

LOCAL LEGISLATURE

FREDERICTON, March 16.—The public accounts committee met this morning, with Mr. Osmun in the chair. Mr. Morrison brought before the committee the account of W. D. Clark of Charlotte county in reference to an amount disallowed of \$18.90. Mr. Morrison wanted to know why commission was paid on a man's own work. The account of Wm. P. Barker about the expenditure of \$58.24 for lumber where the quantity was not given was referred to.

The secretary read the duty of the supervisors of great roads not referred to commissions, and it stated that a commission should not be given on a man's own work. The committee discussed vouchers and produced one where deals were purchased and no amount was to the number of feet were given.

Mr. Morrison claimed that the vouchers were not made out by the public accounts committee since 1895 and the system is the same as ever it was, and a change must be made in order to alter the case.

Mr. Smith—The duty of the supervisor is to make out accounts and make them out correctly. Mr. Young—If you think there is anything wrong about this voucher, why not send for the supervisors? Mr. Morrison—You see the stand Mr. Young takes. He thinks they are doing as correctly and as well as they know how.

Mr. Smith—We have a bill here for \$124 for lumber, but it does not state how much lumber was purchased. No man will pay out money unless he knows what he is paying for.

Mr. Morrison—The law calls for quantity and quality of lumber, and these vouchers do not call for the quantity, and I think the returns are incorrect.

Mr. Smith—It is possible that a supervisor will take an oath as to how work done and quantity of lumber used and paid for, but he does not know how much has been used.

Mr. Young—I believe the account is right because it is presented. Mr. Morrison—You have a voucher drawn by a supervisor that everything is correct, and there is nothing relating to quantity or quality of lumber here. I do not say that the supervisors have done wrong, but I do say that some of the returns are very unsatisfactory. The vouchers are all wrong, or less wrong and some very wrong.

Mr. Smith—It is an easy matter to find fault, but I think the commission should not be paid and men should not have commission for their own work. The premier stated that the supervisors should specify the quantity and make a full statement.

In the matter, rather warm discussion being had, the committee will meet again tomorrow. A delegation from Stanley, headed by Mr. Moore, also the Board of Trade, Frederickton Mayor and other members of the Frederickton city council, waited on the government at noon today to have York and Carleton county railway extended five miles to the lumber woods.

FREDERICTON, N. B., March 16.—The house met at three o'clock. Mr. Copp presented the report of the committee on standing orders, which drew the attention of the members to the necessity of having the notice of publication of bills properly certified before coming before the committee.

After some discussion Mr. Robertson said that he had no desire to raise a question, but he understood that one of the bills referred to was in charge of Mr. Hill which was in his charge. It had been customary to attach to the bill a copy of the advertisement and the same had been followed this year as last year.

Mr. Copp thought the member for St. John had misunderstood him. It was not his intention to demand a sworn affidavit. Any member who became personally responsible, if the rule had been complied with the committee would accept his statement. As the bill referred to was one that related to taxation and was likely to be opposed, it was very desirable that it should be started right.

Mr. Burns introduced a bill to incorporate the Bathurst Electric and Water Power Co. Mr. Jones presented the petition of the town council of Woodstock in favor of bill amending the act relating to that town. Mr. Lantulum presented the petition of the city of St. John in favor of a bill to ratify their agreement with the Dry Dock company.

The legislature desired to throw an additional burden on the municipalities. The present system of collecting the same manner as at present, only the tax will be smaller.

Mr. Fleming—In some parishes that I could name this road tax will be about equal to the whole amount now levied for county purposes.

Mr. Tweedie—The system of assessment is not altered, but more money was obtained from the municipalities. They will have the more benefit. The point is, are we right in making this poll tax a dollar and ten cents for each \$100 of property? If we are right the money will be collected in the ordinary way. If it is right to put a money tax on the people there can be no harm in collecting it in the ordinary way.

Mr. Tweedie—The exception taken by the member for Carleton would only reduce the money collected by the percentage of cost of collecting it, and not make it necessary to pay for its collection out of the county contingent fund.

Mr. Hazen—With regard to the amount of money to be expended, is the responsibility for expending the money on the superintendent? Mr. Hill—The superintendent will expend the money as he is ordered by the public works department.

Mr. Fleming—How will the money be divided? Mr. Hill—Each superintendent will be required to report as to the needs of his district, and the chief commissioner will decide as to the amount required. This resolution applies to the government.

Mr. Hazen—The money will remain in the county treasurer's hands to the credit of the parish until it is needed. The by-road money, amounting to \$70,000 a year, will be in one fund, and the department will divide it as the needs of each county require.

Mr. Clarke—On what basis is the money now divided? Mr. Hill—It is divided on an old system which has been long in operation, but which I do not think is just. We desire to divide the money in a manner more equal to the several counties.

In section 46, providing for winter roads, being read. Mr. Morrison said he did not see why they should not be looked after by the superintendent in the same manner as summer roads.

Mr. Burns agreed with this view, and said if the system was changed it would throw the burden of clearing the roads open on a few people, some being at work in the woods.

Mr. Hazen said it was quite as necessary to have improved roads in winter as in summer, and if the law remains as it is there will be no improvement. He said in many places the law is now a dead letter, and that the whole burden of keeping up winter roads is thrown on the municipalities, although the entire control of the roads is taken out of their hands.

Mr. Hill—The bill proposed would divide the control of the roads between the municipalities and the government. Mr. Hill—This is no doubt one of the most important sections in the bill. He was afraid that if the superintendent had to keep the winter roads there would be very little left for summer roads. There might be a three days' work on winter roads, but after that the superintendent could pay for any additional work that was required.

Mr. Smith—As the principal of the bill was against the continuance of statute law, the only proper way was to have this work done by the superintendent. The same machinery that repaired the roads in summer could keep them open in winter.

Mr. Tweedie thought the system of calling men out to break roads in winter was an antiquated system and should not be continued. He would retain one-third of the road fund to be expended on winter roads. There would be available at a trifling cost by means of which the roads could be kept open. He thought also that provision should be made for properly repairing the machines used on the roads.

Mr. Hill—The bill was rather inclined to agree with the member for Victoria that it would be best for the superintendent to take over the winter roads. He did not think the present law was satisfactory.

Mr. Hill could hardly agree with the idea of devoting so large an amount to winter roads. In Charlotte there was only danger from drifts about two months in the year and it must be remembered that while the money expended on winter roads had only a temporary effect, that on summer roads was permanent.

Mr. King agreed with the member from Charlotte and thought that it would be impossible for the superintendent to attend to all the roads in a large parish such as Sussex. It would take all the money that was available to keep the roads open. The matter was referred to the superintendent, no man would claim the road should be kept open for his convenience.

Mr. Tweedie—My opinion is that one-third of the fund collected should be expended on winter roads. It is not my desire, however, to increase the tax, but the people are clamoring for better winter roads. I think two-thirds of the fund expended on repairs will do more good than statute law.

Mr. King—I would like to have some definite knowledge in regard to how much one-third of the fund would be. I know in my county this method would not be successful. No one superintendent in a parish could look after the breaking up of roads unless the country is thickly settled. In winter it is highly important to have the work done immediately, whereas in summer it is not.

Mr. Tweedie—I think a superintendent should clear out ten miles of road in a day with a snow plow. Mr. King—I am satisfied they could clear five miles a day through the Kings county roads.

Mr. Morrison—It is doubtless the object of the act to provide better roads and I think it would be well to put the superintendent in charge of the roads for the whole year, in winter well and they will do efficient work. There ought to be a provision made for the opening of roads through the fields in winter.

Mr. Osmun—The government might consider the propriety of taking measures to have the old fences replaced by wire ones, which would prevent drifting.

Mr. King—The present system of keeping open the roads is highly satisfactory and should not be changed. There is no complaint at present and I feel sure the people would oppose a change.

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stri under 14 years of age shall be employed in factories. There is but one exception, and that is in the case of a child who is healthy and the condition of his parents render it absolutely necessary that he should be permitted to work in a factory.

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million feet of round lumber to be sawed at the mills at VanBuren, and that 5,000,000 feet of wood were manufactured in the United States.

Mr. Fleming—It also runs through the crown lands. In regard to shingles we have a duty of three cents a thousand on shingles going into the United States. One thousand feet of cedar will make about eight thousand shingles.

Mr. Tweedie—If this resolution was carried, would not the Americans increase the duty on our shingles? Mr. Fleming—No, they would not change their tariff for so small a matter. A great deal has been said about pulp mills, but if this wood is allowed to go into the American market it will be putting a premium on the American mills and destroying our own.

Mr. Hill—Does not the United States government discriminate in respect to pulp? Mr. Fleming—There is no discrimination against Quebec because of the penalty imposed on pulp wood which is exported from Quebec to the United States. It is not my intention or desire to hurry the act, but it will be ample time for its consideration by the House.

FREDERICTON, March 17.—The house met at three o'clock. Mr. King presented the petition of the municipality of Kings county in favor of a bill to exempt the Sussex Packing Co. from taxation.

Mr. Robertson introduced a bill to amend the act relating to the incorporation of the city of St. John and the Imperial Dry Dock Co.

Mr. Burns presented the petition of the Gloucester County Paper Mills Co. Mr. Jones introduced a bill to amend the act relating to Woodstock.

Mr. Smith presented the petition of the Free Baptist Missionary Society in favor of a bill to amend the act relating to the incorporation of the city of St. John and the Imperial Dry Dock Co.

Mr. Jones presented the petition of a number of residents in Carleton county, asking that the highway act be amended so that the highway act should apply to the roads in winter.

Mr. Hill—The bill proposed would divide the control of the roads between the municipalities and the government. Mr. Hill—This is no doubt one of the most important sections in the bill.

Mr. Hill—The present system of keeping open the roads is highly satisfactory and should not be changed. There is no complaint at present and I feel sure the people would oppose a change.

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brought within reach of VanBuren. We are, therefore, face to face with all these conditions, and while we cannot impose an export duty, surely we ought to make an effort to prevent our crown lands being used to build up the industries of the United States. The government of Ontario has provided a similar remedy to preserve its own lumber for the use of its people. We had once an important lime industry in St. John which has almost been destroyed by the high duties placed on lime by the government of the United States.

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