

# ROAD MEASURE DISCUSSED IN LEGISLATURE

## RATIFICATION OF THE VALLEY ROAD AGREEMENT IS OPPOSED

### Hon. Mr. Baxter Speaks Against Confirmation Excepting That Which Had Reference to Amount Already Paid—Good Roads Bill Taken Up—Farmers and Lumbermen Sometimes Obstruct Ditches.

(From Official Report)  
 Fredericton, Mar. 20.—The house met at 3 o'clock.  
 Bills authorizing a loan to the board of public utilities and to authorize the cancellation of a certain grant were read a third time and passed.  
 Mr. King, in the absence of Mr. Burchill presented the report of the committee on standing rules.  
 Mr. Leblanc presented the report of the committee on municipalities.  
 The following notices of inquiry were given for Tuesday next:  
 By Mr. Hunter as to the amount of money expended last year on the Harvey-McAdam road.  
 By Mr. Peck as to the dismissal of J. Wesley Doull, stipendiary magistrate of Sackville.  
 By Mr. Smith (Albert) as to the total cost of permanent roads constructed in Albert County last year.  
 Questions in House.  
 Mr. Murray (Kings) stated that he thought considerable time could be saved if the hon. Ministers would refrain from reading inquiries and answers. He thought the same purpose would be served by submitting a copy in writing, and suggested that it might be well to amend the rule along that line.  
 Hon. Mr. Foster said he quite concurred in the remarks of the hon. leader of the opposition. Although some of the questions were important there was no doubt that considerable time was wasted in reading the answers to them. He had no objection to inquiries, but he thought some arrangement might be made by which the reading of the answers could be dispensed with.  
 Mr. Tilley said that he was unable to agree with either of the hon. gentlemen. The privilege was a time-honored one and should not be taken away from the house. The questions should be answered publicly in the presence of hon. members and in the presence of the gallery. He would admit that quite frequently the an-

swers to inquiries gave no information, which only necessitated the asking of further questions.  
 Follows Ottawa Rules.  
 Hon. Mr. Foster said it was customary for the house to follow the rules in vogue at the house of commons at Ottawa. He could say that at Ottawa answers to inquiries were not read, but that written copies were brought down. He believed the public was entitled to all information, but the purpose would be served just as well by submitting written answers.  
 Hon. Mr. Foster rose to a question of privilege. He said that when he entered public life he had resolved not to pay any attention to statements made by the press concerning himself, but he felt he should refer to an article which had appeared in one of the Fredericton evening papers. The article in question involved the good faith of the resident manager of the Bank of Montreal, as it accused him with having supplied information to the government to be used for political purposes. He wished to give an emphatic denial to the statement. The information, which had been supplied to the government was in the form of a letter from the general manager of the Bank of Montreal, congratulating the administration on the success of its recent bond issue. The allegation in the newspaper was therefore both unjust and unfair.  
 Mr. Tilley presented the petition of the city and county of St. John for an act to amend chap. 182 of the consolidated statutes relating to the said city.  
 Hon. Mr. Murray introduced a bill to amend the school act.  
 Mr. Michaud introduced a bill relating to Fraser Company Limited.  
 Stampage Bill.  
 Hon. Mr. Smith Minister of Lands and Mines introduced a bill to facilitate the collection of stampage. In explanation he stated that it was to take the place of an act passed last

session which had been incomplete. The bill required holders of timber licenses to furnish the department with a statement showing lumber cut on crown lands as well as granted lands. It also required shippers of pulpwood to furnish a statement showing the quality shipped and where cut.  
 Hon. Mr. Smith introduced a bill respecting the taxation of wild lands. He explained that this measure would take the place of an act of last session, which had not given the results looked for.  
 Mr. Potts, for Mr. Campbell introduced a bill relating to St. Paul's Church, St. John.  
 Mr. Hetherington for Mr. Burchill, introduced a bill to amend an act incorporating the Northwest Boom Company.  
 Hon. Mr. Baxter.  
 Mr. Baxter said that he would crave the indulgence of the house for a short time, in order to refer to a matter dealt with by an answer to an enquiry by the hon. member from St. John (Tilley). He had reference to an agreement made by the former government with the St. John Railway Company. The matter had come before the house in the form of a bill during the session of 1915. The bill which professed to ratify an agreement made by the former government with the St. John Railway Company. The matter had come before the house in the form of a bill during the session of 1915. The bill which professed to ratify an agreement made by the former government with the St. John Railway Company. The matter had come before the house in the form of a bill during the session of 1915. The bill which professed to ratify an agreement made by the former government with the St. John Railway Company.  
 Hon. Mr. Veniot said that if such was done "that means for recouping should be provided."  
 Mr. Dyart expressed a like opinion. He remembered one instance of a road being held up for several months. He believed the persons to whose advantage the road was should be allowed to advance money for the land damages.  
 Hon. Mr. Veniot said that if such was done "that means for recouping should be provided."  
 A municipal council might refuse to make assessment. He had known of such an instance. A secretary-treasurer or warden might be authorized to issue a warrant or it could be made imperative that the council assess after a secretary-treasurer had paid the money.  
 Mr. Smith (Carleton) said that would be better.  
 The section was stood over.  
 Private Roads.  
 Mr. Young speaking to the section on private roads asked how application would be made for such a road. He knew of instances when the laying out of lumber roads might be delayed.  
 Hon. Mr. Veniot replied that a lumber road was not a private road.  
 Mr. Smith (Carleton) said the matter was covered in the section relating to winter roads.  
 A municipal council expressed the opinion that provision should be made for consultation with the councillors for the parish in which the road was located in connection with the laying out of a new highway.  
 Mr. Smith (Carleton) said that there should be possibility of interference on the part of municipal councillors.  
 Hon. Mr. Veniot speaking to the section relating to the breaking of highways in winter said this was a troublesome matter. In many sections of the province few men were at home in the winter time and the breaking of roads was a heavy burden.  
 Heretofore there had been no provision for the act all payment of wages for breaking roads and there had been much complaint on that account.  
 He had inserted a clause covering this matter but was not satisfied with it. Provision for the payment of

wages might result in abuse and the expenditure of too much money in the winter time. Public spirit should keep the winter roads open. On this account he proposed that a sub-committee of five, six or seven from both sides of the house consider this matter and devise a system which would be satisfactory to the people of the province in the matter of breaking winter roads.  
 Width of Roads.  
 Mr. Smith (Carleton) said this subject had been a bone of contention for years and it was doubtful if the best interests of all sections of the province would be served by the appointment of a sub-committee. Every member of the house should be given an opportunity to express his views.  
 The section was stood over.  
 Mr. Smith (Carleton) stated that the act should make it imperative that sleds be four feet in width. In many sections of the province sleds were too narrow. Uniformity was desirable but an exception might be made in Kent or other districts where one horse sleds were in general use.  
 Mr. Michaud concurred in that opinion. He had noticed that the width of winter roads varied greatly according to county and parish. New Brunswick

roads were narrower than those of Maine. The provision making the width of sleds four feet would be excellent.  
 Supervisors should also be compelled to break roads not less than four feet wide and single sleighs should be compelled to have a shift of eight inches.  
 Hon. Mr. Veniot said that he had discussed this matter with the hon. member but could not meet his views in the matter of making a rule to break the roads double and he knew that in the upper St. John Valley that was done but that section should not seek to force its views on other parts of the province.  
 He intended later to introduce a provision empowering municipal councils to act in this matter. The matter of uniform width of sleds had not been considered by him but he could not see how a rule could be imposed without working hardship and entailing expense upon many of the people.  
 Mr. McGraith said most sleighs were imported and could not be widened.  
 Mr. Smith (Carleton) pointed out that only team sleds were concerned by the suggestion.  
 Mr. McGraith said that in his part of the country the single sled was the

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 more common. The team sleds used in lumbering did not use the main highways. It had been his experience that supervisors took little interest in winter roads.  
 (Continued on page 7)



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