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April 19, 23



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House of Assembly

OFFICIAL SYNOPSIS OF PROCEEDINGS

THURSDAY, June 21, 1923.

The House met at 3:15 pursuant to adjournment.

Sir Michael Cashin and the Leader of the Opposition gave notice of question.

In reply to Mr. Cashin (Ferryland) Hon. the Prime Minister stated he would obtain from the Minister of Posts and Telegraphs the necessary information re the opening of a Government Telegraph office at Ferryland.

Sir Michael Cashin (St. John's West) stated the fact was the office was unnecessary. The Anglo office, in charge of a splendid lady, mother of two sons who now sleep in Flanders, was all that was required, yet because an agitator wanted an office of his own it was granted. He asked that the office be discontinued.

Mr. P. J. Cashin (Ferryland) asked the Prime Minister if he expected his reply to be taken seriously. He was quite sure that the Prime Minister knew all about it. He predicted the receipts of the office would not be more than \$7000 per year, where as the outlay would be \$60000 per year.

Mr. Moore (Ferryland) agreed with his colleague and thanked Sir Michael for his remarks. The members for the District did not want the office, and the people of Ferryland did not want it. Why was it to be put there.

Mr. Woodford (Hr. Main) said the replies tabled re the returns and all locations for Harbor Main District were not satisfactory, and demanded more definite information.

In reply to question of Sir Michael Cashin re balances due on salt cargo of S.S. Tuckahoe, the following reply was tabled: Total amount due, \$1,728.00; Messrs. J. T. Swyers, Bona vista, \$1,672.00; Albert Fradsham, Bay Roberts, \$66.00.

Minister of Marine and Fisheries in reply to question, stated that oil supplied Department was supplied by the Imperial Oil Company and G.M. Barr. The price per gallon was 22 1/2 cents in steel barrels and 26 1/2 cents in wooden barrels and \$3.10 per case.

On motion of Hon. the Prime Minister the remaining orders of the day were deferred.

In reply to Mr. Higgins Hon. the Prime Minister stated no reports on the Humber property were made to the Government.

The House then adjourned until Monday next at three o'clock in the afternoon.

Monday, June 25, 1923.

The House met at 3:15 p.m. pursuant to adjournment.

The Speaker announced the Internal Economy Committee as follows: The President of the Legislative Council, Hon. R. K. Bishop and George Shea, the Speaker of the House of Assembly, the Prime Minister, the Minister of Justice and Sir W. F. Coaker.

Hon. the Minister of Finance moved that the motion to move the House into Committee on Supply be deferred.

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Rev. T. Albert Moore, D. D., General Secretary of the Dept. of Social Service and Evangelism of the Meth. Church of Canada, who visited Newfoundland in Sept. 1917, in connection with the Social Congress, says:

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THE GUARDIAN OFFICE
Bay Roberts.

Mr. Higgins and Sir M. P. Cashin gave notice of question.

The House then went into Committee of the Whole on the Industrial Development Resolutions.

Mr. Higgins, Leader of the Opposition said he wanted to approach the subject feeling that the best possible had been done for Newfoundland and to find out during the discussion if anything further could be done by way of amendments that would further safeguard the interests of the people. The Opposition would offer amendments in Committee that would have only this end in view.

These amendments would not destroy the principle of the Bill, but would improve it. He recognized that at the present time everything that could be done should be done to encourage industrial development. Unfortunately, owing to our geographical position we had to offer extra ordinary inducements to encourage the investment of capital, but it was our duty to see that no greater inducements than were absolutely necessary were offered. There is going to be a great demand for paper and with the great United States market open in the near future perhaps we would not need to be so liberal in the future as we have been at present, or were in the past. In the water power we have a substitute for coal which will become more valuable as the years go by.

Under the present resolutions before the chair we were asked to grant valuable concessions, timber areas of vast extent and water power of great value and before we did so it behooved every member of the Legislature to convince himself that we were driving the best bargain obtainable. He (Mr. Higgins) further contended that the Prime Minister in his Manifesto prior to the recent election and quoted as follows:

"The British Government has no desire whatever to press this assistance on the people of Newfoundland if the people fear this industrial development is not necessary or desirable. Nor does the British Government desire to press this offer upon the people of Newfoundland if they do not believe in the possibilities of their own industrial resources and are not prepared to co-operate with the British Government to the extent of giving a guarantee of construction capital to the same amount as is given by the British taxpayers."

Instead of the British Government going in on equal terms we find that the British Government takes a first mortgage for their share and the Newfoundland Government must be satisfied with a second mortgage. The British Government made sure that their interest was protected. It did not appear that the Armstrong Whitworth Company would be the operators. A new creating altogether might spring up to run the concern. The only obligation of the Armstrong Company was to see that \$500,000 was found for working capital. It did not look well when so far as the expenditure already undertaken were concerned that the British Government did not put up a single dollar. All the expenditure so far both in England and in Newfoundland had been financed by this Colony. This did not show that what the Prime Minister said to the country about going and in hand was true, it showed he thought, a lack of faith by the British Government. He refuted the idea that the Humber Deal was contingent on the passing of the Railway Deal. The people of this country heard nothing about the two million dollars that had to be paid Reid when the Humber Deal was dangled before the country. Now we are told that the Government wishes to deal with these questions from business viewpoints. It is a business proposition they say. He was sorry that the Government had seen fit to treat it not as a business proposition but as a political proposition from beginning to end. The contract was finished when the Prime Minister came back from the Old Country last December. Why was not the House called together and the contract put through. Then it might have been treated as a business proposition, but it would not suit the ends of the Prime Minister if that were done. The people were eager for work and this Humber employment was held out as a scheme to satisfy them. But there was not a jot or tittle of evidence to show that the Humber Deal was contingent upon the passing of the Railway Deal. He was not going, therefore, to discuss the latter in conjunction with the former for then to ask

the Prime Minister who he had in mind to manage the railway. Certainly some negotiations had gone on and if the Premier's Manifesto was to be believed the negotiations were finalized.

A day or two ago the Prime Minister had told the House that no person had yet been found to operate the railway, and the Government would have to operate it for the next two or three months. It was strange that one statement should so flatly contradict the other. The Government has no report as to the time being areas. He did not question the reports of Mr. Scott or Mr. Powell, but these men were not servants of the Government. Before a Government guarantee was given it would be only natural to satisfy oneself with authentic reports. He believed that the principle of a guarantee should also carry with it the principle of a sharing of the profits. He dismissed as worthless the royalty clause. The only revenue Newfoundland could expect to get out of it was that derived from the employment the industry gave. The Humber enterprise at Grand Falls were only exempted from Municipal taxation, but this concern is exempted in perpetuity from Municipal, Income and business Profits taxes. Why was that? The former Company did not ask for a guarantee, this Company has done so. The former Company only got a twenty year exemption from paying duty on imported material; this company is granted that concession forever. Amendments would be suggested to be that some time the Railway would have to be electrified, it would be advisable to have the use of that great amount of surplus power. He would discuss the several clauses as he went along in greater detail and would move amendments which would, he thought, be acceptable to the country.

Mr. Downey (St. George's) contended that the Humber proposition was vitally connected with the passing of the Railway Deal. This Company is getting concessions that other people did not dream of asking for. The tourist traffic was a very important item for the West Coast, and he saw no clause which protected that industry the same as in the Humberworth agreement. An amendment would all so be sought under that head. He also noticed that out of the 240,000 horsepower it was now only proposed to use 90,000, and he asked that the other 150,000 be conserved. He advised the Government not to hesitate one moment in taking the Railway over. He knew the majority of the members did not agree with him, but it was his firm conviction nevertheless. Asked by Mr. Higgins if he considered the past three years of Government control and operation a success he replied that the unsuccessful operation was due in a great measure that there were conflicting interests and nobody appeared to have absolute control. Under such dual management success was impossible.

Mr. Sullivan (Placentia and St. Mary's) congratulated the Prime Minister on the splendid biography of the Armstrong Whitworth Company that he favored the House with in his recent speech. It was common knowledge as to where he stood on this question. He had pledged himself to support the Humber proposition, and he intended to do so. The British Government had agreed to guarantee the principal and interest of nine million dollars, and he was prepared to take the same chance as far as Newfoundland was concerned. The amendments would not destroy the principle of the Bill. The criticism they would offer would be constructive and not destructive. The Prime Minister went to the country on May 3rd with the Humber development the principal plank in his platform. The Opposition pledged themselves to support this measure, but it is not their job to put it through. He was prepared to carry out his pledge provided his constituents were not discriminated against and get their share of work. He did not believe the fishing industry was able in future to entirely care for our people. Contrast the condition of our people today with four or five years ago, when they were prosperous and happy. They are in a far different condition today. Hence industrial development was absolutely necessary. There is a lot of preliminary work that can be done. People who cannot get supplies need work. Why not put men to work on the ten and a half miles of railway that must be made across the lowlands which will be flooded when the dam is completed. There are some men working there already, but there is room for many more. Railway sidings are required. Continued on page 3.



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The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."

75.—(1) A Ship belonging to a British Subject shall hoist the proper national colors—

- (a) on a signal made to her by one of His Majesty's ships, including any vessel under the command of an officer of His Majesty's navy or full pay, and
- (b) on entering or leaving any foreign port and
- (c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any ship in complying with this section the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.

H. W. LeMESSURIER,
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