

Continued from first page.

The bill was then read a second time and ordered to be Committee of the Whole.

Second Reading of the Ship Building Act.

Hon. Receiver General, in moving the second reading of the Bill to encourage ship building, he would call the attention of the house to the fact that the former Act will expire on the 31st Dec., 1880. The Government now think it advisable to bring in a bill to remain in force for three years from the first of January, 1881. It is proposed to give a bounty of three dollars a ton on vessels over thirty tons built in this country from material of the growth of the Colony. This amount of three dollars covers the bounty to be paid to all new vessels over the tonnage referred to. It is considered that the vessels over thirty tons are the best suited for the general business of the country, and it is found that vessels over that tonnage can proceed safely to the banks and Labrador. There is also a section having for its object the encouragement of the deep sea fishery. He would here remark that it was not the intention of the Government to offer any bounty for the bank fishery after this year. It is thought that after this year this profitable fishery will be able to sustain itself without any bounty. There were about forty vessels prosecuting this fishery during the past year, and on the basis of the amount paid at present the colony will be called upon to pay \$10,000 towards the sustenance of a fishery which it is now considered can well support itself. The position now attained among our local industries by this fishery is, in a great measure, attributable to the encouragement given to it by the Government. The difficulty experienced at first in prosecuting this fishery has now been surmounted, and masters and mates can easily be obtained to command our vessels for this fishery. The only difficulty now is the one of procuring vessels. To accomplish this our capitalists have to send their gold to the upper provinces and the States. Therefore, to prevent money from being needlessly sent away to enrich other countries and other people, it is proposed to encourage the building of the class of vessels suitable and necessary in this country. By this course we will not only keep the money in the country but afford our people employment during the winter months and at a season when they most need it. It is expected that in a few years there will be at least one hundred and twenty vessels prosecuting the Bank fishery and reaping a harvest of at least one hundred and fifty to two hundred quintals of cod fish. For that class of fish there is always a good market on account of its superior character. Especially is this true when we know that the Western Shore fishery has become almost a complete failure. We are losing our customers abroad on account of the smallness and inferior cure of our fish, and it is recognized on all sides that the catch and cure of Labrador fish have much deteriorated in quality within the past few years. It is found that the larger fish always obtains a sure market, and it is recognized on all hands that the Bank fishery pays much better than the Labrador fishery. Therefore is this section we propose to give an extra bounty to all such vessels as may be built and equipped for the prosecution of this fishery.

The Bill was then read a second time, and ordered to be committed to-morrow. Upon motion made, the bill to provide a retiring allowance for Sir Hugh W. Hoyle, Chief Justice of the Supreme Court, was read a first time.

Upon motion made, the bill to regulate the employment of prisoners sentenced to hard labor, was read a first time, and ordered to be read a second time to-morrow.

Upon motion made, the bill to provide for the erection of a Post Office was read a first time, and ordered to be read a second time to-morrow.

Upon motion of hon. Mr. Shea, a message was sent to Legislative Council requesting their concurrence in the addresses of the house on the subject of the erection of Light Houses at Hants Harbor and Bay Roberts.

Ordered that the hon. A. Shea and Mr. Watson do take the message and the addresses to the Legislative Council.

Mr. Kent presented a petition from E. Duder and others, of St. John's east, praying for a grant to widen the Road to Rennie's mill.

Ordered that this petition do lie on the table.

Committee of the whole upon expenditure of the interest of the Fishery Award.

Mr. Watson in the Chair.

Hon. Receiver General desired to explain the method by which it was extended disposing of the interest of the fishery award of 1880. First \$1,000 to catch of the fifteen districts for expenditure in public works. This allocation last year had been attended with the most beneficial results. Such was necessarily the case, where a supplementary vote of this description was judiciously expended. The house was asked to appropriate \$3500 for the purpose of further operating in the West Coast in exploring for coal. Hitherto our efforts in this direction had not been marked with any signal success but the directors of the movement entertained hopes that they would be more successful during the coming year. \$4000 was deemed necessary to complete the main line of road between Renew and Tropassey, \$2000 to complete a line of road between Chapel Arm and Long Harbor Placentia Bay, \$2000 to build a line of road Burin and Mortier Bay. This line would open up a most fertile tract of arid, where farmers and agriculturists would find little difficulty in cultivating the soil. At present there was not a vestige of a public road between Burin and St. Lawrence.

Mr. Tessier could not find sufficient money to complete the road between Holy Road and Witless Bay.

Hon. Receiver General—The Government had that line surveyed by Mr. Harvey, and it was found that the distance was greater by three miles than it was represented to be and that the cost would be fully three times what had been estimated.

Mr. Little took no exception to any of the votes proposed, further than to say that many miles treated in this special manner, ought to have been in the road bill. If the suggestion of the Chairman of the Board of Works been taken, the amount voted by the house for repairing old and making new roads would have been largely increased, and there would have been no necessity for this somewhat ambiguous estimate. He (Mr. L.) was perfectly aware of the necessity that existed of opening up the proposed line of road between Burin and Mortier Bay. But the main line of road between St. John's and Brigus, was the most important one in the country while the amount voted for its repair was totally inadequate. The line of road between Holyroad and Witless Bay, if completed, would be of incalculable benefit to the South Shore. He was aware that the difficulties were greater than had been anticipated, yet a great deal had been already done. Still it would be better to wipe out the vote altogether than to expend \$680 on each side for it would be so much money thrown away. If \$2000 were put down for this work something substantial would be done. In committee he (Mr. L.) would take the opportunity of referring to the invidious distinction that had been made, for the reason that he believed every district ought to be treated equal fairness in the distribution of the interest of the fishery award. The Government had here an opportunity of bringing generous to districts not represented at its caucus, which they did not make advantage of.

Hon. Attorney General thought hon. members were anticipating a discussion that must take place to-morrow, therefore he merely rose to express his surprise at the observations of the hon. member for Horbor Main. The hon. gentleman last session had called attention to the road between Holyroad and Witless Bay, and he has promised that it would receive the attention of the government. This promise was faithfully carried out, inasmuch as the road was surveyed, but the amount necessary to complete it made it practically impossible to do so. Very diverse opinions were held as to the benefit to be derived from the completion of the road. It was through a sterile and marshy country, and it was extremely questionable whatever the distance between the localities mentioned did not make it worthless for the transport of bait. The hon. gentleman affirmed that the Government had acted invidiously in the votes before the House and in their unwillingness to concede anything to those districts unrepresented in their party.

Mr. Little merely stated that the appropriations were invidious in some respects, and that he had cause of complaint. He (Mr. L.) had received consideration at the hands of the Government, and willingly recognized unanimity with which he was universally treated.

To be Continued

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