

## LEGISLATIVE COUNCIL PROCEEDINGS

ants who had imported stock sufficient to carry them over the winter season. He considered that time should be allowed for at least a portion of the goods to be circulated in trade or consumed so that the loss entailed would be spread over a greater number, and thereby the loss to the importer lessened. He wished to remove the impression that what he said was a criticism of the Bill.

HON. THE PRESIDENT read a message from His Excellency the Governor, announcing the appointment as Members of the Internal Economy Commission, of the President of the Legislative Council, Hon. A. B. Morine, Hon. S. Milley, The Speaker of the House of Assembly, The Prime Minister, The Colonial Secretary, The Attorney General.

HON. MR. MORINE asked that the report of the Select Committee on Bills be read, which was done. Said report was received and adopted, and on motion of Hon. Mr. Morine the said Bills were stricken from the Order Paper.

The Bill entitled, "An Act Relating to the constitution of the Supreme Court" was read a third time, and it was ordered that a message be sent to the House of Assembly stating that it had been passed with certain amendments, and the concurrence of that body therein requested.

On motion of Mr. Morine the Committee on Bill entitled, "An Act to Amend 11, George V., Cap. XLV, entitled, 'An Act to Incorporate the Women's Patriotic Trust Fund and for Other Purposes,'" was deferred.

In moving the second reading of a Bill, entitled "An Act to Amend Cap. 25 of the Consolidated Statutes, (Third Series) entitled 'Of Light Dues,'" Mr. Morine stated that no light dues were to be placed on vessels engaged in the coasting service, Bank or Sealishery. At present vessels engaged in foreign trade were liable to a tax of 24 cents a ton, and in local trade nothing.

But the fishing vessel or sealing vessel, engaged locally that went out of the Colony in foreign trade perhaps once during the year, only paid 6 cents a ton, with the result that complaints have been made that certain vessels colorably engaged in the coasting trade were in reality engaged in foreign trade, but were only paying 6 cents as against the others 24 cents. The effect of the present Bill would mean that a fishing or sealing vessel making only one trip in the foreign trade would be liable to the 24 cent tax. This would mean a hardship to the owners of such vessels which make probably only one trip each year to Cape Breton, Prince Edward Island or

St. Pierre. This, in his opinion, would be exceedingly unfair. When in Committee he proposed to move an amendment to the effect that fishing or sealing vessels making not more than one trip as mentioned, would not be liable to more than the 6 cent tax. If any of these vessels embarked outside of this on foreign voyages they would be liable to the 24 cents a ton tax. He did not wish the Bill further considered until it was printed, with the proposed amendments, but he felt that expression of opinion would assist in the passing of the Bill in proper shape later on. With reference to the remarks of Hon. Mr. Templeman, in connection with Carbonate Light Dues, he assured the Hon. gentleman that he had made a mistake. The dues referred to were water dues, and purely a local tax—not a Government tax.

HON. MR. TEMPLEMAN understood the collection of these duties had not been in force for about 20 years, but the Auditor General had something to do with it a few years ago, and he presumed it was a general tax. It was a hardship when a vessel was forced to make Carbonate through stress of weather, after paying duties and taxes in St. John's and then have a second demand made. In the case he referred to the schooner had scarcely anchored in Carbonate when the Customs Officer came on board and demanded the tax.

HON. MR. MORINE agreed that such a tax was manifestly absurd and suggested that Hon. Mr. Templeman should bring the matter to the attention of the proper authorities when he had no doubt it would be rectified.

HON. MR. BISHOP thought the introduction of the Bill as it was in the original was another example of the slipshod way much of the legislation which came before the Council is being prepared. He would suggest to the Hon. the Leader of the Government that the amendment be so formed that the tax of 24 cents will not come back on the vessels making one foreign trip. He contended that a second trip should only call for another 6 cents tax and not the 24 cent rate.

HON. MR. TEMPLEMAN took the position that the fishing vessel should be allowed to make at least three trips before coming under the 24 cent tax. He had the experience of fitting out one of his banking vessels for one foreign voyage and was obliged to pay the 24 cents rate. He was promised that the amount would be refunded, but the refund had never been given him. This he considered unfair as regular foreign going vessels sometimes made 12 or 13 trips in a year and only qualified for the same rate as he paid for the vessel making one trip.

The Bill was read a second time and will be considered in Committee to-morrow.

HON. PRESIDENT informed the Council that he had received a message from the House of Assembly informing the Council that they had passed a Bill, "An Act to Provide for the Construction, Reconstruction, and Maintenance of Highroads," and requested the Council's concurrence.

HON. MR. MORINE, in mov-

ing the first reading of the Bill said that it was the intention to bring the High Roads Bill into effect as early as possible, and it would probably be necessary to call down the Governor to give his assent as soon as possible. The appointment of the High Roads Commission depended on the passing of the Bill, which would operate concurrently with the Traffic Bill, now being expedited in the Lower House, and he desired that the Bill be given first place on the Order Paper next sitting, to which the Council consented.

The Bill was read a first time and ordered to be read a second time on to-morrow.

HON. PRESIDENT informed the Council that he had received a message from the Lower House informing the Council that they had passed a Bill entitled "An Act to Amend the War Pensions Act, 1922," and requested the Council's concurrence.

On motion of Mr. Morine the Bill was read a first time, and ordered to be read a second time on to-morrow.

HON. MR. MORINE in moving the adjournment drew attention to the remarks of Hon. Sir M. G. Winter, made last sitting, dealing with the right to export pork and beef, on which duty had been paid, and reimport same without duty, the loss being the duty to the customs and the price of freight back and forth to the exporter. He had examined in it to warrant the statement of Hon. Sir M. G. Winter. During the Warren Administration there had been such a happening and the duty was refunded, but the whole affair was illegal and contrary to the Act. There was not even an Order-in-Council for such transaction, and the action of the Minister at that time was unjustifiable. If goods are exported a drawback of the duties previously paid may be given, but if the same articles are reimported, the same duty must be paid. He made this statement so that it might remove any doubt on this matter. Hon. Mr. Morine further stated he had again brought Hon. M. G. Winter's request before the Government, it was being further considered, but no decision had yet been reached.

HON. SIR M. G. WINTER said that there was more than one case; it was a common practice to re-ship goods and have them re-ship goods and get a rebate of duty. HON. MR. MORINE.—It is contrary to the Act and Law. HON. SIR M. G. WINTER.—It is not contrary to the custom and if the officials of the Customs do not know their business it is not the fault of the importers. If goods imported are no up to quality and are sent back, that ended it. In the present case it might mean that the goods would have to be shipped to New York, Halifax or Montreal for resale so that the importers would have the right to get the Customs drawback. HON. MR. MORINE was entirely surprised to hear that it was the custom. The Deputy Minister had informed him that there was only one isolated case. He had found only one and this was done without even Minute-

of-Council. It might have had the sanction and knowledge of the then Minister of Customs, but it was illegal and the Government might yet be obliged to collect the amount refunded. Everything should be done by statute. One of the principles he wished to inculcate is that we shall respect the laws as we find the mand carry them out. The Council adjourned at 4.45 until 3.30 p.m. to-morrow.

Thursday, March 12. The Council met at 3.30 p.m. pursuant to adjournment.

HON. MR. MORINE.—In moving the second reading of the Bill to provide for the construction, reconstruction and maintenance of High Roads, I desire to ask the indulgence of the House for making somewhat lengthy remarks, which I consider necessary in view of the importance of the matter and because of the fact that it did not receive the serious debate in the Lower House that I think it merited.

In another place, and with reference to another Bill, a Speaker remarked yesterday, that "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.'" The Bill now before this House is, also in the main, a copy of Ontario legislation, and I make no apology for that fact, which is in itself a guarantee of the excellence of the Bill. Ontario is the greatest province of the British Empire; the motor traffic over its roads is probably as great as the motor traffic of all the rest of the Empire. It has now 49,000 miles of roads upon which automobiles can be driven the capital expenditure of which has been not less than fifty million dollars (\$50,000,000.00). In 1924, ninety-six thousand (96,000) American tourists came into Canada, the greater number of them into Ontario, and out of three million (3,000,000) cars crossing into Canada, probably two-thirds were in the same province. The Bench and Bar of Ontario have no equal in Canada and the enactments of its legislature are the models for all the Western provinces. It may be accepted, therefore, as proven that any legislation of Ontario with reference to motor roads or motor traffic is worthy of the serious consideration of this House.

The design of the Bill may be divided into four sections:— 1.—To Centralize Authority. Now, the construction and repair of Main roads generally are legally under general authority of the Minister of Public Works, but certain roads in Avalon Peninsula are legally under Road Commissions. Practically, main roads are cared for, if at all, in a crude and unsatisfactory manner, money for repairs being expended under single Commissioners or so-called boards. The present Bill creates a Commission with sole authority over Highroads, so-called. 2.—To Classify Roads. Now, all roads are termed either Main or Local roads, with

out legislative definition, and without classification as to their relative importance.

Henceforth there will be, (1) Highroads, (2) Main Roads, (3) Local Roads, and the definition of a Highroad will be "Any road designated by the Governor-in-Council" under this Act.

It is intended that from time to time, not all at once, certain main arteries of vehicular traffic, chiefly those importance to tourist traffic, should be treated as Highroads, under the control of the Commission.

(3) To lift the construction of Highroads out of the arena of politics, in the narrow sense of that word, into the atmosphere of non-partisanship: out of parochialism into Nationalism; and to expend money for the construction and maintenance of Highroads upon the principle that the aim is to build and pair public utilities, not to divide public money as graft for partisan supporters; and, furthermore, to do this with regard to the needs of the Colony as a whole, not dividing money by districts, as local improvements, or pro-rata of the population without regard to the relative importance of the roads themselves.

(To be continued.)



NEWFOUNDLAND  
NOTICE TO MARINERS  
NO. 7—1925.

Fog Alarm Established

Point La Haye  
St. Mary's Bay,

Lat. 46° 54' 20" N.  
Long. 53° 36' 40" W.

POSITION.—On Pt. LaHaye, entrance to St. Mary's Bay.

DESCRIPTION.—A 3 inch Diaphone Fog Alarm operated by compressed air by oil engine.

PERIOD.—Three blasts of 1½ seconds duration every 60 seconds, thus:—

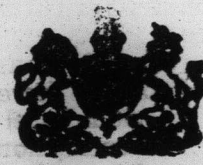
Blast Silent Blast Silent Blast Silent

1½ 2 1½ 2 1½ 52½

STRUCTURE.—Flat roofed engine house, dwelling house and store, all painted red and white horizontal bands.

REMARKS.—This Fog Alarm will go into operation on December 26, 1925.

W. C. WINSOR,  
Minister of Marine & Fisheries,  
Department of Marine & Fisheries,  
Lighthouse Department,  
St. John's, Newfoundland.



DEPARTMENT OF  
PUBLIC WORKS.

PUBLIC NOTICE.

The Department has found it necessary to effect a change in the matter of paydays. In future pay-days will be observed as follows:—

Mechanics, Labourers and Other workmen will be paid on Saturday of each week. Bills or accounts for services rendered or goods supplied will be paid fortnightly, on the FIRST and THIRD SATURDAY of each month excepting petty bills for vegetables, firewood and forage, etc., purchased from residents of outlying settlements which will be paid every SATURDAY.

All bills or accounts properly certified and on hand in the Department for approval and audit on the preceding TUESDAY will be available for collection on the following SATURDAY.

The above also refers to allocations in connection with Roads and Special Grants.

In the event of any SATURDAY being a whole holiday, bills must be in the Department on the preceding MONDAY and payment will be available on FRIDAY.

All those concerned will please govern themselves accordingly.

C. E. RUSSELL,  
Minister of Public Works,  
Department of Public Works,  
November 7th, 1925.  
Nov. 13, 41



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