

At the House.

NUMBER RESOLUTIONS DERATED—LEADER OF OPPOSITION WILL OFFER SOME AMENDMENTS—MR. SULLIVAN ASKS THAT MORE MEN BE EMPLOYED ON THE PRELIMINARY WORK.

The Speaker took the chair at 2.15, when Messrs. Hunt, P. Cashin and Sir M. P. Cashin gave Notices of Question.

Mr. Higgins—To ask the Hon. the Prime Minister whether the Government in view of the present relations of cost of materials to the earning power of coasting vessels, propose to continue the present bounty of Thirty Dollars per ton on locally-built vessels after the end of the present month.

To which the Premier replied that for the present the policy now in force will be continued.

Mr. Higgins—To ask the Hon. the Minister of Justice whether his department has received any reports since 1918 from the Justice of the Peace at North West River, Labrador, and if so to lay on the Table of the House copies of all such reports.

Hon. Mr. Warren replied that the matter will be looked into and if his department has any reports they will be tabled.

Sir M. P. Cashin—To ask the Minister of Finance and Customs to lay on the Table the Annual Report of the Auditor General for the fiscal year ended on June 30th, 1922, and also his Special Report under Section 13, B. of the Audit Act.

Hon. Mr. Cave, in reply said the Report was the handiwork of the printers and when ready would be tabled.

Sir M. P. Cashin—To ask Hon. the Prime Minister to table statement giving in detail the amount of able-bodied relief supplied to individual persons by the Relieving Officers in the Districts of Harbor Grace, Bay de Verde, St. John's East, St. John's West, from 1921 to date; the names of the Relieving Officers; the names of the names of the parties to whom supplies were issued; and the amounts and value in each case.

Sir M. P. Cashin—To ask Hon. the Prime Minister to lay on the Table a statement of all expenditures for relief purposes, such as stone-breaking, snow-shovelling, etc., in the Districts of St. John's East and West from the date of the closing of the last Session down to the present day.

Sir M. P. Cashin—To ask Hon. the Prime Minister to lay on the Table a statement showing the amount allocated to each electoral district for relief works, road works, marine works, or for any other purpose from the 1st January, 1921, to date.

To the above three questions, the Premier said that it will take the officials of the department several days to prepare same.

Sir M. P. Cashin—To ask the Minister of Public Works (1) by whom orders a new road was opened from Grace's Lane to Freshwater Road; (2) who performed work on said road and the amount paid for same road; and (3) full details to be given.

The Minister of Public Works will table the answers this afternoon.

The Speaker then announced the receipt of a communication from His Excellency the Governor who was pleased to approve of the following: Hon. J. D. Ryan, R. K. Bishop, Geo. Shea, the Speaker of the House of Assembly, Sir R. A. Squires, Hon. W. R. Warren and Sir W. F. Coaker.

The Prime Minister then moved the House into a Committee on the whole of the Humber Development Resolutions.

Mr. W. J. Higgins intimated the intention of the Opposition to approach same and view each resolution from a business standpoint and in that sense his remarks will be tendered to the House in the hope that the best possible arrangement on behalf of the country would result.

As we are concerned, said Mr. Higgins, speaking for the Opposition, the time was come when we must do something to encourage the development of the country and at the same time protect the best interests of the country and it was with this spirit that he would offer some reasonable amendments which would in no way interfere with the progress or destroy the principle of the Bill. He admitted that owing to our geographical position we find ourselves in a position when we must offer reasonable inducements to foreign investors but then we must protect ourselves and not offer any greater inducements than were reasonably necessary. We must make certain sacrifices. There is going to be a great demand for paper and with the great United States market opening up we perhaps need not be so liberal in the future as we are now. Our water powers are our great substitute for coal and a great asset. To-day the drawback in this country is the lack of coal which, if we possessed, would mean that we would have in operation the large smelting works that are now in operation at Sydney. The Resolutions now before us ask us to deal with the best powers we have got and before we start to part with them I think we in return should get the best possible return with the least possible risk.

MISLED THE ELECTORATE.

The Premier's Manifesto told the country that the British Government and the Newfoundland Government were going hand in hand, or in other words were prepared to go in joint account, in an equal co-partnership. To show that the Premier misled the people Mr. Higgins quoted from his Manifesto, issued in April last as follows:—

"The British Government has no desire whatever to press this assistance on the people of Newfoundland if the people fear that 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 on their share and the Newfoundland Government must be satisfied with a second mortgage. The British Government made sure that their interest was protected and he did not blame them for that. His next point was to enquire as to who would be the operators of the plant.

It was evident now that the Armstrong Co. would not be actual operators; that their only obligation was to see that half a million dollars was secured for working capital. It does seem a great pity that the Government could not have got the British Government to go into the project jointly which would have been an accomplishment for which our Government would deserve credit. He thought it was unseemly conduct on the part of the Prime Minister to ask that the Deal be considered a business proposition, after the Government had made a political football of it from January until May 3rd. The Contract was finished when the Prime Minister came back from the Old Country last December. Why 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. He disapproved of the idea that the Humber Deal was contingent upon the passing of the Railway Agreement. It was only a few days ago the people learned that the Deals were to be paid two million dollars. All this was kept out of sight during the recent campaign.

FALSE PROPAGANDA. Mr. Higgins was very explicit in his denunciation of the Premier's methods to bluff the people and read to the House the following extract from his Manifesto:—

"Just as the Beld Newfoundland Company are being removed from all control in connection with the Humber Proposition, so they are being removed from all control in fact being absolutely eliminated from the entire transportation system of the Colony, which will in future be handled by an enormously strong, wealthy and experienced group of English capitalists under an agreement which definitely ensures the Colony against all possible further responsibility for Railway deficits."

The Premier told him at the last sitting that no person had been found to run the railway and the Government would have to operate a statement which fully contradicts the one contained in his manifesto. Returning to his remarks re the Humber Deal, he said the reports of the late Mr. Scott of Grand Falls and Mr. Powell of the R.N. Co. were not questioned but these men were connected with corporations and not servants of the Government and thought it only fair that before the Government committed itself to a guarantee, more authentic reports should be received. He then made some comparisons concerning taxation. The Harnsworth mills at Grand Falls were only exempted from Municipal taxation, but this concern is exempted in perpetuity for 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 20 year exemption from paying duty on imported material; this Company is granted that concession forever. An amendment on that would do no harm. 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 Harnsworth Agreement. An amendment would also be sought after under that head. He also noticed that out of the 240,000 h.p. it was only proposed to use 50,000 and he asked that the other 190,000 be conserved. It may be that some time the Railway would have to be electrified, it would be well then to have the use of that great amount of driving power. He did not see why the Humber Company should be specifically exempt from profit, income and other taxes which were enforced

The Annual Regatta.

In looking over the list of the Committee it is refreshing to see thereon the names of several sports citizens who have long been identified with the successful preparation and the running off of the races. These are Councillor Charley Ryan, Philip Hanley, Philip F. Moore, M.H.A., and Jas. P. Crotty.

Their names link up the Regatta of the closing years of the century that has passed with the year in which we are now living and so tend to remind us all the more of the races of the days gone by, the boats and crews that figured therein and the many events of striking interest connected therewith which have left an impression on our memories.

They one and all contributed by their energetic labours towards the enthusiasm necessary to be developed amongst Committee members in order that all matters should run smoothly on Regatta Day, and the good work they thus accomplished, in the past, should be an inspiration to the younger members of the Committee to-day to arouse the necessary enthusiasm to make this year's Regatta no less successful than the best we ever had before.

In other years, when the greasy pole with the ham and the pair of three-quarter boots were set up at the top as prizes, Phil Moore was always selected by the Committee as its representative in charge of this amusing feature. Being gifted with a high sense of humour, owing to his theatrical experiences in the comedy role, it required no great effort from the humorous Philip to stage this diversion in order that the public on the course should get the most enjoyment possible from it.

The greasy pole which ran up vertically into the air was the first form of this diversion, then after an interlude of several years, the pole was run out horizontally from the bank over the waters of the lake in such a manner that when the venturesome competitors moved along in their stocking vamps to reach the coveted prize at the end, a slip from the pole would give them a splendid and amusing dip in the lake.

Of course ashore but the quaint characters of the town lent themselves to that sort of diversion and as it was not considered an absolutely necessary adjunct for a successful Regatta it was very properly abandoned altogether. Nevertheless it tended whilst it lasted to excite the humorous emotions of many citizens, especially the small boy, whilst not a few there were who resented in the double enjoyment of witnessing the contortions of the quaint competitors and the amusing comments of the genial Philip to stimulate them in their efforts.

Writing of the Academia race boat Lily in our last notes reminded us that this favorite gig was built by our well known fellow townsman "Professor" John Ryan, as his intimate friends distinguish him. He was then an active member of the Academia Institute, and a most zealous participant in all that concerned the races. His designing and construction of the Lily gave to the Academia a boat that was equal to the best of any of her day which was a tribute to his inventive genius as he was obliged to compete with the splendid workmanship of Phil Mahoney, who had had years of experience in turning out the racers of that period.

The Lily in her racing exploits was brought first to the winning post in many of the spirited contests but her career on the pond was a short one as her structure was slight and therefore not of such a nature as would intend to have her career a more lengthy one.

The club that tended as much as any other to keep the races alive for very many years was that connected with the Total Abstinence and Benefit Society. Some of the most prominent amongst them have passed away such as the late Jas. J. Bates, storekeeper at Bairds and James O'Neill, stockkeeper at Monroes. No two more enthusiastic members were ever enrolled on the Committee than Messrs. Bates and O'Neill, hence their intimate friends who still survive sadly miss their presence now upon the race course.

One of the smartest hosts and longest the most popular one that the T. A. B. Club placed upon the lake was the Myrtle. Her record for first places has not been surpassed by any other boat except, we think, the Blue Peter. The first year of her existence was an unfortunate one, however, when the accident happened just after the turning of the buoy at the foot of the lake when the four Torbay boys were upset in the water, and lost their lives through over exertion in pulling against a heavy wind and log.

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known Philip Mahoney and in that first year of her existence 1884 was called the Terra Nova. Owing to the accident her name was next year changed to the Myrtle under which name she had a most successful record until Bob Sexton came upon the scene as a builder and turned out the new style racing gig that we have to-day.

Two expert amateur oarsmen in their day were Garrett Byrne, well-known bookkeeper of Water St. and William Carnell of the Marine and Fisheries Office. They are the only survivors of a successful crew that rowed in the Rosetta and both to this day are just as keen an all matters connected with the races as when they were active participants therein.

It is very seldom now that more than four or five boats participated in a race, the long ago it was not uncommon to see six, or seven, or eight boats take part, particularly in a juvenile contest. In the Jubilee year of 1887, there were eight boats figured in this race so that in turning the buoys the coxswains ingenuity were exercised quite a lot in trying to turn their respective boats around the buoys so as to prevent any mishap.

The Native was the winner in that race, with the Dora second and Buttercup third. The Southside boys rowed in the first named, Ned Richardson stroked the crew who were in the Dora and brought her in a good second, whilst Jim English, Treasurer of the Longshoremen's Union directed the crew that brought the Buttercup in third.

George Nichol and Caleb Tibbo figured in a historic race between two four-oared outriggers, the Belle, owned by Mr. Stabb & Son and the Jessie, owned by Monroes. The contest was all the more interesting because there were no coxswains to steer the boats, hence it required great skill on the part of the rowers to keep their grip from sagging too much going up and down.

It looks from last night's meeting of the Regatta Committee that the

members are all working in harmony and so this gives us great promise of a very good Regatta.

(1923 No.)
In the Supreme Court of Newfoundland.

In the Matter of the alleged Insolvency of John Bennett, of Bishop's Falls, Machinist.

Upon hearing Mr. Hunt of Counsel for the Petitioner and upon hearing the evidence of the said John Bennett, I do order that the petition be amended by adding to the list of assets of the insolvent:—

1. Money due to the insolvent by the A.N.D. Co., Ltd.
2. Land of the insolvent situate at Holyrood.
3. The household furniture of the insolvent.

and I do further order that the said John Bennett be and he is hereby declared insolvent, and that James Harvey, of St. John's, Accountant, be and is hereby appointed trustee of the insolvent estate of the said John Bennett, and I do further order that the costs of the attaching creditor be paid out of the estate of the alleged insolvent, and that after payment of the said costs of the attaching creditor or that the costs of the Petitioner be paid out of the estate of the insolvent.

Dated at St. John's, this 23rd day of June, A.D., 1923.

(Sgd.) W. H. HORWOOD, Judge.

(1923 No.)
In the Supreme Court of Newfoundland.

In the Matter of the alleged Insolvency of John Barron, of St. John's, General Dealer.

Upon hearing Mr. Hunt of Counsel for the Petitioner and upon hearing the evidence of the said John Barron, I do order that the said John Barron be and he is hereby declared insolvent, and that William Neal, of St. John's, Merchant, be and is hereby appointed trustee of the insolvent estate, and that the costs of the Petitioner be paid out of the insolvent estate.

Dated at St. John's, this 23rd day of June, A.D., 1923.

(Sgd.) W. H. HORWOOD, Judge.

Obituary.

It is my sad duty to ask that you record in the Evening Telegram the death, at the venerable age of 78 years, of an old, true, tried and trusty friend, a fisherman of repute, a schooner master of skill and daring, a friend to all men, Peter Trimlett, of Salmonier. He was pretty well the last link that binds memory with the past; with that grand old chain of mighty men, who in the nineteenth century made the name of St. Mary's Bay famous, who knew no obstacles when duty called, feared no man, where they knew their path lay in the cause of righteousness. The subject of this sketch was a man of extraordinary experience in relation to the fisheries, the country and the people. A hustling fisherman, a typical seaman, a firm friend. Now that "labor's day is o'er" he is gone to take that rest—the aftermath of a well spent life. He is survived by a widow, one daughter and three sons, who can enjoy the consolation of knowing that a loving husband and a good father is now in the keeping of his God.

Eternal light shine upon him.

—E.M.W.

Personal.

Rev. H. and Mrs. Gordon left by the S. S. Sagona yesterday for Cartwright, Labrador.

Mr. W. Anson Brown, of the Marconi Company, left by the S. S. Sagona yesterday on his annual inspection of the Labrador wireless stations.

Mr. J. J. Collins, Marconi Superintendent, left by the S. S. Sagona yesterday, en route to St. John's where he will superintend the erection of a wireless station.

Electric Lamp Shades, Table Lamps, Electric Fittings, to be had at BOWRING BROTHERS, Ltd., Electrical Department.

SEAL REPORTS—Capt. Jacob Keen, S.R. Seal wired the Department of Shipping last night, stating that the ship had arrived at Battle Hr., after landing fishing crews at Chateau, Chimney Tickle and Cape Charles.

Coastal Boats.

REIDS'
Argyle left Argenta at 4.10 p.m. yesterday, on Western route.
Clyde left Lewisport at 3.45 p.m. yesterday.

Home left Daniel's Hr. at 12.05 p.m. yesterday, inward.

Kyle, no report leaving Port aux Basques on account of wire trouble.

Meigs left English Hr. at 3.50 p.m. yesterday, going West.

Sagora left Trinity at 12.20 p.m. on her way North.

Malokoff left Princeton at 6.10 p.m. yesterday, outward.

GOVERNMENT.
Portia at Nipper's Hr.
Sent at Battle Hr.
Ranger left Cupids on her way North, last night.

CARD.

Dr. Alex Bishop,
V.S., B.V.Sc.
(Graduate of Ontario Veterinary College and Toronto University)
VETERINARY SURGEON
"AIRZONE."
Munday Pond Road.
Phone 2017 Day or Night.
June 11, 1923.

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