

LEGISLATURE HAD SOME HITCH OVER N. B. POWER BILL

Mr. Guptill of Charlotte County Made a Plea for More Consideration for the Interests of Charlotte County on the Part of the Public Works Department.

Assembly Chamber, April 1.—The House met at four o'clock.

Hon. Mr. Veniot presented a petition for the passage of an act to enable the Town Council of Bathurst to effect temporary loans.

Mr. Magee presented a petition for the passage of a bill relating to the Town of Sackville.

Hon. Mr. Murray presented a petition from the trustees of St. Andrew's Church, Blackville, for the passage of an act to amend the act incorporating the Presbytery of the Miramichi so far as it relates to the McLaggan Trust.

Mr. King presented a petition of Dr. Simons and others for the passage of an act incorporating the N. B. Veterinary Association.

Mr. McCreary introduced a bill entitled an act relating to the New Brunswick Power Company. He explained that the bill was based on a report of a commission named by the Hon. Premier and the Honorable leader of the Opposition, to inquire into matters relating to the said power company.

Hon. Mr. Smith introduced a bill to reform a crown land grant made to one John Vickers, of Blackville. He explained that the grant was now dead and it had been decided to reform the grant to the province.

Hon. Mr. Murray introduced a bill to ratify and confirm an issue of \$300,000 of 6 per cent. debentures authorized by an order-in-council in July last.

Hon. Mr. Smith introduced a bill to amend the act relating to the crown and timber lands. He explained that the act of 1913, which provided for the classification of timber lands, contained a provision where in case it was found that a licensee held more lands than were needed to supply the mills, a portion of the same could be taken from them. The original act prevented action from being taken until the classification had been completed. It was proposed by the amendment to change that feature of the act.

Mr. Tilley called attention to the bill which had been introduced by the honorable member from Sunbury. He said it related to the New Brunswick Power Company, and he did not approve of the way it had been introduced. If it was a Government bill, it should have been brought forward by a member of the administration; if a private bill it should have been referred to the standing rules committee.

Hon. Mr. Foster said that the bill was a rather strange one. It could not be introduced by petition because the City of St. John did not want it, and the same reason applied to the New Brunswick Power Company. The bill was based on a report from the commission appointed under an act of last session, and was before the House for consideration. The Government had nothing whatever to do with it. The Honorable Member for Sunbury had consulted him with reference to the bill, and had agreed to introduce it as a private member. The act provided that there should be a bill. Perhaps the honorable member for St. John could suggest some other method for dealing with the situation.

Mr. Tilley said that if the word "shall" was used in the act of last session it was the duty of the Government to introduce the bill. If the word "may" was used it was not compulsory that action should be taken.

Hon. Mr. Foster said it was not a Government bill, and if the honorable member raised an objection to it he would ask that the bill be withdrawn.

Mr. McCreary said that, under the circumstances, he was willing to withdraw the bill.

Mr. Tilley said that the bill was a very important one, and he wanted it introduced in proper form. He wanted no chance for technicalities in connection with it. Perhaps the chairman of the standing rules committee would suggest a proper course to be pursued. The bill was an important one, and if placed before the House in improper form the responsibility would rest upon the Honorable Premier.

Hon. Mr. Foster said that the only reason that he had asked for the withdrawal of the bill was that the matter might be looked into, and the proper form for introducing it decided upon.

Hon. Mr. Speaker said that the bill was now properly before the House. Mr. Smith (Castleton) moved, pursuant to notice, that the report of the Honorable Minister of Public Works on the Shipgeon road investigation be made the order of the day for Thursday.

Mr. Guptill.

Mr. Guptill said he rose with his usual timidity. He took the opportunity to pay a tribute to the memory of George Young Dibblee, late clerk of the House. Upon entering the House in a by-election in 1912 he found himself as a young member in need of assistance and guidance, and he suggested a proper course to be pursued. The bill was an important one, and if placed before the House in improper form the responsibility would rest upon the Honorable Premier.

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WILSON URGES MORE SPEED IN PEACE DELIBERATIONS

Tells the Premiers That World is Getting Impatient and They Should Hurry to Unite on Peace Terms.

Bulletin—Paris, April 1. (By the A. P.)—What is construed as a warning, that the world could not long countenance further delay in the adjustment of peace, was delivered to the Allied premiers and military representatives of the associated powers by President Wilson yesterday.

It is learned that, at a late hour on Monday, he arose, during the conference taking place in Premier Clemenceau's room at the French war offices, and solemnly assured the conferees of his belief that they should do all in their power to bring together the loose ends in the debate, in an effort to unite on peace terms upon which a treaty might be presented to Germany.

It is understood that the president pointed out, frankly, the delays that have occurred in the work of peace-making. He declared that the world was awaiting the conclusion of the task of the conferees, and that it had a right to expect early results.

Both English and French-speaking people form part of the Dominion of Canada and all must work together.

The French were deserving of every consideration. The item of provincial business in which he was most interested was highway expenditures and in the course of his remarks on that subject he would make reference to the honorable Minister of Public Works, who, he hoped, would take the remarks in good part. The County of Charlotte had four members in the legislature, one of whom represented particularly Grand Manan, Deer Island and Campobello, together with smaller outlying islands. These islands constituted about one quarter of the country, and he was their representative. Under the former government he had always seen that the section received its fair share of highway expenditures, but, during the last two years the islands had not received what was justly due them. During 1918 Charlotte County received ordinary highway expenditures \$9,894. Of that amount Grand Manan, Campobello and West Isles received a total of \$1,668.91. The just claim of the islands was \$2,475.50 and there was still due them an expenditure of \$904.89. The islands deserved better treatment than the main land under this item for they depended entirely on the highways for means of communication. In 1918, under permanent highway expenditure, Charlotte County received \$37,874. It was a fairly generous expenditure, and he only wished that the amount had been double. But the islands appeared to have been forgotten. The total expenditure on the islands under this head was \$715.52. A fair calculation was that, under permanent highway expenditure, there still was \$11,670.95 due the islands. Taking ordinary road expenditure into consideration, also, the total due the islands was \$19,215.94. He felt he must criticize the word "permanent," as applied to road expenditure. It was a mistake to attempt to deceive the public. Permanent roads could not be built by the Province of New Brunswick with its present revenue. A better term would be "standard." Permanency in highways should be at least for one generation and such was impossible in New Brunswick under present conditions. The public accounts showed that the Island of Grand Manan had received an expenditure of \$540.01 under permanent highways. He must say that he had been unable to find anything in the way of permanent road work on the island or anything even leading up to permanent work. The speaker quoted from the annual report of Highway Engineer B. M. Hill, on road conditions on the islands to the effect that during the past year, through lack of labor, those roads had not received the attention they deserved, and had been going down. He (Guptill) could say that under his own direction of highway expenditures the roads had been improved, and labor conditions in 1918 had been as bad as they had been since. Scarcity of labor was poor excuse. If the honorable Minister of Public Works would give him supervision of the expenditure of road money for those islands he would see that it was as well expended as before and without any partisanship. When in charge of road expenditure under the former government, he did not always choose supervisors from his own party, but took a good man wherever he could find one. He would tell the attention of the honorable minister to the fact that \$19,215.94 was due the islands in road expenditure, but even \$15,000 would do all that was needed. The roads had not been kept up to the standard and he trusted that the honorable minister would make amends.

SAMOAN CHIEFS NOW SATISFIED

British Samoans Had Previously Requested a Transfer to American Rule—Were Peevish at Military Administration.

Tutuila, Samoa, April 1.—British Samoan chiefs withdrew today their request for a transfer to American rule. They expressed dissatisfaction only with conditions under Colonel Logan, former British administrator. Col. Teie, his successor, concurred with them and gained their confidence.

Native chiefs of Western Samoa, under British rule, were reported early in March as dissatisfied with the British administration. They were reported as favoring a transfer of the islands of Upolu and Savaii to American jurisdiction. The agitation followed the influenza epidemic which exacted a heavy toll of lives in the British section, but did not reach American territory, which was quarantined against it with great strictness.

BOERS AT NEW YORK EN ROUTE TO LONDON

Will Lay Before British Gov't and Peace Conference Their Right to Self Determination in Setting up a Republic.

New York, April 1.—The Dutch South African Boers arrived here today from Capetown, South Africa, on a delegation of Boers en route to London and the peace conference for the purpose of stating the case of the British government and the Paris conference their right to self determination in setting up a republic.

The envoys had planned to leave South Africa on the steamship Durban Castle but were obliged, it was said, to postpone their departure owing to the refusal of the British crew to sail with them. Later the commander of the British cruiser Minerva offered to take them, but the Boers decided to use the Dutch vessel.

RY. COMMITTEE ADOPTS NEW POLICY

Companies Having Charters Will be Compelled to Pay Certain Amount of Work Each Year.

Ottawa, April 1.—Hon. J. D. Reid, presented to the railway committee of the commons, today, a policy designed to compel companies holding charters to construct their lines. He proposed that during the year the companies should grade and provide ties for 25 miles. At the end of the second year 25 miles should be in operation, and 25 miles additional each year until complete. The Minister of Railways suggested that a clause of this nature should be inserted in the charter of every railway company incorporated by the federal parliament.

ried on to some extent. Grand Manan mutton had made a name for itself. The island of Grand Manan in the raising of sheep possessed an advantage which no other part of the province had, in the fact that sheep could feed themselves at all seasons of the year. The same was true of some of the outlying islands and on them there was no dog problem for there were no dogs. On Grand Manan dogs caused some trouble. He also would call the attention to the honorable Minister of Agriculture in the possibilities of fruit raising. D. I. Martin of Deer Island owned an orchard containing some hundreds of trees, and had taken numerous prizes at fruit shows. Orchard, he believed, could be further developed. He had presented these facts to the attention of the honorable minister. The people were not educated to the advantages of farming and did not interest themselves in it. Another possibility existed in the islands that sheep-raising which already was car-

PUBLIC ACCOUNTS COMMITTEE HELD SNAPPY SESSION TUES.

Mr. Pinder Had Government Members of the Committee on the Anxious Seat as He Continually Brought to Their Attention the Largely Increased Expenditures.

Special to The Standard.

Fredericton, N. B., April 1.—The public accounts committee met today with Mr. Magee in the chair and took up the auditor general's comparative statement by years.

Mr. Pinder pointed out that the wild lands tax and forest fire protection tax for 1917 and 1918 had been lumped together and added to the revenue receipts for 1918. That made an addition to the revenue of \$14,000.

Mr. Magee—God knows we need all the money we can get.

Mr. Pinder—If you had ten times the money you would spend it.

Mr. Magee said Mr. Pinder even wanted free school books and more pay for teachers.

Mr. Pinder—Well, it wouldn't hurt to pay the small sum needed for school books. As for teachers, they can make the district pay higher salaries. That is what they do in my district.

Mr. Jones pointed out that the motor vehicle license fees had increased from \$4,046 in 1911 to \$90,188 in 1918.

Mr. Magee—We ought to get \$110,000 or \$120,000 from this service this year.

Mr. Pinder remarked that, with all the increases in revenue, the surplus claimed by the government at the first of the year had disappeared. "You did not believe your own auditor," he said, "and had to bring in an outsider to set you right."

Mr. Magee—"He didn't set us right."

Mr. Pinder—"No, he could not set you right, but he showed you where

you were. He found you had a big deficit."

Mr. Pinder said there had been an extensive increase in expenditures of the public works department, rising from \$349,849 in 1916 to \$562,249 in 1918. The comptroller general said C. P. R. owed the province \$8,000 on account to Southampton Railway earnings, but objected to paying it on the ground that they had a claim against the road. However, he thought the province would get the money. Public health expenditures last year were \$25,070. Over \$2,000 were spent for vaccines. The chief of laboratories was paid \$2,500 salary for six months, and laboratory equipment cost \$2,929 and the provincial sanitary survey cost \$323. The various items were passed, but not before Mr. Legeve had assured the audit was correct. Amounts due the provincial hospital from municipalities on October 31, 1918, totalled \$22,149.

Mr. Legeve—Why are the municipalities not compelled to pay up. The comptroller general said some municipalities were slow about paying their just debts.

The statement on the school book business showed a loss on transactions for the period of eleven years of \$18,118, and for year 1918 of \$4,238.

Mr. Legeve—Don't you think, Mr. Pinder, that with our new system, keeping school books out of politics, we are doing better.

Mr. Pinder—You're trying to keep them in politics.

treaty, it is said, will be handed to the Germans at some town further from Paris as has been the rule, with other conventions since the armistice.

Only the final session at which signatures will be exchanged, it is declared, will be held at Versailles.

Paris, April 1. (Havas).—Notwithstanding the delay in reaching an agreement on the preliminary peace treaty, Premier Lloyd George, the Paris edition of the London Daily Mail says, does not intend to return to England before the questions are adjusted in spite of his desire to attend the closing meeting of the British labor conference.

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LLOYD GEORGE TO REMAIN AT PARIS TO THE FINISH

In Spite of His Desire to Attend Labor Conference He is Determined to See Peace Matters Adjusted.

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