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DAVID STOTT, Superintendent G. W. LeMESSURIER Deputy Min. Posts & Telegraph

April 19, 23



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House of Assembly Proceedings.

OFFICIAL SYNOPSIS

(Continued.)

On the West Coast we have unsurpassed natural attractions—salmon and trout streams without number, lakes and streams and a most beautiful coastline. The vicinity of the Humber and Bonne Bay is not surpassed in scenic beauty by any part of the old world or new.

ty bridges that were constructed by Mr. Hall within the past few years—a credit to the country, a credit to himself and an ornament to the roads with which they are connected.

Those who will compose the Commission I have referred to will, I feel sure, be qualified to act on that Commission. Nobody will be put on that commission for the sake of political expediency.

The appointments under this Commission will be for two years. All appointments will lapse after two years; but any member or members of the Commission can be re-appointed.

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had many instances of the self-sacrifice of private citizens and whilst in those particular cases that I have referred to the Road Commission gave their services gratuitously, yet at the same time we cannot expect citizens to engage in work of such an important character as that which we have in view, without being paid for it.

I think the general principle of the Bill will be accepted by all sides of the House. I do not say it is a perfect Bill. I dare say that it may need additions and alterations, but I commend it to the House because of the spirit in which the Government have taken up this matter.

THE COLONIAL SECRETARY gave notice of an Amendment to the War Pensions Act to-day.

THE PRIME MINISTER gave notice of the introduction of the Women's Franchise Bill to-day.

THURSDAY, MARCH 5th. The House met at three o'clock and the seats inside the Bar were filled with members of the Women's Franchise League in expectation of the introduction of the Women's Franchise Bill.

MR. W. J. WALSH presented a petition from Admiral's Beach, St. Mary's Bay, respecting the extension of the telephone to that place.

MR. PUDDISTER presented a petition supported by Hon. R. Cramm from the residents of Burnt Point, Gull Island, and Long Beach, District of Bay de Verde, asking for a sum of money to build a road opening up agricultural lands.

MR. C. J. CAHILL presented a petition from Bacon Cove respecting a new road.

HON. W. J. HIGGINS presented a petition from Lance Cove respecting a road.

The reports of the Auditor General and accounts of the Treasury, were tabled by the Minister of Finance.

THE MINISTER OF JUSTICE gave notice of a Bill relating to ingress and egress from Churches, Theatres, and Public Buildings.

The Income Tax Amendment Act, the War Pensions Act, and the Women's Franchise Act, were read a first time and ordered to be read a second time to-morrow.

ANSWERS TO QUESTIONS In answer to Mr. Hickman, the Prime Minister stated that the matter of holding a bye-election in St. John's East had not yet been considered by the Government.

In reply to a question of Mr. Warren, re the matter of making Mortier Bay an open port, the Prime Minister did not hold out much hope of the idea being accomplished.

The following Bills were read for a third time and ordered to be sent to the Legislative Council:—

The Light Dues Amendment Act.

The Stamp Charges Amendment Act.

The Saw Mills Amendment Act.

The Crown Lands Amendment Act.

The Committee stages of the Lobster Act and the Firearms Act were deferred.

The House then went into Committee to consider the Highways Act.

offer it any support. His contention was that it would be a grievous waste of a large sum of money, for which he failed to see how we could expect any returns.

CAPTAIN RANDELL wanted to record his opposition to a purely speculative expenditure of some two millions of dollars.

There were many considerations against the scheme, climatic conditions and hotel accommodation not being conducive to the scheme.

THE MINISTER OF JUSTICE in defending Mr. Sullivan, who was not in the House, denied the charge and it afterwards transpired that Mr. Sullivan as agent for another Company, supplied 3,000 tons long before he became a Commissioner.

MR. HALFYARD spoke at some length on the Bill. He referred to the fact that on the occasion of the Loan Act he had opposed the spending of large sums on roads, and nothing had occurred since then to change his opinion.

He gravely doubted the returns that would accrue from this immense expenditure. The tourists that we would get here, would not be the really well-to-do ones, but the ones that would only, as heretofore, come merely for the trip and not to spend any time in the country.

He regarded the success of the venture as being problematical. Having dealt with the requirements of Trinity District in this and other respects, the speaker touched upon many other points effecting public policies and claimed that the Bill before the House would merit greater support, had the country experienced a succession of successful years.

With a surplus of \$300,000 we are preparing, in face of reduced taxation, to assume huge liabilities. Whatever angle the subject is viewed from, the main thought should be caution in embarking upon such a perilous undertaking.

MR. GODDEN urged that the expenditure on roads should be for the benefits of our own people and not for outsiders. Referring to the constitution of the Commission he felt that it was going to be rather small for the conduct of such large affairs.

He offered one or two suggestions as to certain alterations to the Act.

MR. DUFF in passing some remarks on the Bill refused to

offer it any support. His contention was that it would be a grievous waste of a large sum of money, for which he failed to see how we could expect any returns.

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NOTICE

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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, Registrar of Shipping

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