...eedings at the Legislative Council

OFFICIAL SYNOPSIS.

MONDAY, April 26.

Council met at 3 o'clock.

...Committee stage of Bill relat... the Supreme Court was defer...

Council resolved into Commit... the Whole on the Nfld. Hotel ... Ltd. Bill, Hon Mr. Cook in ...

HON. PRESIDENT desired to make ...marks on this bill. Some one ...d during Friday's debate on ...ond reading that the hotel ...not pay, but in his opinion if ...was any doubt on the matter ...hotel people would have to do ...to start a bread bakery and ...d have no further fear as to ... He thought the increase in ...e of bread advertised last ...was a very serious matter, and ...Government ought to deal ...mptly and vigorously. He ...commended the newspapers ...ating the matter, and he ...ed the public should band to... and call for a thorough inves... He said he spoke with some ...thority on this question be... when he was food controller he ...dealt with questions concern... ...ising of prices on the neces... ...of life. Once he had himself ...ot a summons against a city ...bring him into court and him... ...ecute the man for breaking ...d rules. He had also to take ...steps to prevent the price of ...ing raised. The late Hon. Mr. ...has stated more than once ...House that he (Sir Patrick) ...ed down the two hard-bread ...s and allowed them only a ...of 20 cents a bag, and he felt ...Mr. Steer if present this ...would admit again as he ...more than once already, and ...G. Winter would also admit ...had screwed down the mak... ...butterine so that they com... ...he had put one concern out ...ness. The President went on ...that he thought the same sort ...ought to be pursued now in ...to this increase in the price ...d. He said they had just the ...of trouble in England at ...ent time. He read from an ...in the London Daily Mail ...with a demand by that paper ...price of bread be reduced ...for a four pound loaf to ...d., because the price of ...d dropped from 58|6 to ...k. He pointed out that 11d ...wheat-bread, meant 5½ cents a ...for bread in England, whereas ...ers here were now proposing ...e 12 cents to the trade for a ...and a half or eight cents a ...and the dealers were charging ...cent or two cents to the con... ...fourteen cents being charged, ...informed, by some shopkeep... ...could say positively on the ...ority that one of the three ...which had raised the price ...public now contracted with the ...Works Department to supply ...e bread to the public institu... ...for 5¾ cents a pound or say 6 ...This meant that these insti... ...were getting as much bread ...e cents as the public were now ...to pay 13 or 14 cents for. He ...this was justification enough ...Government to take up the ...without delay. Turning now to ...self he wanted to say that ...hension was not that we ...ise a great deal to this Com... ...that he feared that we might ...the hotel at all. He thought ...like many other projects put ...the Legislature, it sounded too ...to be true. At the same time ...offered there were some grave ...in the Bill as he read it, and ...right steps would have to be ...to remedy them. The first was ...the agreement referred to a ...r hotels, and this would enable ...mpany to get free entry for ...thing it might want to build ...ship any other hotels it might ...besides the one in St. John's. ...second defect he saw was that ...was no provision for checking ...expenditure on the building, and ...ing of the hotel so as to make ...ain that they actually spent ...the 700,000 dollars which they ...ted to spend by the terms of ...greement. In other words there ...nothing to prevent them putting ...hotel for 500,000 dollars and ...ing the balance. The next de... ...was that there was no provision ...aw it for an audit or a check ...expense of operating the hotel ...to ensure that the operating ...ny would not outwit the Gov... ...nt and throw on the Govern... ...the paying of 13,500 dollars a ...a sinking fund when the Com... ...should, if its books were proper... ...kept, be obliged to pay this ...itself. Still another draw... ...was that there were no regula... ...clearly set out as to what ...happen in the matter of buy... ...back the debentures. According ...Bill the Government might re... ...some of them and these would ...the property of the Govern... ...Others presumably would be ...ed by the Company and be... ...the Company's property, but ...would be the eventual position ...the Government holding some ...the Company holding the re... ...er. He considered that amend-

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ments would be necessary in the form of new sections to cover all these matters. As to the hotel itself, Sir Patrick knew of nothing better for St. John's as an advertising proposition apart altogether from its association with the Tourist Policy. The fact that we would have a good modern hotel would be well worth the $13,500 a year it would cost. The matter of the site did not affect his view in any way. The same site and almost the same concessions as to free imports were granted to R. G. Reid some thirty years ago, but the Government wisely or unwisely stepped in and the work of construction ceased. Since then it has not been possible to get together enough public spirited citizens to raise sufficient money to continue the work or build a new hotel. If people come in here to build an hotel or engage in other enterprises they were entitled to reasonably liberal concessions. There should be no objection in this case. In Halifax now citizens are agitating for a new hotel on the lines as the one in St. John, where the people had public spirit enough to put their money in a new hotel, the Admiral Beatty, now under construction. The Chateau Frontenac, operated by the C.P.R., was looked upon as the greatest asset in Quebec, and whole streets had been granted the Company to improve the surroundings and extend generally. In Montreal the Mount Royal Hotel with 1,000 room capacity in addition to the Windsor and Ritz Carlton has been erected within the last couple of years. The Chateau Laurier, in Ottawa, was operated at a loss of $5,000 weekly, and the chain of hotels operated by the Canadian National Railway lost $700,000 in their operations in 1923, but the railways considered the money well spent for the facilities these hotels offered the travelling public. The C.P.R. with its greater volume of business and extensive advertising has been able to make its hotels pay, but the hotel business generally in Canada was not a bonanza. That was why he thought it was not what we have to pay for this hotel, but are we going to get it. He hoped the faith of the gentlemen undertaking the project would be realized, and hoped the hotel would be well under way by next session, so that we might have the satisfaction of knowing that that feature of the forward policy of the Government had been successfully carried out.

HON. MR. MORINE said the sum of $700,000 was specified in the Bill more as a rough and ready measure of the class of hotel that was required than as a condition. In fact the amount would be better out of the Bill altogether. Owing to the contractors being in a hurry to go on with their work and the Government being anxious to have the hotel erected as quickly as possible more details could not be gone into. It was only necessary to place confidence in the Government that the rights of the people would be protected. In the present Bill the Government was assuming more responsibility than ordinarily, and if they did not see that the contract was properly carried out there would be no one but the Government to blame. He felt that left with the Government every detail referred to would be safeguarded.

The Committee rose and reported the Bill with some amendments. On motion of Hon. Mr. Morine, and with the unanimous consent of the House, the Bill was then read a third time and passed, and ordered to be sent to the House of Assembly with a message to that effect.

HON. PRESIDENT read a message from the House of Assembly that they had passed the accompanying Bills entitled respectively:—An Act to Amend Chapter 4 Consolidated Statutes entitled of Legislative Disabilities; An Act Respecting a Tax on Certain Incomes; An Act Respecting a Tax on Goods imported into Newfoundland, in which concurrence was requested.

On motion of Hon. Mr. Morine said Bills were read a first time and ordered to be committeed on to-morrow.

HON. MR. MORINE in moving the adjournment drew the attention of the House to an article which had appeared in the Daily Globe of recent date in reference to two bills, re the Survey and Inspection of Ships. This article, he understood, was written by Hon. Dr. Mosdell, the editor of the paper, and he presumed that it was written through a misapprehension and not with any underlying motive. He hoped, however, it would be corrected as speedily as possible. (Hon. Mr. Morine then read the article). The Legislature had before it, continued Hon. Mr. Morine, two Bills, and will have them up again. The statements regarding the British Board of Trade having anything to do with the surveying of shipping in this country was absolutely erroneous. Lloyd's, the world wide insurance people did appoint a surveyor, but none of our local vessels were classed in Lloyd's. Under the Shipbuilding Bounty Act, Class A was Lloyd's class, and their surveyor would pass on that, but with regard to the other classes under which most of our vessels are built, the surveying has always been done by a surveyor appointed by the Governor in Council. No one else appoints or can appoint a surveyor but the Governor in Council. The reference in the Bill to the appointing of a surveyor is taken word for word from the old Acts of 1916. Nothing has been done to affect in any prejudical way the survey of shipping. The only thing done was the consolidation of all the Amendments from 1916 upwards. As it happens the Surveyor of Lloyd's, Mr. MacFarlane was appointed as the Surveyor of our own shipping by the Governor in Council in the past and under the new Act will hold the same position. The other measure put through had to do with inspection of ships. It provided for the safety of the ships themselves and particularly for the safety of the passengers and crew. It was, in a word, for the safety and protection of people at sea, and excelled in carefulness anything ever proposed in this Legislature. Hon. Mr. Morine had heard that Bill described by Hon. Mr. Cook as the most important Bill that had passed through the Legislature in many years in the interests of crews and people who go in our steamers and vessels. The Act had taken a step long necessary, and how anybody of intelligence, who has been intelligently following the proceedings could fall into the error of making such statements, so damaging to our shipping, so frightening to our people, passed his (Hon. Mr. Morine's) understanding. He thought it a matter of deep regret that the honourable gentleman had not been present during the passing of the Acts, as he had been in the early days of the sessions to the great pleasure of the House. He thought he owed it to himself and to the House to take back every word set forth in the article referred to.

HON. DR. MOSDELL in reply said that he was responsible for the writing of the article and also for the printing of it. He had written it on representations made by some reputable shipping men, who said the effect of the Acts would be those set forth in the article. He was sorry he was not here when these Bills had passed through else he could have informed himself as to their various sections. However, the men who had spoken to him about this were men of long standing and good repute. They had stated that it would tend to loosen up the strictness of the survey of shipping, and a great deal of political influence would manage to creep into it. Hon. Dr. Mosdell said it was far from his thoughts to make any misrepresentation of any legislation that had gone through, and when the Bills came up again he would make it a point to be present and ask such information as would appear necessary.

The House then adjourned until to-morrow at 3 o'clock p.m.

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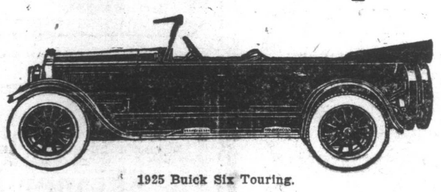

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SIDE TALKS.

By Ruth Cameron.

WHY MEN LIKE MRS. JONES.

"I suppose I'm stupid or maybe I'm catty," a woman said to me the other day, "but whatever the reason is, I can't see what there is so attractive about Mrs. Jones, any more than about Mrs. Barker or Mrs. Dille, for instance."

"And who thinks there is anything so attractive about her?" I asked.

"Oh, the men," said she. "Haven't you noticed at the dances and everywhere, she is always so popular, and she's always having a mild affair with some man or other? I don't mean anything serious, but just little flirtations. Why do you suppose it is that she seems to get so much more attention than other women who are prettier and more charming?"

The Two Hardest Questions.

Of course I couldn't answer that question for sure. There is nothing harder in the world to analyze than charm, especially charm as it operates as a pulling power between the sexes.

There is only one question as answerable as "why he married her," and that is "what she could see in him."

Nevertheless I did feel that I knew one powerful reason why Mrs. Jones attracts so much more attention from men than the other two women mentioned.

Especially If He Is Male.

Because they are both women who are obviously satisfied with and devoted to their husbands, whereas Mrs. Jones, though she may love her husband, certainly does not give that impression to the casual observer, especially if he is a male.

Instead, she is always saying cynical little things about marriage, hinting that she is dissatisfied, and sometimes giving the impression that she is rather easy in her ideas of what marital faithfulness requires.

I don't believe she means half what she says.

Not because I know her well enough to judge, but because I think they seldom do—these men and women who by their attitude and their manner constantly send out a sex challenge to anyone whom they think it may interest.

Don't Like "No Trespassing" Signs.

If they faced the possibility of really giving up the partner they now have, they would be very much distressed. They simply do not like the "no trespassing" sign that marriage hangs on them, and they try to cover it up by this kind of camouflage.

It's not so much the prettiest woman nor the most charming man who still make their conquests after marriage as it is the less loyal.

Of course men sometimes fall in love with married women, and vice versa, when there has been no encouragement, no suggestion of dissatisfaction, but to one of these irresistible unassisted passions, I suspect there are one hundred of the other kind.

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And Men Have Fashion Fads Too

There are something like 5,000,000 wrist watches in London which nobody wants. About three years ago every man in three wore a wrist watch. Now not one in twenty does. One of the reasons for this is that they are easily lost when removed for washing, and moreover, with the very long and very tight shirt cuffs that are now worn they are extremely uncomfortable.

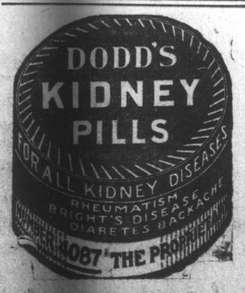
Smart young men now wear the thinnest of platinum watches worn in a vest pocket with the finest of platinum chains. Some of the watches are no thicker than a dollar piece, and some are set with jewels.

For a good Kidney Pill—try Juniper Pills—25c. at STAFFORD'S—apr27,1mo

Ballroom Muffs Replace Handbags

Wonderful evening cloaks and ballroom muffs are the sensation of the newest spring offerings shown this week. The ballroom muffs are taking the place of handbags and are made of wonderful ostrich feathers, the longest and finest that are procurable. Inside there are little nests of compartments for all feminine necessities and the muffs are worn while dancing.

On the newest evening cloaks the collars are bigger than the cloaks themselves, and white and silver are the favored colors. Huge collars of billowy ostrich feathers, matabout or white fox were the collar trimmings on some cloaks that were made of latticed silver metal cloth.

Shingling is on the wane—this is a sign that the big hat is steadily coming back for a long time. And when you see a lot of young debs with bandeaux feathers or brilliants where their shingles used to be, you know they are going through the trying stage of getting back to normal again.

One of the most favored modes is the little two-piece jumper frock or blouse ensemble.