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House of Assembly

OFFICIAL SYNOPSIS OF PROCEEDINGS

(Continued.)

Mr. Sullivan said great was the responsibility of the Government. It seemed that the Government made a very great mistake and had walked right into the trap laid for them.

Mr. Downey said, as to the statement which he made a few days ago expressing his belief in Government ownership he never felt more secure of any statement he had made.

Mr. Sinnott said he would not

think of placing such a burden on the people of the country by voting for the deal. It was a Reid deal and through the bungling of the present Government the country was in a deplorable position.

Mr. Higgins on a question of privilege drew the attention of the House to a statement in the Mail re his attitude in regard to the Labor question, as it pertained to the dispute between the Reids and the N.I.W.A. some years ago.

Mr. Higgs said the statement made that Mr. Higgins attended with him to talk of strike matters was without foundation. He never attended such a meeting at which Mr. Higgins was present.

The House then adjourned until tomorrow at 3 p.m.

Thursday, July 5th, 1923.

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

Hon. the Minister of Finance tabled the Public Accounts to June 30th 1923.

On motion of the Prime Minister (that is to say, "An Act for the Settlement of Certain Disputes Relating to the Newfoundland Railway and other matters") the House divided, when there appeared in its favor: Prime Minister, Minister of Justice, Minister of Finance, Minister of Marine and Fisheries, Minister of Education, Hon. Mr. Foote, Minister of Public Works, Sir W. F. Coaker, Mr. Grimes, Mr. Winsor, Mr. Randell, Mr. Calpin, Mr. Simmons, Mr. Cramm, Mr. Hawco, Mr. Hibbs, Mr. Jones, Mr. Brown, Mr. Downey, Mr. Scammell (20) and against it: Mr. Higgins, Sir M. P. Cashin, Mr. Hunt, Mr. Sinnott, Mr. Vinnicombe, Mr. J. Moore, Mr. P. Moore, Mr. Fox, Mr. P. Moore, Mr. Walsh. So it passed in the affirmative and the Bill entitled "An Act for the settlement of Certain Disputes Relating to the Newfoundland Railway and other matters" was read a first time.

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on tomorrow. The remaining orders of the day were deferred.

On a motion to adjourn Sir Michael Cashin referred to the unemployed question and exhibited a letter signed by members of the unemployed stated in the manner in which they had been received when calling on the Prime Minister to state their case. He said he had called on the Mayor who told him that nothing could be done by the Council.

Hon. the Prime Minister replied 150 St. John's West men had been given employment during the past few weeks. Arrangements had been made with the Municipality to guarantee expenditure to enable the Council to open up certain works. They received a guarantee for \$20,000 and a further guarantee for \$60,000 for works was given about two weeks ago.

Mr. Walsh referred back to the answer given to Mr. Warren to his question as to what action was to be taken re the charges against a Minister of the Crown. He thought his charges had been definite enough to suit the Attorney General Sir Michael in his remarks it was true failed to name the minister but following Sir Michael had named him and had stated that he had misappropriated public moneys to use for his own election purposes. Now since the charge had not been definite enough before he proposed to repeat it more explicitly. He then stated that during the recent election campaign in the West End of St. John's Hon. Dr. Campbell had paid for cab hire or motor hire by cheques issued from the Department of Agriculture and Mines signed by Alex. Campbell as Minister and drawn on the pit prop account. The cheques that he could produce if called upon to do so were for \$51.00 and \$21.00 respectively and drawn in favour of H. Bugden, a cab or motor car driver on the West End Stand. If that did not constitute a definite charge he did not know how to make one.

Hon. the Minister of Justice stated that now for the first time he had heard a definite charge against a Minister of the Crown. His position was that he could not take notice of every statement made in the House. The members made statements as if they were to take notice of them all he would do little else.

The House then adjourned until tomorrow at 3 p.m.

FRIDAY, July 6, 1923.

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

The House went into Committee of the whole on the Bill "An Act for the settlement of certain disputes relating to the Newfoundland Railway and other matters" The bill passed without amendment. On the third reading the House divided and the bill carried on a strict party vote 21 to 12 and was sent to the Legislative Council for the concurrence of that body.

Mr. Cramm on behalf of the Select Committee appointed to draft a reply to His Excellency's speech, presented the following report:

To His Excellency Sir William Lamond Allardycie, K.C.M.G., Governor and Commander in Chief in and over the Island of Newfoundland and its Dependencies. May it please Your Excellency: We, the Commons of Newfoundland, in Legislative session assembled, beg to thank your Excellency for the gracious Speech which Your Excellency has addressed to both branches of the Legislature.

Sgd. R. A. Cramm, J. H. Randell, J. J. Foote, M. S. Sullivan, C. E. Hunt.

Assembly Room, July 6th, 1923.

On motion this report was received and adopted. The remaining orders of the day were deferred and the House adjourned until Monday, July 9th at three o'clock p.m.

MONDAY, July 9th, 1923.

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

Hon. the Minister of Finance gave notice that he would on Friday next move the House into Committee of the whole on ways and means.

On motion of the Finance Minister the House went into Committee on supply.

Hon. the Minister of Finance drew attention to the Estimates of 1923-24.



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There's no royal highway to splendour, no short cut to fortune or fame. You must fearlessly fight for it, dare to be right for it, Failing, yet playing the game.

The test of man's merit is trouble, the proof of his work is distress. Much as you long for it, man must be strong for it, Work is the door to success.

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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 colours - (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, Registrar of Shipping

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