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House of Assembly

OFFICIAL SYNOPSIS OF PROCEEDINGS

Monday, August 13th, 1923. (Contd.)

Mr. Sullivan congratulated the Government on their action. He hoped others who held land for speculation purposes would be treated in a like manner. Millions of acres of land were being held by speculators who dodged the payment of rentals and at the same time it was keeping development back.
 The House then went into Committee on the Government-Crowe agreement.
 The Leader of the Opposition asked if the agreement could not be made binding on the contractor to erect pulp and paper mills on the South West Coast, instead of it being understood but not in the agreement. If he has the right to export pulp wood from the East Coast it ought to be made clear that he has to erect a mill on the South Coast. If Mr. Crowe is allowed to export pulp wood without operating mills then others are going to demand the same concessions.
 The policy of the Government should be made clear. If, in sections where there was no water power, and the timber was unsuitable for manufacture into pulp and paper, a valuable asset was allowed to go to waste by rot and windfalls, the right to export same in the raw state was desirable and he thought it was then the policy of the Government should be definitely stated, as others were even now, awaiting the decision of the Government to apply for similar concession. Heretofore the policy of the Government, in fact both sides of the House, had stood for the manufacture of the country's timber within the Colony.
 The Prime Minister pointed out that the resolutions before the chair should be considered irrespective of whether pulp and paper mills would be erected at Bay De Esprit. The unwritten law heretofore had been that our timber would be manufactured in the country, but with the exception of the A.N.D. Co. until 18 months ago no outside capitalists came in. True an operation had been started at Terra Nova, but this had been hung up indefinitely. It was now starting up again. The present areas, White Bay, where Mr. Crowe intended to operate were cut off from railway connection and so isolated that the product could only be shifted six months in the year. There was no water power sufficient to operate a pulp mill, and he, the Prime Minister, felt under conditions, such as applied in the present case, we ought to permit the robbing and exportation of wood. Every particular application ought to be considered on its merits, and where it was abundant clear meet the physical conditions were such as to preclude any possibility of permanent industry in the nature of pulp or paper mills, then the Colony should get the benefit of the labor and export value of timber which otherwise will go to rot windfalls or be eaten up as so frequently occurs in forest fires.
 Mr. Walsh supported the idea, but contended that all others similarly situated as Mr. Crowe's areas were should, if sought after, be given similar concessions.

Mr. Sullivan advised caution in the reversion of our policy, re the exportation of timber. Conditions of the Armstrong Whitworth Co. building a big pulp and paper mill at tide water at Humbermouth, then there was the prospect of another mill at Bay de Esprit. With the probability in a few years of paper reaching \$100.00 a ton, Canada was now prohibiting the export of raw material. He considered a period of 25 years altogether too long to permit the exportation of rosed wood.

Sir William Coaker supported the resolution because he believed the granting of the concession would be the means of having the pulp and paper mills on the South West Coast become a reality in a very short time. The additional supply of timber which would be available from White Bay in his opinion would induce the capitalists Mr. Crowe had interested to take up the enterprise very shortly. He was strongly opposed to the exportation of raw material as ever, but the present timber properties would never be developed otherwise.

Hon. the Prime Minister confirmed the statement already given in the press. Through His Excellency the Governor, a gentleman was being sought in England, who would undertake the investigation.

Sir Michael Cashin re-introduced the matter of the railway and again urged the appointment of somebody responsible to the House to supervise operations.

Hon. the Prime Minister admitted the justification of the Hon. gentleman's remarks and saw clearly the importance attaching to the point raised, but intimated he regarded the matter of such importance that he hesitated to make any definite arrangement which might later on prove disadvantageous to the Colony.

Under Mr. Russell's management the railway was at present being operated satisfactorily.

Mr. Woodford asked for an increase in pay for railroad section men, as he considered it unfair to them that they should be asked to work for less than the minimum allowed workmen on the Humber i.e. \$2.50 a day. On the faithful performance by those men of the arduous labor of keeping the track in order lives depend as well as the efficiency of the service. Sections are undermanned as it is, only half the number of men being employed that the job requires.

Mr. Sullivan supporting the views of Sir Michael on railway matters likened the railway at present to a huge political machine to be manipulated for the benefit of the party. In the interest of the country some supervision should be exercised over the railway.

The Leader of the Opposition could not see that the Government can for a long time to come get the railway off its hands, and for this reason urged the attention of the Prime Minister to the suggestions coming from the Opposition side of House.

The House then adjourned until to-morrow at 3 p.m.

Tuesday, August 14, 1923

The House met at 3.15 pursuant to adjournment.
 A petition was presented by Mr. Small from Channel re a road. Messrs. Cashin and Walsh gave notice of question.

"An Act to amend Cap. 22 of the Consolidated Statutes entitled 'Of the Customs'" was read a first and second time. "An Act respecting certain retiring Allowances" was also read a first and second time.

The House then resolved itself into Committee on Ways and Means.

Hon. the Leader of the Opposition complimented Hon. the Finance Minister on his courage in introducing such a resolution. He could see where the country would make a half million dollars on liquor which is not consumed by the people of Newfoundland. Quebec, British Columbia and now Manitoba are enjoying sane prohibition laws and we have a lot to learn from these sane rational people. He advocated state control of liquor and discontinuance of the farcial "script" business. That business was a menace to the country. He had heard of doctors building homes in St. John's out of money made out of scripts. Then the farce of calling this country a prohibition country when the Finance Minister acknowledges that we are anything but that but putting in his budget a provision to raise \$480,000 on liquor sales. It was hypocrisy of the worst kind for us to cry prohibition when

the country is living on revenue derived from liquor. We should be one thing or the other.

Mr. Woodford (Mr. Main) advocated the repairing of the Railway. The people needed employment and it was no use giving it to them when the snow was on the ground. He was not advocating able-bodied pauper relief. Hon. John Davey had had enough of that kind of relief to satisfy the most exacting. He urged legislation cutting out the "scripts" and establishing a system whereby a man could get the same quantity he gets now without having to bear the humiliation of begging the Doctor for a "script" and paying a fee therefor. He regarded the appointment of Mr. Davey as entirely unnecessary as in the Public Works Department were men of first class ability to look after the work.

He deplored the unnecessary appointment of Mr. Davey on the grounds that it constituted an unnecessary extravagance and said he intended to oppose the bill now pending for the establishment of a direct line of steamers between here and the West Indies. The point he wished to make clear was that there was urgent immediate need for employment. Not relief work though, but some form of work that will give ultimate returns to the country. The railroad needs fixing up. Why not get at that? Let us employ men at home instead of sending them away to the Humber where he understood with prices obtaining for food and clothing, it was impossible to provide for the winter requirements of a workingman's family.

Mr. Walsh (Placentia and St. Mary's) found he had no congratulations to offer the Minister of Finance and Customs on the matter of his first presentation of a budget. He referred to the export tax on oils, and such products of our fisheries as obnoxious, and it was not in the way of an encouragement, but a stumbling block and a hindrance to the expansion of our staple industry. Referring to the exposures coming to light of gross extravagance he thought it deplorable that while this was going on and hundreds of thousands of dollars were being wasted. He considered the Normal School at the present time an unnecessary extravagance. Within the last forty-eight hours he knew of a man who had killed himself. He is dead to-day because there was no room for him where he could be protected from his own rash act. He asked the Government therefore to hasten by all means the completion of the Normal School building so that it might be used as an asylum.

The Leader of the Opposition commented on the anomaly which witnessed on the one hand and export tax on fish and products of the fishery, while on the other we contemplated allowing a money making order to export pulp wood free of taxation. In view of making the concession it seemed ridiculous in the extreme that we should impose an export tax on the products of our fisheries.

While the House was in committee on Ways and Means, Sir Michael Cashin criticized the Budget. He expounded the present Finance Minister for it was recognized that the budget now before the House had been compiled an ad hoc intended to have been delivered by the late Prime Minister. Many important items had been omitted. For instance, there was no reference to the manner in which the two loans had been spent. The Accounts for the year 1922-23 have not yet been tabled and only in piece meal do we know what happened from June 30th 1922, to June 30th, 1923. Last year's accounts have not been considered at all. There was not a word in the Budget about how you are going to meet the deficit of seven or eight hundred thousand dollars, which we were pretty certain you are going to meet in connection with the operation of the railway. There was no account to show how the huge sum

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 leave 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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