Public is especially drawn to the following Regulations, viz:

(1) PAY DAYS IN EACH WEEK:

- (a) PUBLIC WORKS DEPT.—Accounts due must be presented duly certified, at the Department before noon on Mondays and Thursdays, payment being made on the following Wednesdays and Saturdays.
- (b) AGRICULTURE AND MINES DEPARTMENT—Every day but Monday, on which day accounts are passed.
- (c) MARINE & FISHERIES DEPARTMENT—Tuesday and Friday.
- (d) POSTAL TELEGRAPH DEPARTMENT—Tuesday and Friday.

In the event of any of these days being a holiday, payments will be made on the following day.

All bills, duly certified, payable by the above Departments (b.c.d.) should be rendered not later than the mornings of the day preceding pay day.

- (2) All cheques, drafts and other documents, representing money, in payment of Fees or Dues of any kind whatsoever to any Government Department must be made out in the name of the Department and not in that of any individual official thereof.

- (3) The several Public Departments and their subsidiary offices in the Outports have been directed to refuse to accept, in payment of amounts due the Government, any cheques which are not properly endorsed and stamped and which have not been certified by the Bank on which they are drawn, or the paying Bank in the case of cheques drawn outside of Newfoundland.

- (4) In view of the lack of general compliance with the law in respect of stamping receipts as provided for by the Stamp Act (Consolidated Statutes 3rd Series, Cap.28), the attention of the Public is drawn to the following provisions thereof, viz:

"Receipts for any sum of money exceeding ten dollars (\$10.00) shall be stamped with adhesive or impressed stamp of the value of two cents."

"An instrument shall not be duly stamped unless the stamp affixed thereto is cancelled."

The Public is warned that no receipt is valid unless these provisions are complied with.

F. C. BERTEAU,
Comptroller and Auditor General.