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DAVID STOTT,  
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G. W. LEMES-URIER  
Deputy Min. Posts & Telegraph

April 19, 26



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NEWFOUNDLAND GOVERNMENT RAILWAY

## House of Assembly Proceedings.

### OFFICIAL SYNOPSIS

(Continued.)

THE MINISTER OF POSTS said that most of these recommendations would be adopted by him in the course of time. Today, the Minister said, that Department was one to be proud of, and possessed of one of the best working staffs in the public service. He again related the occurrence of two of his officials, when he first assumed office, found reading his, the Minister's, own private correspondence. Col. Ross advised the Minister, upon hearing of this occurrence, to immediately dismiss such officials. The trouble with him was that he had been too considerate with those men. Whilst he controlled that Department, he would tolerate no such conduct. He felt confident that no further trouble was likely to result. The only trouble that he could perceive that still existed was that some of the officials were underpaid.

THE LEADER OF THE OPPOSITION was glad to hear such a good account of the Post Office, and he felt that, under the Minister, would make good headway as an efficient department. He had heard a rumour that in order to reduce the personnel of the department the Government were offering a six months' salary in order to get rid of some surplus clerks.

THE MINISTER OF POSTS said this recommendation had been made by Col. Ross but the Government had not adopted it. They would not increase the staff but would try to transfer some of the surplus clerks to other departments as vacancies occurred. The department had been over-staffed for years and this was the fault of governments for years gone by.

MR. HALFYARD said one would conclude that there had been a vast improvement in Post Office affairs. What one chiefly wanted to know at this juncture, was what money was being saved. The member said that when he was head of the department, he had adopted the same plan as the Minister was now adopting. He referred to the statement of Mr. Leaward, the postal official at Corner Brook, and thought he had been rather hardly treated.

THE LEADER OF THE OPPOSITION continued the course of his remarks on the Tariff and kindred subjects. He claimed the highway policy and the tourist traffic as being altogether too speculative for a Government to venture on. At the best the tourist traffic would not show a success for several more years to come. As to the roads scheme, we should cut our cloth to suit our purse, and start slow with the repair of existing roads. The dock scheme, he likewise held as being too ambitious for our exchequer to handle. He then touched upon the condition of affairs at the Post Office and Colonel Ross' report thereon. With regard to this and all other departments he wanted to see a Civil Service Commission.

MR. CASHIN, though he had received a copy of the Tariff Commission's report, he still desired further time to study it and suggested rising the Committee.

THE FINANCE MINISTER replied that any section he wanted to further consider would be allowed to stand over but the tariff sections had to show progress.

The Clerk then started to read the sections and about one hundred were read when Mr. Cashin again objected to any more business being proceeded with.

MR. CASHIN said it was getting late and he did not think it was fair to keep members until three o'clock in the morning. He had to go to work at half past eight every morning—(Minister of Finance—So do I)—and had to get home early at night. Surely the Minister did not want anyone to vote for the Tariff without having a chance to consider it. He wanted an opportunity to read the Commissioner's report, and he wanted the Committee to rise so that he could get a chance to go through it and so be able to cast his vote intelligently. He claimed no-

body could explain the Tariff, not even the Minister himself.

THE PRIME MINISTER said he did not know what vote Mr. Cashin would be referring to but it appeared to him that the honourable member was more or less against the Government and if that he so it might be better for him to find a place on the other side. He thought members ought to stand by their party and if not they ought to go over, Mr. Cashin had shown himself opposed to the Government for one reason or another, and if he wanted to leave the Government ranks he ought to go over to the other side. They had had party meetings and Mr. Cashin had gone away and spoken against the Government—practically denied them more or less—and his (the Premier's) feeling was that if he had not confidence in them the only thing he could do was to get out of the party.

MR. CASHIN said he would take his dismissal like a man, and then started on a lengthy speech in which he criticized the actions of the Government, and intimated he would take his seat in the middle of the House.

At 3 o'clock this morning the Committee rose and the House adjourned. Previous to the adjournment Mr. Warren gave notice that he would at this afternoon's session raise a question of privilege.

APRIL 28.

The House met at the usual hour with Major Cashin sitting in the centre of the House.

### PETITIONS

MR. HALFYARD presented several petitions: from Burgoyne's Cove and other places on the subject of a road, from Heart's Desire on the subject of trap-berths, from Melrose and other places on the subject of a motor truck. Capt. Randell and Mr. Gledhill supported the petitions.

ORDERS OF THE DAY.  
The House went into Committee of the Whole on Resolutions relating to the Encouragement of Shipbuilding and Rebuilding.

CAPT. WINSOR said certain Bills on this subject had previously been introduced by him. Certain changes were now seen to be essential and were foreshadowed in the Resolutions before the House. Another matter that was now being dealt with was to provide for proper boat accommodation on passenger steamers. No provision had been previously made to decide upon the matter of re-placing old gear in new hulls.

MR. ASHBOURNE wanted to see an increase in the bounty for building in order to bring it up to the bounty on re-building. MR. HALFYARD supported the suggestion which had been raised by the member for Twillingate.

CAPT. WINSOR said that en-

couragement would not be given people to build new hulls and equip them with old gear. When they re-built the hulls however, the old gear would belong to the ship itself.

THE LEADER OF THE OPPOSITION said that when the Bill was first before the House they had urged upon the Minister the matter of arranging for those people who had not hauled up their vessels. He was in full accord with the suggestions of Mr. Ashbourne and Mr. Halfyard as to the difference between the bounty on building and re-building.

THE ATTORNEY GENERAL said the previous Bill had referred only to repairs, and when it went to another place further points in connection with the whole Act were brought forward. In order to give consideration to suggestions arising elsewhere, the Act was repealed and now is being re-moulded and brought before the House.

CAPT. RANDELL said that no definite specifications were laid down as to the keel, sternpost, keelson, deckbeams and the like, and that this was most important.

THE PRIME MINISTER felt very grateful to Capt. Randell for his suggestions, which were very instructive and would receive the earnest consideration of the Government.

The Committee rose and reported having passed the Resolutions. A Bill to give effect to them was then introduced and read for a first time.

MR. WARREN rose to discuss a question of privilege, which he felt should be dealt with immediately, and the House was some persons are suddenly imbued with a spirit of desiring to protect the public. This they accomplish by sitting close by a warm fire, writing letters to the Press, casting reflections on and making insinuations against the integrity of others. He referred to recent letters signed by J. A. W. W. McNeilly. Considerable correspondence has been taking place between that gentleman and the member's legal partner, Mr. Harry Winter, and now that he has been worsted by Mr. Winter, he makes an attack on him. He declares shareholders are influencing the Bill in the House, but he does not say who they are. Much more influenced, he declares, would the company's solicitor be. As a matter of fact Warren and Winter are not the solicitors of the N.P. & P. Co., Ltd. Mr. C. O'N. Conroy is and in his absence Mr. Winter has been acting.

(To be continued.)

### LEGISLATIVE COUNCIL PROCEEDINGS

(Continued.)

Even the Sales Tax has not been treated impartially, for while most manufacturers probably have paid the Sales Tax properly and regularly, others have been permitted to ignore

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it, and thereby they have assisted in unfair competition with the straightforward manufacturers, who regularly and honestly paid the tax. I hope the Government will take steps to collect from such delinquent manufacturers, and thereby satisfy those who recognized and paid the tax.

The other important matters referred to in the Speech will be coming before us in due time in other form, and ample opportunity will be afforded us for their consideration, and I think I may promise the Hon. the leader of the House interested attention and assistance on the part of members generally. I had hoped that the Speech would promise the introduction of a Bill granting Woman Suffrage, which our lady friends have been so zealously striving for for several years past, I learn with interest and pleasure, however, that the Prime Minister proposes introducing such a Bill during this session as a private measure, thereby affording every member on both sides of the House entire freedom of action. This will probably make it more generally acceptable and I hope there will be an unanimously favourable vote.

HON. SIR M. G. WINTER congratulated the Hon. President on his appointment and thought he was well qualified to hold the position in dignity and ability. He also welcomed the new members. Their presence added to the importance and debating powers of the House. The one

portion of the Speech from the Throne he wished to refer to was the removal of the duty on pork, beef and kerosene oil. Everyone was pleased no doubt to see the reduction in taxation and the Government had done it with the view of giving cheaper supplies in the spring. On Wednesday the resolution to remove the duty was tabled in the House of Assembly and yesterday down in the Customs House the duty was taken off and the articles put on the free list. Does this mean that the fishermen are to get cheap pork at the expense of the importer. It will mean that the importer will lose three dollars on every barrel of pork and two dollars and a half on every barrel of beef approximately. There are from 15,000 to 20,000 hogs, beef and pork in the market now, say 10,000 barrels of pork at \$3 and 10,000 barrels of beef at \$2.50 on which the removal of the tax would mean a loss to the importers of some \$50,000, principally in St. John's. The Government might just as well have taken that money out of their safes. And there was no necessity for doing it now. If these duties were taken off on the first of May, which is the supplying time in this country, the stock now on the market could be sold, and no one would be the loser. An instance of this happened in 1923 when there was a heavy duty on sugar. It was proposed to take off 2 or 3 cents of the duty and because of the large stock in town the resolution

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Department of Agriculture and Mines.

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Outport applicants requiring this material are requested to communicate directly with this Department.

W. J. WALSH,

Minister Agriculture & Mines.

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### NOTICE

To Owners and Masters of British Ships

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. LEMES-URIER  
Register of Shipping.