

CONVINCING PRONOUNCEMENT IN THE HOUSE BY MR. COAKER CONCERNING BRANCH RAILWAYS

Points Out Wherein the Government
Have Bungled This Undertaking and
Especially Condemns the Branch
to Ferryland.—Policy was ill-con-
ceived and Very Badly Carried Out.

(Continued)

Wednesday, Jan. 28.

I am asked to give my reasons for what I said about the Trepassey line. Why was I in favor of the Grate's Cove line, the Bonavista line, the Fortune Bay line and the Bonne Bay line and against the Trepassey line?

Now, the town of Bonavista has a larger population than the whole district of Ferryland, and the railway runs through a section of the country where it is absolutely necessary to have a railway, and if you did not build to Bonavista, it would be only a matter of a few years before thousands of our young men would leave the country. They would find that the conditions of life would be too hard and that they could make an easier livelihood in Canada or the United States. They would say to themselves that that kind of a life had killed their fathers and that they themselves would go away. On that section of the coast the harbors and landing places are bad and it is absolutely necessary that they have a railway.

Who Wanted It?

Now, who asked for the Heart's Content railway? The operators of Heart's Content. They thought it would be a good way for them to get to Carbonear to have a good time now and again. They thought the railway was going to go straight across to Carbonear, but now they find it goes up Trinity Bay to Broad Cove, and they say it is of little use to them. The people were opposed to this railway because their gardens and lands and houses were taken from them, and in many cases they were paid very little, while others who had pulled out big grabs. Now there are splendid harbors along the Trepassey District shore, and they did not want the railway, but they did want the railway in Bay de Verde because they have no harbors.

We were prepared to support the Grate's Cove railway because we knew that it was necessary. But it need not have gone further than Island Cove, when it would have cost but one-half the money, because the people of the lower end of the district did not need it so badly. They will not ship their fish by railway when they can ship it by water.

Not Much Use

Now as regards the Trepassey Branch it runs parallel to the coast

and the harbors are good. Do you think they are going to ship their fish over the railroad when they can so easily come to St. John's and return in their own boats? There will be very little traffic from that railway which will cost nearly two millions.

You could have spent \$20,000 or \$25,000 on a first class motor car road through that District to connect it with St. John's. A motor car service for passengers and mail could be run twice a day which would be just as good as the railway. If you had a line of steamers calling at Trepassey, I would certainly be in favor of this railway, but I don't believe you will ever have this line of steamers, and further, it would be time enough to build that railway when you had such proposals before you.

What It Could Do

Now look at this \$2,000,000 in another way. Suppose you spent this money in motor engines for the fishermen of Newfoundland, you could have supplied 15,000 engines at \$120 each. Now supposing these fishermen had thus supplied with these engines had thus brought in twenty additional quintals of fish through having motor boats, that would be 300,000 quintals of fish, and if valued at \$6.00 a quintal would be worth \$1,800,000. That would be in addition to the present earnings of our people. Out of that \$1,800,000 probably \$800,000 would be spent in purchasing articles not dutiable, and a million would go to purchase goods that would pay a duty of probably 35 per cent., that would give you \$300,000 additional revenue, and the \$350,000 that you took off last year would not have to be put on again this year.

The interest and mail subsidy for the Trepassey line will be \$75,000 a year, and if you had not built that railroad you could not only have that additional \$300,000 a year, as I have pointed out, but would save the \$75,000 also. You have spent this money and you do not know where this expenditure is going to end.

Not Sectarian

I don't want you to think I am against that railway because the people of Ferryland are Catholics, as has been insinuated by members on the Government side, who have drawn a distinction between South and North. Hon. Minister of Finance and Customs—No. No such insinuation was made.

Mr. Coaker—I am going up to Ferryland to give them the F.P.U. as soon as I can, as I have had four or five applications from that District. I would not like to put my friend,

Mr. Cashin, out, but I would like to have him in the same boat with us. I always admired the Minister of Finance and I hope some day to have him with us, and I don't want anything that happens on the floor of this House to make us bad friends.

As regards the railway policy, I always was a supporter of railways, but I do not believe in expending \$8,000,000 in the way it has been spent.

Mistaken Estimates

When the Premier announced that he was going to build these railways for four million dollars, although I was a supporter of Sir Robert Bond's, I left him and decided to support the Prime Minister in his railway policy. But he did not build these railways for four million dollars. Six million have been spent long ago, and the railways are not yet complete.

I am sorry that he went into this thing without giving it a more careful consideration, and without finding out what it was going to cost. He should have built Bonavista branch first and seen how it would turn out, and then he could go on with another, but he should not have made a contract for the whole five at once.

Then, of course, these railways should have been paid for in bonds instead of in gold, because by paying in gold we will lose five hundred thousand dollars in realizing the bonds. We have to go to the London market to raise a loan for the completion of these railways, and we will not be able to raise the money at three and a half per cent. In the present condition of the market we may have to pay four and a half per cent.

Doesn't Envy Them

I am glad that the Prime Minister and his Government are on the other side of the House. I would not want to have to go to London to raise two million dollars and pay four and a half per cent. for it and get about ninety for our bonds. The Government have got themselves into this hole and it is for them to get out of it. You said it would cost six and now you say it is going to cost eight. If you had said in the first place it was going to cost eight million dollars, you would not have been supported by the country. But the present position shows that you made a serious mistake in the whole thing.

The Hon. the Colonial Secretary stated the other day that the Government represented the majority of the people of the Colony. I take issue with him there and I have gone to the trouble to find out exactly how the votes went and I find that the Liberal-Union Party polled 3,225 votes more than the Government.

(To be continued)

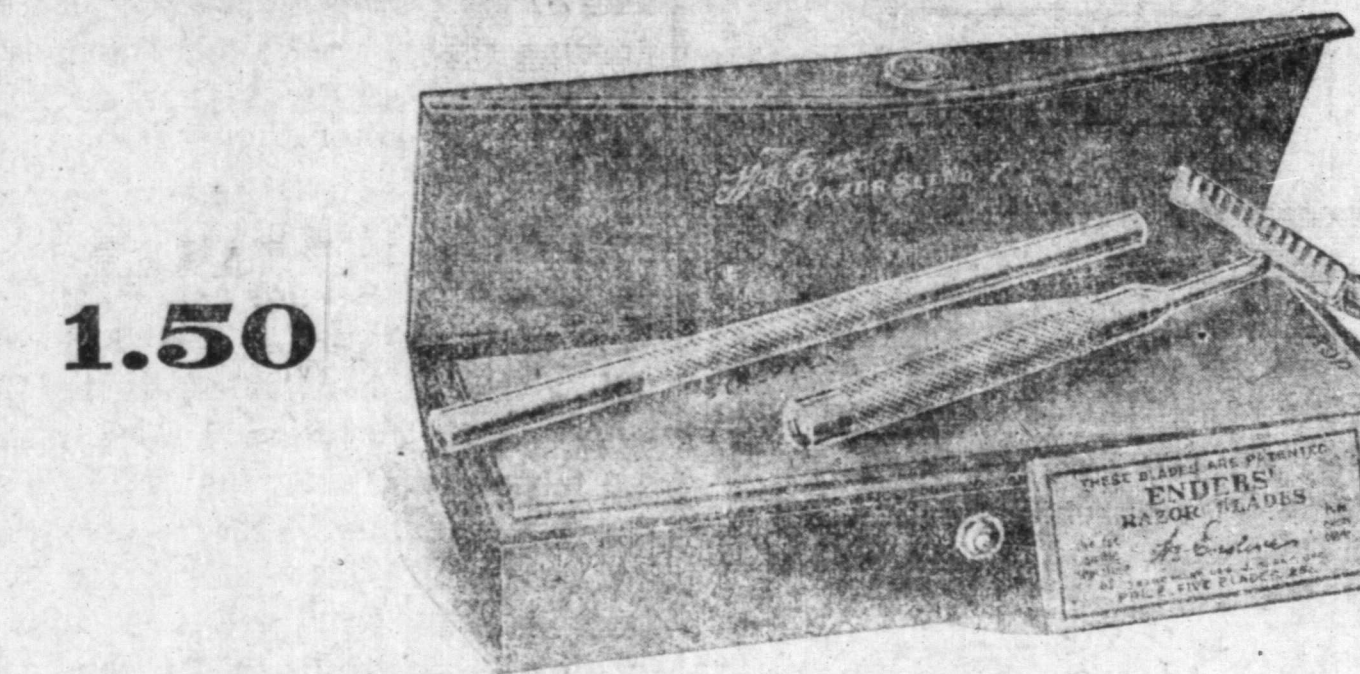
Courteous.

"Do you find people generally pretty civil?" asked a life insurance agent of a doctor collector.
"Oh, yes, indeed," answered the latter; "they nearly always ask me to call again."

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To Amend 55 Victoria, Cap. 2, En-
titled "An Act to Regulate the
Prosecution of the Seal Fishery."

Be it enacted by the Governor, the
Legislative Council and House of As-
sembly, in Legislative Session con-
vened, as follows:

1. The following Regulations shall
apply to all steamers built of steel
prosecuting the Seal Fishery.

- The sides of the ships, where the men sleep, shall be sheathed internally, with wood.
- Decks not permanently sheathed shall be sheathed temporarily, for the voyage, with three-inch plank properly secured.
- All ships shall be fitted with portable iron frame berths for sleeping accommodation of the crew.
- The Companion-way and hatches shall be boarded in to protect men from draughts and weather. All hatches shall have water-tight coverings.
- The sleeping quarters of the crew shall be heated by steam pipes.
- A room shall be supplied for the accommodation of sick and disabled men.
- The use of rifles by the crew, or any member thereof, for the purpose of killing seals, shall be prohibited.
- Wherever practicable a doctor shall be carried in each ship.

2. The following Regulations shall apply to all steamers prosecuting the Seal Fishery:

- Not less than one pound of soft bread shall be served to each member of the crew three times each week.
- Beef, pork, potatoes and pudding shall be supplied for dinner three times each week.
- Stewed beans and fish brewse shall be supplied for breakfast on alternate days.
- Onions, potatoes and turnips shall be ingredients in the soup supplied on Saturdays.
- Fresh beef shall be supplied to each member of the crew once each week, and when fresh beef is not available, through circumstances over which the owners, or master of the ship, has no control, canned beef shall be substituted therefor.
- Cooks shall be prohibited from any other work than cooking. Provided that this regulation shall not be in any way take from or impair the general authority of the captain over the cooks as members of the crew, nor prevent him from ordering the said cooks to perform such work as in his opinion is neces-

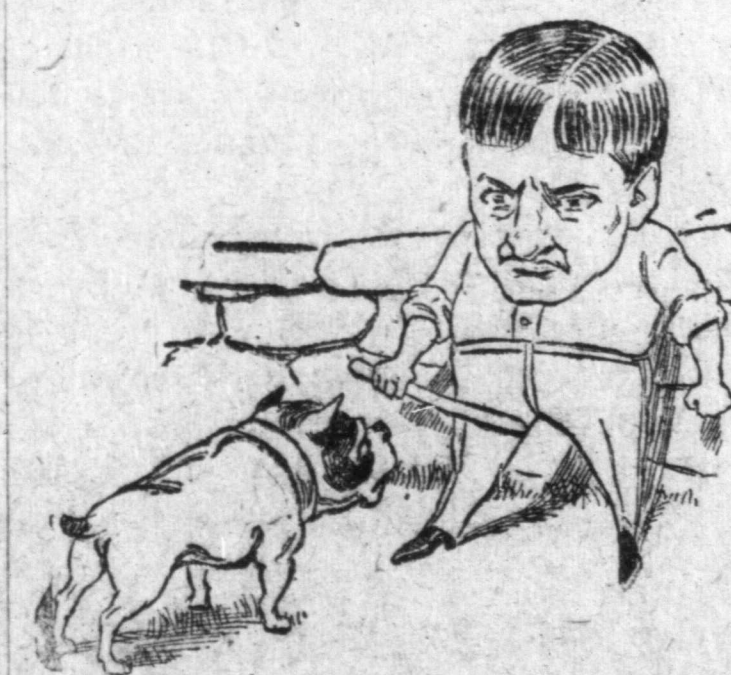
sary in the saving of life, or for the safety of the ship.

3. It shall be the duty of the owner, master or person on whose account any steamer shall prosecute the Seal Fishery, in any year, to observe, or cause to be observed, the regulations set forth in the two preceding sections.

4. The owner or master of any steamers offending against any of the regulations set forth in Sections 1 and 2, shall be liable, for every offence against Section 1, to a penalty of not less than \$500, and not exceeding \$1,000, and for every offence against Section 2, where such offence shall arise from any act, neglect or default of such owner, or master, to a penalty of not less than \$50, and not exceeding \$500, to be recovered, in each case, in a summary manner, by any person who shall sue for the same before a Stipendiary Magistrate, provided it shall be proved that complaint of any such offence against Section 2, was made to the master at the time it occurred.

5. Sick and disabled men on wooden ships shall be transferred, when possible, to steel ships belonging to the same owners as the wooden ships.

6. Wooden ships shall not depart for the Fishery, outside the Gulf of St. Lawrence, before 8 o'clock a.m. on the 12th day of March, in each year. Steel ships shall not depart from St. John's, or any port South or West thereof, before 8 o'clock a.m. on the 13th day of March in each year, or any port North of St. John's before 8 o'clock on the 14th day of



Up
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It!

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"I TOLD YOU SO!"
"A FIVE Spot and it's worth it."

P. E. OUTERBRIDGE,
137 Water Street
TELEPHONE 60.

March, in each year, under a penalty of Four thousand dollars, to be recovered in a summary manner by such person as may sue for the same before a Stipendiary Magistrate, from the owner, master, or other person, on whose account such wooden or steel ship shall be sent to such fishery.

7. If it be shown to the satisfaction of the Customs Officer of any port that a wooden ship has landed more than one-half of her crew because the season has become so far advanced that a full crew is no longer necessary, and if the said ship shall not land any portion of her cargo of seals, or reef, she shall again be cleared for the Seal Fishery by the said Customs Officer, and shall not be deemed to go on a second trip provided she leaves port before the 19th of April in any year. No ship shall be allowed to land more than once in any season under the provisions of this Section, provided that, in no case, shall a Customs Officer clear any ship under this Section, until the owners of the said ship shall have satisfied him that all necessary provisions have been made to convey the portion of the crew so landed to their respective homes.

8. Steel ships under 850 tons gross shall, for the purpose of this Act, be considered as wooden ships.

9. No seals shall be killed by the crew of any ship, or by any member of such crew before the 15th day of March in any year, nor shall seals so killed be brought into any port of this Colony, or its dependencies, in any year, under a penalty of Four thousand dollars, to be recovered from the master, owner or other person on

whose account such steamer shall have been sent to the Fishery.

10. The purchaser of seals within this Colony, caught or taken by the crew of, or on board, any ship or vessel, the registered owner of which is domiciled without the jurisdiction of this Colony, shall be liable to pay the shares or wages of all the crew of the said ship or vessel, and the crew, or any of them, may recover the same by action against the purchaser as such, provided, however, that such purchaser shall not be liable to pay the claims of any such member of the crew, who shall not have prosecuted the said claim within sixty days from the passing of the said seals into the hands of the said purchaser.

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Feb. 23, 14, m.w.f.

Sealing Notice!

- S. S. "VIKING" will sign crew Monday, 2nd March, sailing Noon March 6th.
- S. S. "TERRA NOVA" will sign crew Tuesday, 3rd March, sailing 3 p.m. March 6th
- S. S. "RANGER" will sign crew Thursday, 5th March, sailing Noon March 9th
- S. S. "EAGLE" will sign crew Friday, 6th March, sailing 5 p.m. March 9th
- S. S. "FLORIZEL" will sign crew Monday, 9th March, sailing 8 a.m. March 13th
- S. S. "STEPHANO" will sign crew Tuesday, 10th March, sailing 8 a.m. March 13th.

Bowring Brothers Ltd.

SEALING CREWS!

SEALING CREWS for the following ships will be signed on the dates named:

- S. S. NEPTUNE - - - March 2nd and 3rd.
- S. S. DIANA - - - March 3rd and 4th.
- S. S. BEOTHIC - - - March 9th and 10th.
- S. S. NASGOPIE - - - March 10th and 11th.

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Feb. 23, m.w.f.

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