

MR. MICHENER MOVES
DEBATE'S ADJOURNMENT

Opposition Leader Not Ready to Reply to Liberal Speeches—After Addresses by Cote and Campbell—Premier Tables Correspondence Dealing With Natural Resources.

(From Tuesday's Daily.)
J. L. Cote, member for Athabasca, and Dr. Campbell, member for Ponoka, were the principal figures at the sitting of the legislative assembly yesterday afternoon, as mover and seconder respectively, of the address in reply to the speech from the throne. The speeches of these two members came quite up to expectations and formed fitting comment to the eloquent speech from the throne read by His Honor the Lieutenant Governor at the opening of the session on Thursday. Both speakers were applauded by members of the government and opposition alike on rising to address the house, and again on the conclusion of their orations. At the conclusion of Dr. Campbell's speech, E. Michener, leader of the opposition, not being prepared to reply, moved the adjournment of the debate, and he will have the floor when the speech from the throne is taken into consideration again this afternoon. The house adjourned yesterday shortly after four o'clock.

Premier Sifton yesterday afternoon tabled the correspondence which he has carried on with Sir Wilfrid Laurier and Premier Borden with regard to the transfer to the provinces of the control of their natural resources. A full statement of the negotiations with the Dominion Government in regard to natural resources was presented to the assembly in the speech from the throne.

The premier presented the report of the special committee appointed to name the standing and select committees for the session. The report was adopted and the various committees of the session are constituted as follows:

The Standing Committees.
Privileges and Elections—Hon. A. L. Sifton, Hon. C. R. Mitchell, Messrs. Woolf, Boyle, Cross, McKenzie, Michener, Tweedie, Riley.

Railways—Hon. A. L. Sifton, Hon. C. R. Mitchell, Hon. D. Marshall, Hon. A. J. McLean, Messrs. Sedgewick, Rutherford, Tweedie, Cross, Cote, Cornwall, Holden, Headley, McKenzie, Puffer, Simpson, Michener, Woolf, Walker, Telford, Shaw, Boudreau.

Miscellaneous and Private Bills—Hon. C. R. Mitchell, Hon. A. J. McLean, Messrs. McDougall, Cross, O'Brien, Campbell, Roberts, Patterson, Smith, Walker, Kommers, Michener, Woolf, Walker, Telford, Shaw, Boudreau, Headley, Cushing, Glennehan, Holden, Patterson, Moore, Kemmis.

Public Accounts—Hon. A. L. Sifton, Hon. D. Marshall, Messrs. Tweedie, Cross, McKenzie, Headley, Cushing, Woolf, Stewart, Sedgewick, Smith, Boyle, Moore.

Printing—Hon. A. L. Sifton, Messrs. Campbell, Cote, Gunn, Lessner, Moore, Olin, Stauffer, Shaw, Michener, Stewart (Lethbridge).

Municipal Law—Hon. A. L. Sifton, Hon. C. R. Mitchell, Messrs. Tweedie, Smith, Cross, Rutherford, Boyle, McKenzie, Roberts, Michener, Olin, Cushing, Headley, Stewart (Sedgewick), McDougall.

Legal Bills—Hon. A. L. Sifton, Hon. C. R. Mitchell, Messrs. McKenzie, Rutherford, Cross, Boyle, Roberts, Lessner, Tweedie, Riley.

Agriculture and Colonization—Hon. D. Marshall, Hon. A. J. McLean, Messrs. Simpson, Stewart (Sedgewick), Walker, Woolf, Shaw, Headley, McPherson, Stauffer, Telford, Puffer, Glennehan, Patterson, Holden, Cornwall, McKenna, Campbell, Gunn, Kemmis, Riley.

The only change made in the draft of committees was the addition of Brantley Moore to the Public Accounts Committee at his own request.

House Committee Reports.
The House Committee appointed to assist the speaker reported the selection of various committee rooms, the choice of a room in the legislative wing of the new building as an office for the speaker, and the arrangements with regard to the different galleries. The gallery on the left of the house was set aside as the members' gallery, admission to which will be by ticket from the members. The gallery on the right of the chamber is to be the public gallery. That at the south end is exclusively for newspaper representatives actively engaged in reporting the proceedings of the house.

Premier Sifton gave notice that on Wednesday he would introduce a resolution for the purpose of raising funds, upon the general revenue of the province. He also gave notice that he would introduce a bill in accordance with this resolution.

On motion of Attorney General Mitchell, a bill restricting the speed of motor vehicles on highways and a bill respecting towns were given their first readings. A. Brantley Moore gave notice that on Wednesday he would introduce a bill respecting corporations and a bill respecting agreements for sale of land.

Petitions Presented.
The following petitions were presented by J. A. McDougall, a bill to incorporate the Empire Club, Edmonton; by L. M. Roberts, bills to incorporate the Colonial Club, Calgary, and to validate certain by-laws of the city of Calgary; by George P. Smith, bill to amend a by-law of the town of Camrose, extending time for payment of taxes; and more particularly term not exceeding forty years; by George Headley, a bill to incorporate the Christian Missionary Society of Alberta.

The annual report of the governors of the University of Alberta was presented to the house by the Hon. C. R. Mitchell, Minister of Education.

The speeches of J. L. Cote and Dr. Campbell in moving and seconding the address in reply to the speech from the throne were as follows:

Speech of J. L. Cote.
Mr. Speaker, it is not without considerable timidity that I rise to propose the adoption of the address from the throne.

At the outset I wish to express my appreciation of the honor that has been conferred upon me on this occasion to assume this great responsibility; that of being the first member to address the house in this new building, where on the same spot a century ago the Hudson's Bay company officers directed the affairs of the country, and where for generations the council of this province will legislate for the good of its people.

The best in the science of architecture has been applied to make of this spacious and modern palace one of the most magnificent buildings west of the Great Lakes. It is most fitting that this should be the place in which one of the most progressive policies ever given to the Province of Alberta will be presented.

The recent appointment of the Duke of Connaught as Governor General of Canada is a great honor conferred on us by His Most Gracious Majesty King George the Fifth, and is a recognition of the great importance of this Dominion and the unflinching loyalty of Canadians.

The rapid progress of this province has necessitated the establishment of experimental farms, extensions of telephones and the building of homes for the unfortunate, but above all I am glad to see the government proposes to carry out to the letter the program outlined by me in the district of Athabasca two years ago, relative to highways between all important points, railway development in the province in general and the north country in particular.

Municipalities, railways, highways—these three words are certainly the shortest route to the heart of all Albertans. To every municipality with railways and to every house with highways is the aim of the government. In order to attain this end, as set forth in the speech from the throne, a rural municipalities bill will be presented to the house under certain conditions may form a municipality. The act will give them the power to issue debentures for permanent improvements, it is equitable to have the future generation pay for a share of the improvement, they enjoy, and secondly to lessen the demand upon current revenue. It would be an easy matter to criticize the expenditures of the past, but upon reasonable reflection it will be seen that it was the only way to put into effect large steel bridges spanning some of the rivers of the province which will last 100 years or more, built out of current revenue when a scant one thousand, five hundred or even one hundred dollars was denied for lack of funds for roads for the poor frontiersman. It is the only way for hundreds of other settlers who are to follow him.

The municipalities act will change all these things. It is time for this province to engage in permanent work. The time is fast coming when permanent work will be commenced. The material is scarce and it is going to be expensive, but the cheapest to all concerned.

Highways—it is true, very true, we are going to have more money to build highways. It is very interesting, but I was sorry to read in the annual report of the highways improvements of the province of Ontario, that Alberta is the province who spent less money in roads than any of the others of the Dominion in comparison with their areas.

Ontario, for colonization roads alone, spent \$449,000, and in the form of grants to municipalities for roads, gave \$122,000, and besides different grants for roads charged to different accounts, Ontario gave \$500,000, while Saskatchewan and Alberta only gave \$200,000.

It is government, impressed with these great needs, is going to increase the subsidy and this will only be possible after the municipalities act is passed.

Numbers of roads in Europe were built for military purposes, even now in Ontario prison labor is used in building main highways. The employment of prison labor does not prevail in Alberta nor do we require military roads for defensive purposes. Our good hard cash must be expended in these undertakings. There is a crying need for some highways. The District of Athabasca, which I have the honor to represent, where large wooded areas separate prairie or semi-prairie country. The need of good trained men for road work is absolute, as necessary as money. The government is now considering the establishment of a course of instruction for road engineers. This necessity for such men is growing rapidly. While a university graduate thinks it is beneath his dignity to undertake the building of common and every-day roads, and therefore will not apply himself to the practical end, on the other hand the practical man, while he makes an excellent foreman, does not keep records of his work nor the yardage of material removed. There is a career for young men who will render themselves competent both practically and theoretically for such work. The Province of Alberta requires good men to work in her interests.

Railways: It was with great pleasure that I noted in the speech from the throne that the government intended to take up the matter of Railways for the Province. Railways are essential to the modern development of a province and along with what the agriculture department is doing, the government is taking a wise place of beginning at the bottom and building upwards instead of placing the superstructure on a pair of stilts regardless of the foundation which should support it. I have no doubt that some time in the future, when we require more professors of agriculture than we do at present, the government will take into consideration the necessity of establishing an agricultural college in Canada West.

Those troubles won by the province of Alberta will be of inestimable value as an immigration advertisement and source of encouragement to those engaged in the task of peopling cities of agriculturists.

Mention has also been made of the jail at Lethbridge and the asylum at Ponoka, both of which are serving a most useful purpose. The asylum at Ponoka, the main building of which is the finest of the kind in the province, is a great credit to the province. It is a large and beautiful building, and it is a credit to the province that it is a large and beautiful building.

The railway development that we are about to undertake will have one great effect and that is to develop and increase the value of all natural resources. It is only right that we give the Dominion to give us the administration of our resources as stated in the address to be a general railway policy for the whole province, for the opening up and development of those resources is the province of the north, rich in natural resources and agricultural lands which attract those desirous of taking up free homesteads in the north country, and who will be settled in other parts of the province. The policy is also framed for those settlers in the south who are now reaping the benefits of the railway and who will be overjoyed to hear for the first time the toot of a train whistle as an assurance that they are in direct communication with the outside world.

This is just what we would expect, for the statement was made by the premier in his province and he has assumed the reins of office that his ultimate object with regard to railway building would be to see that every farmer had a road to town and return the same day.

Good Roads Policy.
And as a supplement to this the government is submitting up to us a good roads policy which if worked out will secure for us permanent and durable highways throughout the length and breadth of the province. It is a proposition before the country for the building of a continuous highway from the Atlantic to the Pacific, and it is a proposition before the country for the building of a continuous highway from the Atlantic to the Pacific, and it is a proposition before the country for the building of a continuous highway from the Atlantic to the Pacific.

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When we come to consider that we are spending \$200,000 on roads, as against \$400