POOR DOCUMENT

MC 2033

BILL TO AID ST. JOHN VALLEY AND INTERNATIONAL RAILWAYS CARRIED IN HOUSE 21 TO 10

Fredericton, April 2.—The house met at 11 o'clock, but took shortly afterwards a short recess. On the speaker resuming the chair, Mr. Tweeddale presented his resolution that whereas the New Brunswick Land Railway Company has announced its intention of preventing the public from hunting game on its lands, the government should introduce legislation perpetuating to the people who comply with the provisions of the game laws the right to hunt on all forest lands of the province. Mr. Tweeddale pointed out that game is part of the public domain, and that much public money has been expended and men employed for the purposes of game protection in New Brunswick. It would be, he said, most unfair to permit of private game preserves being maintained in the province. Moreover, to do so would tend to diminish the number of sportsmen coming to the province for the purpose of hunting game; from coming of these sportsmen the province and its people derive much profit. Since game has come to be one of New Brunswick's attractions, since it has become such a source of revenue both public and private, since such expenditures have been made to continue and enhance the province's reputation as a game centre, no company should be allowed to preclude the public from hunting game on its lands which are great tracts of forest areas.

Mr. Whitehead, speaking in opposition to the resolution, declared that a half-dozen or so of the guides in the Tobique country have "set up little kingdoms of their own." The guides themselves are trying to exclude the public from the land referred to by the resolution. These guides, he said, even go so far as to threaten violence to other guides who seek to come upon territory in which the Tobique guides have been keeping what he termed their "preserves." Mr. Whitehead then urged that Mr. Tweeddale withdraw the resolution.

This Mr. Tweeddale refused to do.

After further refrence to the unfairness of allowing the desired preserve to be maintained, Mr. Tweeddale spoke of the lease of fishing privileges on the Tobique river for a merely nominal sum. With this lease goes the provision that fourteen fish wardens must be kept on the river, and consequently as the expense of paying these men is considerable, none but wealthy men can afford to fish upon the river. From the lease the province gets but $50 per year, and for this revenue the fishing rights of the general public are restricted.

One o'clock having been reached before the discussion was ended, the speaker left the chair.

Afternoon Session.

The house resumed at 3 o'clock, when the debate on Mr. Tweeddale's resolution was continued.

Hon. Mr. Pugsley—I think that I should make some observation on this very important resolution. I fully recognize the fact that a very strong feeling of disapproval would pass through the minds of the people of this province if an attempt was made to prevent hunting forest lands. Hitherto our people have enjoyed that privilege and as a result of the efforts of the government to protect big game, strangers are coming to the province year by year to hunt.

No doubt that is a great advantage to our people in many ways. Yet I submit that it is a question of very great consideration as to whether it would be desirable to pass a resolution so broad in its terms. For instance, the term used in the resolution, "any forest lands," if passed in its present form would cause the government to pass a bill that any forest lands whether of large or small extent, whether enclosed or unenclosed should be open to strangers to hunt upon them with the same right as the owners of the land. If we were to declare this bye-law it is quite likely that considerable complaints would arise and therefore we should consider carefully whether there is any necessity for the passing of the resolution.

The resolution recites that there is an attempt on the part of the N. B. Land & Ry. Co. to exclude the public from the right to go upon their forest land and kill and take away their wild game. Yet we have no evidence of this. My hon. friend may fear some such attempt in the future, yet we have the assurance of the hon. member for York, the agent of the company for many years, that no attempt will be made to exclude the public.

When a club was formed and incorporated by letters patent the pubilc became alarmed for there was an impression that this was the beginning of an attempt to close these lands to the public. The Hon. Mr. Tweedie, when interviewed on the subject, said that the club had not received any extraordinary power and that the government would look with great disfavor on any attempt to exclude the public from any forest lands. Upon this interview appearing in the papers the solicitor of the club wrote to say there was no intention on their part to exclude the public. In view of these allegations the legislature could scarcely be called upon to pass a resolution with such a recital.

A club has no greater right than is possessed by the N. B. Land & Ry. Co. As my hon. friend has well said, if the company should attempt to prevent people hunting on their lands who were not likely to cause danger from forest fires, I feel quite sure that this legislature would look with great disfavor upon it and would take means to prevent it. But it seems to me at the present time the legislature is not called upon to act. If we passed a resolution such as this in following it up by a bill we could not discriminate but must include all forest lands wherever situated, whether on the Miramichi or any other river. I think the legislature should not take so drastic a step until the necessity for it arises.

I would therefore suggest to my hon. friend for Victoria that his resolution should not be pressed. He has acted wisely in bringing this matter before the house and I am sure with the expression of his opinion and of my opinion as leader of the government, the company must see that they must not act unreasonably or in such a way as to call for legislative action.

Mr. Hazen—I concur entirely in the spirit of the resolution moved by the hon. member for Victoria and think he has taken the proper course in bringing this matter before the house. It is an important matter and if the resolution is pressed to a vote I will vote for it, but I agree with the leader of the government that the hon. member for Victoria has accomplished his object by bringing the resolution to the attention of the house. There is a general concensus of opinion in this province against any action that will close the public out from hunting over so large an area as that controlled by the N. B. Land & Ry. Co. I do not think that it has been shown that there has been any attempt on the part of the company to do this. Indeed the solicitor of the company has distinctly stated that there was never any intention on their part to prevent the pubilc from hunting over their lands.

I feel that the discussion, that has taken place, will be sufficient to convince the company that this legislature will not tolerate any attempt on the part of the company to shut out the public from hunting over their lands. As I said before I will vote for the resolution if it is pressed, but I think the mover would be acting wisely if he accepted the advice of the premier and withdrew it.

Mr. Tweeddale—I do not want to urge the matter too strongly. After hearing from the premier and the leader of the opposition I would be content to withdraw the motion. I may say, however, that the only evidence we have of any attempt to prevent the public from hunting was the demand made on one of the guides to take a lease of the lands and the organization of a club to whom was to be conveyed the hunting and fishing rights on the company's lands. It was these acts on the part of the company that had excited pubilc opinion. It may answer for the matter to stand for the present. The object of the resolution was really to obtain the sanction of the legislature to grant power to the executive government to act promptly in the event of any attempt being made to exclude the public from the lands of this or any other company controlling a large area of forest land. With the consent of the house I will withdraw the resolution.

Mr. Whitehead—I know the guide to whom the honorable gentleman has referred. He has erected fifteen camps and has cleared considerable space about them all on the company's land. My suggestion to him was that he should take out a lease to secure himself in his possession.

Mr. Farris introduced a bill to amend the dairy act of 1904. He explained the object of the bill was to require the proper marking of dairy products produced in New Brunswick.

Mr. Murray gave notice of motion for the suspension of rule to allow him to introduce a bill to incorporate the Chatham Hebrew congregation.

Hon. Mr. Hill—I rise to a question of privilege. Some few years ago when Mr. McClelan was governor he informed me that the governor of the province no matter how much he might be interested in its affairs was not permitted to go on the floors of the house and listen to a debate. This struck me as a remarkable condition of affairs but on investigation I found it had a very ancient origin. I can understand why in the days when parliaments and the king had serious differences the king should be prohibited from attending the debates of parliament, but nowadays there is no such a thing as arbitrary rule and under the changed condition I think that the present governor should be at full liberty to enter this chamber and listen to debates of its distinguished members the same as any other common citizen. I would like to have your ruling on this important question.

Hon. Mr. Speaker—This is a very important question and I will have to take time to consider it.

Hon. Mr. Pugsley in answer to Mr. Maxwell's enquiry said: The enquiry consists of two parts. In answer to the first part—Has the government made any reply to the Temperance Federation regarding the introduction of a prohibitory law into the province of New Brunswick? I might say, no; but a further explanation is necessary. The communication from the Temperance Federation was addressed to the government, while Mr. Tweedie was premier and had not been disposed of when he became governor. Since the matter came into my hands we have been very busy but have given the question a great deal of consideration. It is one that honorable gentlemen will realize cannot be determined off-hand what requires the greatest consideration. In dealing with such a question the government would require to be sure that the legislation suggested would be of a permanent character. We have not given an answer to the Temperance Federation, but I trust we will be able to do so shortly, perhaps not before the close of the session, but very soon afterwards.

Regarding the second part of the enquiry touching complaints against the license commissioners and inspector of St. John I would say that no complaints have been made to the government respecting the inspector or commissioners of St. John. The government have received several petitions asking that the provisions of the act of last year should be carried out but there have been no complaints of violations of the law. At a very important meeting at which the Temperance Federation and other temperance bodies were represented reference was made to the law not being vigorously enforced, but no complaint was made to the government. Had any such complaint been made it would have received the most careful attention.

The house went into committee on the bill to give aid to certain railways. Hon. Mr. Pugsley explained that he had a section to add to sub-section 1 for the protection of the province, the effect of which would be that if the C. N. R. should utilize one of its subsidiary companies to build this road the C. N. R. must either enter into direct covenant with the crown to pay the principal and interest on the bonds guaranteed or lease the line for 99 years at a rental sufficient to pay interest on the bonds at 4 per cent. This refers to the St. John River Valley Railway.

The premier then took up the question of the International Railway and explained that the amount of bonds to be guaranteed on this road would be $8,000 a mile.

The bill also provides that the subsidy of $275,000 already voted by the legislature instead of being a gift must be secured by mortgage and after seven years the company must pay interest at the rate of 4 per cent on the amount of this subsidy. They must also pay the interest on the bonds guaranteed by the province and the principal will be secured by a mortgage.

A paper not friendly to the government has stated that this railway has a bonding power of $20,000 a mile. This is entirely incorrect. They cannot issue bonds for a single dollar beyond $8,000 a mile. Early in the session the leader of the opposition committed himself to the extent of $5,000 and said that the legislature having gone so far must see the thing through. I then said the issue was whether to make the company a present of the subsidy or to guarantee a further issue of bonds to the extent of $3,000 a mile.

I do not hesitate to say that the proposal of the government as a business proposition is far ahead of the other. I am opposed to the policy of giving subsidies. The system of guaranteeing bonds is far better and had it been adopted by former governments this province would have been many millions better off today.

As to the ability of the road to pay there can be no question. This road will give a short cut to the markets of the United States for lumber, fish and other products of the North Shore. It will open up a vast tract for settlement, the whole of which is owned by the crown and which abounds in forest wealth.

The aid given to it is $4,500 a mile less than that to the St. John River Valley.

J. D. Hazen.

Mr. Hazen—The premier was in somewhat of a reminiscent mood this afternoon. I notice whenever he wants to justify a raid on the finances of the province he refers to what has been done in the past. This railway has been before the country for many years under different names. At the commencement we had assurances that if it was voted the usual subsidy of $2,000 a mile the promoters would have no difficulty in building the line all the way from Campbellton to the St. John river.

Very little progress was made and then the line was taken over by the Restigouche and Western Company and after some time this again gave way to the International. Although a great deal has been told us from time to time as to the ability of the stockholders to carry out their engagement not one single dollar have they put into it. Neither Mr. Shives, Mr. Richards or any other gentleman. Mr. Malcolm has done it all for his own ends, no doubt very ably assisted in this by my honorable friend the attorney general.

No one would have imagined that if this road was of any intrinsic value there would have been any difficulty in getting people to put their money into it for their own sakes. With somewhat questionable taste the honorable gentleman has dragged the present lieutenant governor into the matter with the view to make him to some extent responsible for the present state of affairs, but the bill was brought in by my honorable friend himself.

When this house was asked to guarantee $5,000 a mile for the first 50 miles I pointed out that that would mean $5,000 per mile for the whole length of the road and I was told that there was no foundation for any such statement, the government had positive assurances that with this guarantee of $5,000 a mile for the first 50 miles they would be able to build this road right through. They have now come back not for this $5,000 a mile but for $8,000 a mile right through. How, therefore, is it possible to put any faith in the assurance of these gentlemen?

William Currie.

Mr. Currie—I have listened with interest to the speech of the honorable leader of the opposition and it struck me as very peculiar the difference in the style and tone in which he has spoken of this railway with the way in which he spoke to a resolution the other day in favor of granting not $5,000 nor $10,000, but $15,000 per mile for the railway proposed to be built down the St. John valley. It struck me also as very peculiar that the counties through which this latter railway will run furnish pretty nearly all the members of the opposition, but when it comes to a railway in the north of the province from which none of his supporters come it is quite a different matter.

I could not be otherwise than interested and attracted by the remarks of the premier and I can most earnestly say "Amen" to all he said. Now there are two questions in my mind which relate to this matter, first, is the province justified in assisting railways, and secondly is the security and the future possibility sufficient to warrant the government in so assisting them? As to the first question the vote of the house the other day unanimously answered this. Now if it is right to build a railway down the valley or what I may term pretty close at home, why not in other parts of the province? As far as this International road is built at present it has been done in a first class manner and I know of no road in the province with brighter prospects. It is a connecting link between the I. C. R. and the B. & A. on the other side and will give us speedy access to the American markets and no one can imagine the advantage it will be to residents on the North Shore. At least 500,000,000 of shingles are shipped annually from Campbellton and they can be shipped by this route.

Mr. Smith—What percentage of freight will the International get?

Mr. Currie—It is scarcely possible for me to say that. In addition to the shingles there is also a large quantity of laths sent and a considerable quantity of fish.

I think this railway is highly desirable to open up the country in the northern part of the province. I find on looking into the accounts that the county of Restigouche contributed over $100,000 to the revenues of the province. I shall vote for this railway because it will open up my county and I shall vote for the St. John Valley Railway because it will open up that district.

Hon. George J. Hill.

Mr. Hill—It cannot be denied that the premier is a man of more than ordinary talent. In fact he is a genius. He is what in India would be called a fakir, a man who can show you what does not really exist. By some process of hypnotism or mesmerism or some other ism they manage it, and that's what the premier has done. While he is speaking you imagine you see the charming landscape with the railway running through it with large traffic and big profits. This is the wonderful power the premier possesses. We like to hear him talking in this strain it sounds so nice. He described himself the other day as an optimist and he gave a definition of it but I am unable to find any definition in accordance with the one he gave. I find an optimist is one who soars after the unattainable. Now about this wonderful railway that we saw being built. What was it founded on? Two telegrams and a lot of ifs. Since 1870 we have been building railways all over the province and the result has been that in every English speaking county there has been a falling off in population notwithstanding the great increase we were to have. It will be just the same with this road. Under the scheme now before us the cost of the province would be $880,000 and if we add to this a subsidy of $275,000, making a total of $1,155,000, with accrued interest up to the time of completion would make the total cost at least a million and a quarter. But this is not the worst, having spent or guaranteed over a million and a quarter the province would have to go on and finish the road. At the officially estimated cost of $27,339 per mile this would make over $3,000,000 which after deducting the dominion subsidy of $704,000 would leave $2,300,000 as the cost of the province. Where else will a single dollar come from? Not from the sale of stock, for who will buy it with a government mortgage on the road of $2,250,000. When the road is built who is going to profit by it? The saw mills of Van Buren only. For they will have the manufacturing of the lumber which the railway is going to haul and if I were a citizen of Campbellton I would be very sorry to see this railway constructed.

Donald Morrison.

Mr. Morrison—This is one of the most important votes which has come before the house since I was a member, excepting, perhaps, the N. B. Coal and Railway. The member for Restigouche sees no difference between the guaranteeing of the bonds of the road and those of the St. John Valley Railway. I see a very marked difference. There is some one behind the Valley railway to support it, but with the International it is very different. It is simply a local road with nobody behind it nor any one with a single dollar in it. It simply existed on subsidies. With all the money they have had they have only got thirty miles built and now they ask for a further guarantee. I see no prospect whatever of the road ever paying and while the attorney general paints all these fancy pictures we have had the self same pictures painted before.

The house resumed at 7.30. Mr. Morrison continuing said: I do not see how this line can pay and therefore the province should not guarantee its bonds. The the fact that we support the St. John Valley Railway is no reason why we should vote for this line. The men who are promoting this road should show their faith in it by putting their money into it.

Premier Pugsley.

Hon. Mr. Pugsley—Mr. Malcolm and his associates have put $300,000 of their own money into it. I am glad to see that this matter is being discussed freely from every standpoint. Complaints were made before that the railway subsidies were being rushed, but this subject has been before the house for six weeks and every member has had ample time to think it over.

I am glad that one of our railway proposals has met with the favorable consideration of every member of this house. The St. John Valley Railway has appealed to every honorable member on its merits, although I notice that the St. John Globe says that there is already a railway running along the river from Edmundston to Fredericton and insults the members of the opposition by stating that they voted for this railway because they were afraid of the electors. I do believe that there is more patriotism in this country than the Globe seems to think exists and I feel sure that when I appeal to that patriotism I will not appeal in vain.

Well, this St. John Valley Railway has been unanimously approved of and I must say that I think the International Railway has equal merits. We must look at all parts of the province and consider all interests in assisting railways and not pursue the narrow policy. While the St. John Valley line will develop the river counties the International will open up a new country, and in fact a new province, and increase its wealth fifty fold.

Why do our young men go away from us? Because we do not give them opportunities to do profitable work. But when we open up 110 miles of virgin country, vast areas of fertile lands, our young men will go there and labor and we will thus encourage the spirit of enterprize.

What would the country between St. John and Shediac be without the I. C. R.? In 1903 I laid before the house an estimate of the traffic which this road would have, an estimate based on immediate possibilities and is no doubt too low. Let me tell the house that last season over 1,000 car loads of lumber were brought over this road, only thirty miles of which are being operated. How can any one question this estimate which shows a handsome profit?

Do they deny the fertility of the soil or the forest wealth of the country? The province owns a million acres of land within twenty miles of this line and every acre has from three to five thousand superficial feet of spruce upon it. They speak of taking unmanufactured lumber to Van Buren to be sawed there but do they consider that the distance to an open port for shipment is only 110 miles to Campbellton, against 275 to Bangor. Whatever lumber is sawed at Van Buren will go to Campbellton to be shipped. The opposition complain that it is unpatriotic to send 50,000 cords of pulp wood out of the country annually but surely that is a narrow view for the tops and small parts of the trees that otherwise would be left to rot in the forest will supply this pulp wood.

All that is required to pay the interest on the bonds, which we guarantee, will be $320 a mile, while the C. P. R. earns more than $2,000 a mile above operating expenses.

My honorable friend from Charlotte professes to have a good opinion of me and I am glad of it. He says that he never voted but for one railway subsidy bill in his life. Well, what would this country be without railways. Without them we would not have kept our young men in the country and while they have not all been profitable they have all been necessary. He says there have been disappointments in connection with the N. B. Coal & Railway Company. That is true, but there has been encouragement also for the traffic on that road has risen from a little more than 5,000 tons in 1903 to upwards of 38,000 tons in 1906 and there are now offers to purchase 7,000 tons of coal which will be hauled over this railway during the present year.

One member has said that the International railway will not cost over $22,000 a mile. It will cost much more, but even supposing those figures to be correct the members of the company will have to put $660,000 of their own money in it besides the cost of the rolling stock. This railway will be of the greatest advantage to the northern counties and especially to Gloucester, Restigouche, Madawaska and Victoria and it will make Campbellton in the north a shipping point, what St. John is in the south of the province. Mr. Malcolm, the contractor, is importing 1,000 men from Europe to work on the railway and he will have it completed in fifteen months from the present time.

Hon. Mr. LaBillois.

Hon. Mr. La Billois—The premier, I think, has taken a wise course in having the International railway discussed at the present stage of the session. The more it is debated the more knowledge of it is gained, the more popular it must become. The members from the southern parts of the province have not as good an idea as those of us from the north as to the conditions rendering advisable the construction of the road nor can they appreciate as fully as we the great value which this railroad must be to the province.

To consider properly the outlook for the International one must be along the line of the road in the future. Besides that one must take into account various other things. We must remember the traffic springing up because of the fisheries, the game and the trade which will come from the Gaspe peninsula when connected with the Atlantic and Lake Superior road is completed and the bridge built over the Restigouche river.

The leader of the opposition has said that the road is being built solely to serve Contractor Malcolm's purposes. Long before Mr. Malcolm had any connection with this road the late Robt. Moffatt, a man of the same political faith as the opposition leader, realized the importance of opening up the territory which the International will serve. After the death of Mr. Moffatt Campbellton business men, among them the late Kilgour Shives, took hold of the proposition. I myself was a director of the company. At first the enterprise was not successful but then Mr. Malcolm became connected with it. In justice to Mr. Malcolm I make the statement showing that the road was conceived long before that gentleman was connected with the railway in the province.

Now the building of the road is important from many points of view. Not only from the view point of the north of the province alone. Growth of the lumber trade of the northern part of the province is impossible without the International railway. With the building of the road there will come many mills along the line and there will be large shipments by way of Campbellton and Dalhousie. Campbellton harbor is being splendidly equipped to accommodate large traffic. Dalhousie harbor, too, one of the best in Canada, is being prepared to handle growing traffic.

The dominion government is showing great interest in Restigouche and Gloucester, an interest which must mean much for the development of that part of the province and of the harbors to which I have referred. These harbors, it must be remembered, are safe at all navigable seasons. One cannot say, of course, how much lumber from New England will be shipped over the International. Certainly, however, Campbellton has great advantage over Maine ports for the shipment of lumber to Great Britain. It is impossible to tell in these days of trade development what tomorrow will show. New England manufacturers may in time wish to ship their goods to Great Britain by way of Campbellton and the International. It is well that this part should be prepared to meet the demands of the future.

I want to say a few words as to the effect of the road upon colonization. One opposition speaker has said that men will go upon the lots along the road as squatters, not as bona fide settlers. My experience with the men of Restigouche and Gloucester and the men from eastern Quebec is that they are not men to act in this way. We have in Restigouche some of the finest settlements in the province. The people are prosperous, the population of the county has increased and is increasing. Already, let me say, people are settling along the line of the railroad. At Upsalquitch, I may say in passing, Mr. Malcolm has put up a fine railway station. I hold here petitions asking that steps be taken to open up a highway some fifty miles from Campbellton to reach the line of the International. This shows the desire of the people to be able to reach the road. It shows their faith in the future of the line.

The leader of the opposition spoke of a new line of railway in Gaspe. It is true a company has been formed to build a road there but the line is to run through the centre of the peninsula and to find a safe port in Gaspe Basin for a steamer line to cross the ocean. It will not affect the local traffic and so will not interfere with the International. At the present time Gaspe has no other means of sending its products to New England than by the A. & L. S., thence by the I. C. R. to Levis and the Quebec Central. The distance by this route you will see is considerable. In Gaspe and Bonaventure there are up-to-date farmers whose products are to be shipped by the International. The fishermen, I may say, are at the lower end of Bonaventure. The egg industry especially is one of the large profits in Bonaventure. The people find a great market in the United States, but they are handicapped by their distance from that market. The International must materially help to build up Campbellton. It will become an important centre. It will be the central market for Restigouche and a large part of Gloucester, Gaspe and Bonaventure. It is so situated as to become a very prosperous town.

The International Railway I believe will be one of the greatest roads in Canada. The Restigouche people are with us. They said so last January. They are in earnest in a desire that the road should be built. I am proud for one to take an interest in this enterprise and I feel hopeful that when the road is completed in eighteen months it will be realized by ever one that it is a work of which the province should be proud. With the completion of the road we will breakfast at Campbellton in the morning and have dinner in the United States the same day.

The debate was continued by Messrs. Maxwell, Pugsley, Grimmer, Smith, Burns and Tweeddale. A vote was then taken on the question of reading the bill section by section, which was carried by the following vote:

Yes—Hon. Messrs Pugsley, Robinson, Sweeney, LaBillois, Farris, Jones, Messrs. King, Copp, Scovil, Murray, Campbell, Burden, Currie, Ruddick, Tweeddale, Robertson, Burns, Young, Burgess, Leger, Martin—21.

Nays—Hill, Hazen, Flemming, Smith, Grimmer, Morrisey, Glasier, Maxwell, Hartt, Morrison—10.

Mr. Hazen moved an amendment to section nine that the railway shall be no where more than two miles from the St. John River.

Hon. Mr. Pugsley said that such a provision might defeat the object of the bill for there might be points such as at the Devil's Back where it might be necessary to go more than two miles from the river. He would move a section that the route of the railway must be approved by the governor-in-council.

The intention is that the railway shall go down the St. John River Valley.

The amendment was lost by a vote of 19 to 9.

Mr. Smith moved an amendment that the railway must start from Centreville, thence to Woodstock and thence down the valley of the St. John.

Hon. Mr. Pugsley said there was no necessity for this as the bill already provided for Centreville which had been put in the bill at the instance of Hon. Mr. Jones. If the route was left to the governor-in-council it would be sufficient.

Mr. Flemming said no section of the province needed railway facilities more than the district about Centreville. The amendment was lost by a vote of 19 to 9.

Hon. Mr. Pugsley moved an amendment that no bonds be guaranteed unless the route selected was approved by the governor-in-council.

This was carried and the bill agreed to.

The time for introducing private bills was extended to Friday next.

The house adjourned at midnight until tomorrow morning at 11 o'clock.

Bills Committee.

On meeting this morning the corporations committee took up the further consideration of the bill relating to the Miramichi Lumber Co. and the bill to vest the property, etc., of the Fredericton Boom Co. in the St. John River Log Driving Co. The committee decided not to recommend the former measure. Coming to the consideration of the Boom Co. bill the committee accepted the amendments agreed upon by representatives of the opposing interests when the bill was previously before the committee. The only matter left by these representatives for decision by the committee was that of settling the method of determining the amount to be paid by the company where the shore rights of private owners are expropriated. It was finally agreed by the committee that where the owners of shore rights and company are unable to agree as to the price to be paid for those rights the question shall be left to arbitrators who shall also decide by whom the costs are to be paid. In its amended form the bill was recommended to the house.

The committee next took up the bill amending the charter of the St. John Railway Company. Col. McLean first spoke in its favor. Ald. Baxter agreed that the extension of time asked for is reasonable under the circumstances. Passing to the consideration of the company running cars through Queen Square, Carleton, Ald. Baxter went into the matter quite fully. He suggested an amendment, one section providing that the company may operate the line through the square until July 1st, 1912, at which time the city is called upon and empowered to remove the track, poles and wires of the company from the square if the company shall refuse or neglect to do so.

The second section of the amendment compels the company on or before July 1st, 1912, to lay a track and operate the railway either upon St. John or St. James street and in case the company desires to build upon St. James street the city shall open the needed section of the street to a width sufficient to enable the company to build. In the event of the company deciding to build upon this street it shall notify the city of its intention on or before July 1st, 1910.

Mr. Hazen read a letter from Charles A. Coster, Carleton, in which it was stated that the amendment suggested by Mr. Baxter was agreeable as a compromise under the circumstances to the persons who objected to the road running through the square. On Mr. Hazen's suggestion the clause was added to the amendment providing that the square shall be left in good condition after the tracks are taken up.

Ald. Baxter took up the section of the bill vesting the property, etc., of the Carleton Electric Light and Power Company in the St. John Railway Company. He showed that the Carleton company was really the successor of D. W. Clark & Co., Ltd., and that under the act of 1886 tax exemption was granted to the Clark Company. He suggested that this act be repealed. Col. McLean then withdrew the section of the present bill which refers to the Carleton Electric Light and Power Company. The section increasing the capital stock and borrowing power of the company was passed. In the course of the discussion of this section Mr. Hazen and Ald. McGoldrick urged upon Col. McLean that the company's lines should be extended to Rockwood Park for a summer survice. Replying, Col. McLean said that with the heavy expenditure in connection with the Carleton extension and the prospect of sharing in the expense of the new bridge at St. John the company would not be able to consider any further extension of its system for some time. The bill was then recommended as a whole.

Fredericton, April 3—The legislative assembly opened this morning at 11 o'clock with Mr. Allen in the chair. After the customary routine business had been transacted, the house went into committee of the whole, with Mr. Ryan as chairman. The committee first took up the bill relating to the town of Dalhousie. The bill is in confirmation of an agreement between the town and the Royal Bank. It also alters the system of town elections and has to do further with the exemption of the Restigouche Woodworking Company in the town. The bill was agreed to.

The bill dealing chiefly with sidewalks in Campbellton was then taken up and agreed to as amended by the municipalities committee. The third bill dealt with provides for the incorporation of the St. John Associated Charities. It, too, was agreed to, as was the bill in amendment to the act incorporating St. Andrews Land Company, which gives the company power to take over and maintain the Algonquin hotel at St. Andrews.

On the deputy-speaker resuming the chair, the house took recess until 2.30.

Mr. Maxwell Resumes.

The house resumed at 3 o'clock.

The order of the day being called Mr. Maxwell said:

When I closed my speech last Thursday afternoon I was dealing with the financial position of the N. B. Coal & Railway Co. and was calling attention to the fact that the interest and expenses in connection with the road amounted to $32,676, while there is an over draft at the bank of $16,574, making a total of nearly $99,250

It must strike every member as very singular that as this railway has been put in order so as to bring out the coal no effort is being made to have the coal gotten and this shows the prospects of the mine as pictured by the government have not materialized and the enormous expenditure to which the province has annually been put is most certainly not justified. I would repeat that owing to the limited output of coal the wages of the employes have been reduced in consequence.

Hon. Mr. Pugsley—My. hon. friend very easily falls into error. The total output for last year was 31,326 tons.

Up to the present time the province has given aid to railways the sum of $4,432,673.71 and the municipalities have given for the same purpose $341,500. What I want to point out is that the adjoining province of Nova Scotia, with a greater population and much richer in mines and minerals, has only given $3,917,620.78 and the municipalities for the same purpose $333,000. As I stated before this province with its limited population ought to call a halt in the giving of subsidies.

Now a few words as to the schools of the province. It is a remarkable thing that so many country schools have been idle for so long and so many places without teachers. The time has arrived when the board of education should adopt the recommendation of the chief superintendent and increase the pay of the teachers. If there is one class of people more than another which is underpaid it is teachers. In all classes of life demands are being made for increased wages on account of the extra costs of living and otherwise and are usually granted. In the case of the teachers this has not yet been done except in exceptional cases, hence it is that the best of our male teachers are going to other places where better pay can be had. Now a few words to the public debt of the province. I think it is high time that the government tried to live within its income. Without the overdraft and other enormous debts which are annually being contracted various schemes have been propounded by the premier and other gentlemen who sit beside him to liquidate these debts so it does seem as if it is beginning to worry them a little. Perhaps they will endeavor in the future not to spend in one year the income which will not properly be due to them till the next.

A. B. Copp.

Mr. Copp—I feel that this debate has given more food for thought than any other in which I have taken part.

The member for St. John, who spoke last, read a statement to the effect that for four months last year no coal was carried over the N. B. Coal & Railway road. This was an entire misstatement and surely he could have told the plain truth about the matter.

A great deal of the criticism of the opposition has been directed against the auditor general's report.

The member for Charlotte said it should be so arranged that a cursory glance would give all the details. I am not an expert in bookkeeping, but I do say that from their own mouths the opposition stand condemned for it is from the auditor general's report they have obtained all the figures with which they have assailed the government and predicted financial ruin.

The member for Carleton referred to the unsuccessful attempt made by the government to prevent the representation from being reduced and he seemed to rejoice because they failed but I maintain that the government did the right thing in carrying this question to the highest court in the empire. All has not been lost in that case for the time will come when some change must be made to protect the interests of New Brunswick in this respect.

The member for St. John also attempted to criticize the government with reference to the St. John dry dock and accused them of neglecting this great work. I think the government has done well in the assistance it has given to the dry dock but what of the honorable member of the opposition from Charlotte who has been circulating a pamphlet praising up the harbor of L'Etang and stating that St. John harbor is not fit for a ship to anchor in?

It would be a poor opposition speech who did not make reference to the public debt of the province. The most of this debt has been made up by subsidies and given to railways years ago under acts passed by a Conservative government. We can see the mistakes that were then made in giving aid to railways but the time has passed when we should give subsidies to railways. The time has come when something must be done to make the branch lines of this province a part of the I. C. R. system. I regret the public debt has increased but I would rather see it increase than have our public services neglected. I will not admit that our debt has placed the province on the verge of ruin. Let the opposition show any items of the debt that should not have been contracted. Let them tell us what bridges should not have been built, what hospital should not have received aid, what road should not have been made.

Let them put their finger on one individual public work during the past six years that should not have received public money.

Another subject of criticism has been the International Railway. Here is a railway which is being constructed in the north from one side of the province to the other. I will always stand for any expenditure of public money for the good of the people and therefore I voted for this road. We in Westmorland are reaping the benefit of large expenditures on railways and we have splendid railway accommodation and I would be ashamed to refuse to assist a railway which will open up a magnificent country in the northern part of the province, which is now lying waste and useless.

The farmers of New Brunswick have faith in this government and as I look across the house I fail to see one farmer in the ranks of the opposition, while we have several on this side of the house. The opposition will have to change their policy materially before they will be able to send a farmer to this legislature.

The highway act is another object of opposition criticism but this act is a credit to the government and will be highly successful. The leader of the opposition himself admitted that the old law was a disgrace; he agreed that we should get down to dollars and cents, abolish statute labor and do away with the distinction between by-roads and great roads. The only important difference between him and the government was that he wanted the money to be expended on roads to be put in the hands of the municipalities. I would agree to that proposition as a representative of the people but as a citizen of Westmorland I will never consent to it. If we did the municipalities would have to take the responsibility of keeping the roads in repair and in the event of any great emergency such as the carrying away of a bridge by a freshet would have to bear the loss.

Mr. Burns.

Mr. Burns—In rising to make a few remarks, I do not wish to go into any extent of details but simply to mention a few things which I think should be more generally known. The county of Gloucester, from which I come, is one of the finest counties in the province. Its resources of wealth are enormous, its fishing, mining and lumbering industries are among the richest in the province, and I think I should be remiss in my duty to my county if I did not say a few words on the budget. It is in connection with the government's agricultural policy that I wish first to speak. What has this policy meant in these last few years? Untold wealth. The results cannot be estimated. Prices have doubled in the last ten years.

There is any quantity of lumber for all domestic purposes, and a ready market for every stick which a man wishes to sell at exceedingly remunerative prices, and a man has no longer to hew a farm out of the wilderness and burn his lumber to get it out of the way. The policy of importing draught horses and sheep is one of the best ideas projected for many years.

A short time ago a large deposit of iron ore was found in Gloucester county. It is very difficult to get capital invested in iron mines. I made application to the government for some assistance, and by the help of Mr. Sweeney I got put into communication with Mr. Lindeman, a native of Sweden, who had many years experience in the iron mining, and he spent four months prospecting for iron in the county and his resulting opinion was that there were millions of tons of iron ore, and from boring we made we found fifty-two per cent. of iron in this ore, and I am in hopes of getting a company to work it. From this I think it will be agreed that there is some prospect of the province becoming successful in the mining industry.

As to the railroads. We have heard a good deal about them these last few days, but there is one little railway that has not been mentioned that is doing as well

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