

POTATO EXPORT MAY BE PROHIBITED

Government Bill in Legislature

Cut on Crown Lands to Be Manufactured in Canada

Not to Go Into Effect Till Act is Proclaimed—Supply Passing—Hospital "Open Door" Proposal Left With Municipality to Deal With.

FREDERICTON, April 5.—Rapid progress was made with supply today in the legislature. This evening when the items for roads and bridges were under consideration, Premier Hazen made the important statement that the government did not concur in the recommendation of the auditor-general that the appropriations for roads and bridges in each county should be separate. He gave as his reason, they were so closely connected that this could not be done with advantage.

The law committee met this evening to consider the St. John hospital bill, and decided not to recommend the bill, but advised that as the municipality bore much of the expense of the hospital, that the matter be referred to it.

Mr. Leger, of Westmorland, called the attention of the house to a misrepresentation of himself in the Times of Montreal, in connection with a bridge account in his county, contracted under the old government, with which he had nothing whatever to do except to act in an advisory capacity as a representative of his county.

Apart from supply there was nothing of interest before the house when in session, but the lobbies and committee rooms were crowded with lobbyists, principally from St. John, in connection with the hospital bill and dental act. An agreement was reached by the dentists to increase the registration fee to \$55.

Nothing new has developed in connection with the hydro-power bill except that representatives of fishing clubs on the lakes that will be affected by the dams have urged that the legislature protect the rights they now enjoy.

To Bar Export of Pulpwood.

Perhaps the most important bill introduced by the government was that of the Governor-General at an early hour this morning, with regard to the cutting of pulpwood on crown lands, making it necessary to manufacture it. This bill follows a resolution passed by the house last year to that effect, and is in line with a similar resolution passed by the Liberal convention in Northumberland in November, 1908, when John P. Burchill was nominated to contest the county in the bye-election. Hon. Mr. Grimmer's act will not come into force until proclaimed by the governor-in-council and applies only to new or renewed licenses.

The act provides that every mill license or permit conferring authority to cut, transport or softwood trees, shall not be given, suitable for manufacturing pulp or paper on the ungranted lands of the crown shall contain and be subject to the condition that all such timber cut under the authority or permission of such license or permit shall be manufactured in Canada, that is to say into merchantable pulp or paper, or into sawn lumber, wooden ware, or other articles of commerce or merchandise, as distinguished from saw spruce or other timber in its raw or unmanufactured state.

The section further states that the cutting of such spruce or other softwood trees, not being pine, suitable for pulp or paper into cordwood or other lengths is not manufacturing the same within the meaning of this regulation.

There are provisions for the enforcement of the regulation and also exempting such logs as may be required for fuel or building purposes.

The regulation applies to all licenses, or permits issued, whether for first time or in renewal of licenses or permits heretofore issued or granted, and the act comes into force when proclaimed by the governor-in-council.

St. John Hospital "Open Door" Hearing.

When the St. John doctors left for home all of them were somewhat in doubt as to the result of their representations before the law committee of the legislature today, with regard to the bill making the General Public Hospital open to all registered physicians.

The bill provided an amendment to the act of 1890, providing for the establishment and maintenance of a hospital, which would allow all physicians the right to visit, attend, prescribe for and direct the medical or surgical aid attendance or treatment of any private or paying patient in the institution. Also the right to use the operating rooms and apparatus belonging to the hospital.

A penalty of \$50 was also provided to be imposed upon any one who should hinder or prevent any physician from attending his patient, or using the operating room and apparatus of the institution.

The opposition to the bill was of a most strenuous character and all the morning and part of the afternoon was taken up by the committee listening to the arguments pro and con.

In brief, the chief objection seemed to be that such a bill should have originated with the municipality and not from physicians. It was pointed out that St. John hospital had been conducted by a few physicians who were determined to shut out all who did not come within their friendly circle.

Some members expressed the opinion that the provisions of the amendment were too broad and are evidently not inclined to permit any doctor the use of the hospital operating room of the St. John hospital had been conducted by a few physicians who were determined to shut out all who did not come within their friendly circle.

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to give medical attendance to their patients while in private wards of the hospital, but did not think this should extend to the surgical department. He says that the hospital commission had the application of the physicians under consideration and was obtaining information as to practice in other hospitals when the bill to amend the act was sent to the legislature.

Commissioners Walker, Christie, Kelley, Curran and Lee were here to oppose the bill, while Drs. Lunney, Pratt, Corbett, Hetherington and E. P. Raymond supported it.

Bills Introduced.

FREDERICTON, N. B., April 5.—The house met at 9 o'clock.

Hon. Mr. Morrissey presented a petition in favor of a bill relating to the town of Newcastle.

Mr. Hetherington introduced bills to amend the acts incorporating the Southwest and Upper Southern River Driving Companies. Mr. Munro introduced a bill to incorporate the Harland Electric Power Company.

Mr. Robinson introduced a bill to further amend the schools act in the case of Moncton.

Hon. Mr. Hazen introduced a bill to incorporate the Life Underwriters' Association of New Brunswick.

Mr. Bentley arose to a question of privilege. He said he wished to refer to the St. John Standard today, in which Hon. Mr. Morrissey was reported as having read a letter in the house yesterday stating that "it would cost the province \$45 to repair the damages done the bridge by Messrs. Bentley in the space of two days." He wished to characterize that statement as untrue.

Hon. Mr. Morrissey—That's what the letter states, and it is from a gentleman in your own locality.

Mr. Bentley was going on to say that he would pay the expenses of the chief commissioner to go down and visit the bridge when there were cries of "Order!"

Mr. Tweeddale gave notice of inquiry respecting the survey for a bridge across the Tobique river.

Mr. Upham gave notice of inquiry regarding Poley bridge, Queens county.

The house went into committee on supply.

On the item of \$2,000 for the dairy school, Hon. Mr. Fleming said the appropriation was larger than usual to provide for repairs to the building.

On the item of \$100 for farmers' institutes and educational work, Hon. Mr. Landry said to Mr. Copp that the department of agriculture always wrote to the agricultural societies and asked as to what subjects members wished discussed at meetings and the department acted in accordance with the information thus secured.

On the item \$800 for the Maritime Stock Breeders' Association, Mr. Copp asked if some arrangement could be made to have this amount placed so as it would be available, especially to New Brunswick exhibitors at the New Brunswick exhibition now getting money in prizes than the amount of the grant given by the province. The exhibitors from this province were moving very successfully at the winter fair.

On the item \$750 for salt storage, Hon. Mr. Fleming said to Mr. Sweeney that the amount was a renewal of the annual grant of \$750 for salt storage at St. John, Sussex. The assistance was renewed for one year, but whether it would be continued for more than a year would be decided by the Controlling Officer.

Mr. Landry, in reply to Mr. Bentley, said that the province was also paying \$400 on the bonds of the cold storage company at Woodstock in order to have the business carried on there.

Hon. Mr. Hazen, in reply to Mr. Robinson, said that it was unfortunate that the Canadian Pacific Railway Company had taken over the cold storage plant at St. John. Although the business had not been a paying venture, the province was protected against becoming liable for the \$80,000 bonds guaranteed by the province.

On the item \$4,000 for horticulture, Hon. Mr. Landry, in reply to Mr. Bentley, said it was hoped to be able to reduce the price of fertilizers twenty per cent. A plant was being established to manufacture fertilizer at Sydney (N. S.) to manufacture fertilizer from slag from the steel works.

Mr. Sweeney said the reduction plant at Gloucester was converting hundreds of tons of dogfish into excellent fertilizer and hundreds of tons were shipped annually to the United States. He would suggest that the commissioner of agriculture should inspect the plant with a view of further extending it.

Mr. Tweeddale thought great benefit would accrue if the farmer's government would take steps to have the price of fertilizer reduced. The province was especially adapted to potato production and potatoes could not be raised to any extent without the aid of fertilizer. Many farmers bought large quantities of fertilizer each year and it would be a great benefit to them and others who intended going into the potato raising to have the supply increased and the price reduced. Fertilizer cleared the land of weeds and improved productiveness of the soil. Most of the fertilizer imported was from the United States and the department of agriculture could do nothing better for farmers than give them an ample supply of fertilizer at a reasonable price. With the high price now prevailing in the United States markets for potatoes, our farmers would reap great profits by selling their product there.

Mr. Leger (Westmorland) thought they should pay attention to the fertilizer question and endeavor to give the farmers cheaper fertilizer.

Hon. Mr. Hazen, in reply to Mr. Robinson, said he thought it wise to encourage breeders. They would sell the stock imported from Ontario on the 12th inst. It was a fine young and middle aged men from the same time to sell any stock which the breeders might wish to dispose of. The government would pay the advertising and organizing expenses in connection with the sale.

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On the item of \$400 for assistance to scholars attending agricultural colleges, Hon. Mr. Fleming said he regretted that the department at the present time was not attending short courses at Truro Agricultural College under the favorable conditions offered. He asked the members to interest themselves in securing a larger number of persons from this province to attend the courses.

On the item of \$3,000 to provide for agricultural products, Hon. Mr. Fleming, in reply to Mr. Leger (Westmorland), said that the amount was largely expended in

aiding the potato warehouse at St. John. He wished to explain that the province of New Brunswick had not thought it wise to support a warehouse when Canadian shippers were buying United States potatoes and shipping them from St. John. This had been done by the province, and such potatoes paying two cents more per barrel.

Mr. Leger said a great many potatoes were shipped from St. John and the province should establish a warehouse at Shediac as well as at St. John.

On the item of \$5,000 for exhibitions, Mr. Byrne asked if some arrangement could be given of assistance toward holding an exhibition in Bathurst during the coming year.

Hon. Mr. Fleming said the matter would be carefully considered, but he did not know whether a grant could be made this year owing to the fact that it was exhausted to meet the grant.

After recess adjourned.

On the item of \$1,000 for school houses in poor districts, Mr. Copp thought the amount should be increased since the object was so desirable. An endeavor was made to distribute the printing of the various reports to printing concerns all over the province.

On the item of \$12,000 for steam navigation, Hon. Mr. Sweeney asked if the amount included an appropriation for Gloucester Navigation Company.

Mr. Robinson said the way in which the money was to be distributed was left with the department of public works.

On the item of \$25,000 for roads and bridges, Mr. Robinson asked if there was any division of the money so that there would be a certain amount for the roads and a certain amount for the bridges.

Mr. Fleming said there was a proper subject for discussion whether the division should not be made. He had heard it argued that the amount for each county should be determined by the number of roads and bridges in the county.

Mr. Robinson said his county got no more than it deserved and probably not as much. He wished to refer to the matter of Hollow Creek bridge, which the commissioner had referred to yesterday, and the impression was that the chief commissioner had charged Mr. Leger with having received a commission on the cost of construction. He had examined the books in the department to-day and had found that only \$36 commission had been paid and not over \$100, as stated by Hon. Mr. Morrissey, and that the commission had not been paid Mr. Leger.

Hon. Mr. Morrissey said he also had examined the books and found that the commission paid was considerably more than \$36. In fact it really amounted to over \$84.

Mr. Leger said he wished once more to state that he had received no commission on the construction of any bridge. He was willing to have the matter fully investigated and would agree that the premier and leader of the opposition might do so. He would agree to make a report back to the house.

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the staff were being worked to their capacity at the moment. He had arranged, today with Thomas Malcom to make a trip over the International Railway in a short time and make an inspection of the provisions made for protection of forest from fire.

On the item of \$13,800 for printing, Mr. Bentley asked if the work was put out by tender.

Hon. Mr. Fleming said most of the printing was of such a nature, such as pamphlets, that it could not practically be put out to tender, but all such printing should be reported by tender.

Hon. Mr. Fleming, replying to Mr. Robinson, said that the lowest tender was always accepted. The government selected the best newspaper, and asked them to put in tenders. An endeavor was made to distribute the printing of the various reports to printing concerns all over the province.

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DROPS LOYALTY TALK IN RECIPROCITY DEBATE

FINE ADDRESS ON PRISON REFORM

Hon. W. J. Hanna Addresses Canadian Club on Important Subject

How it Has Worked in Ontario—The Great Advantage of the Prison Farm—Reforming Wayward Girls—G. A. Henderson Refers to the St. John Chain Gang.

Prison Reform, as worked out in Ontario, was the subject of the address by Hon. W. J. Hanna before the Canadian Club last evening, and his remarks were listened to with much interest. Hon. Mr. Hanna outlined the prison farm as a means of reformation for the young and the placing of wayward children and young girls in good homes throughout the province. The great advantage of the prison farm, he said, was the fitting of the prisoners to go to work directly on their release. Since the farm was started in 1910, 474 men had been working there when their term expired and a very large proportion had made good.

George A. Henderson, president of the club, was in the chair and after the usual luncheon at 6:15 o'clock, introduced the speaker.

Hon. Mr. Hanna first told of the foundation of the central prison in Toronto for the purpose of relieving the county jails.

Mr. Rhodes (Amherst) declared there had been recently an abnormally large number of accidents on the Intercolonial railway. It was rumored that within the past few days there had been a dispute with the traffic manager of the road by employees who held their departments were undermanned that the rolling stock and roadbed at a standard which would in any case be as possible secure travelers and employees from accident.

Mr. Graham Denies the Charge.

Hon. Mr. Graham replied that he had heard no rumor of trouble with the traffic manager. He would not admit that there were more accidents on the Intercolonial than on other railways, but it was a recognized fact that an accident on a government road got ten times more prominence in the press than did accidents on private lines. On the Intercolonial every accident was widely reported. On private owned lines, which controlled their own telegraph systems, no accident was heard of unless it resulted in loss of life.

There were many accidents, without fatalities, on the C. P. R. and Grand Trunk as on the Intercolonial. The public heard of them. Every accident on the Intercolonial was carefully looked into and studied for the purpose of learning what precautions might be adopted to prevent a recurrence.

While on this subject, the minister said he desired to say something about the purchase of supplies, which he would like members to keep in their head. He had been criticized for not always accepting

when I ask for it. If I were paid and then with my hair cropped short I would not find a vacancy."

Talking with the men had brought about a change in the whole system of management. The men on the farm gave as their reason for not trying to escape, the absence during the day of the fear of the locked door, and the solitary confinement. There was no more sentiment about the reform idea because the man who violated the law had to pay the price, but if he could pay it and be the better for it, it was not his sentiment.

The new prison had been planned with 200 cell block, 65 per cent corridor where the men slept on rows of bunks, and 15 per cent cell rooms. Into these latter the

men were allowed to go after some months having a room to themselves and the door never locked. This took away something of the hardened feeling before the prisoner was sent into the work and again temptation was not so great at the outset.

Hon. Mr. Hanna was frequently interrupted by applause during his address and at the close he was given an ovation. Mr. Henderson expressed the appreciation of the members and referred to the deplorable conditions existing in St. John, in Amherst, and in other places where men made in the chain gang and from work was a distinct blow to their manhood. It seemed to him that these men could never recover their self-respect.

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Andrew Brodeur Hits His Tory Col-leagues Hard on Their Flag Waving Tactics

Comments Messrs. Fielding and Paterson for Their Good Bargain, But It Doesn't Exactly Suit Him—Hon. Mr. Graham Denies That I. C. R. Has More Accidents Than Other Roads, But Their Smashups Get More Publicity Than on Company Lines.

Ottawa, April 5.—The commons today got back to the reciprocity debate after an interlude of two weeks devoted principally to the passing of supply.

George Bradbury, Conservative member for Selkirk, Manitoba, resumed the debate, arguing for two hours, first that the government had not gone far enough in its tariff reductions, and second that the agreement went too far and placed Canada at the mercy of the United States.

Ralph Smith, of Nanaimo, followed in a logical defence of the agreement from its economic aspects.

Quebec Bridge Contract.

Mr. Graham announced to the house that the contract to erect the superstructure of the Quebec bridge had been awarded to the St. Lawrence Bridge Company. The cost will be \$8,600,000, and the bridge is to be completed by Dec. 31, 1915.

Mr. Jameson (Digby) inquired if in view of the reciprocity understanding, the dominion would continue to give bounties to Canadian fishermen and if the United States, under the agreement, could grant similar bounties to American fishermen.

Mr. Brodeur replied that under the law the bounties to Canadian fishermen must be continued, and Mr. Fielding added that there was nothing in the reciprocity agreement but what appeared in the text, and that any question, such as that raised by Mr. Jameson respecting bounties, would have to be discussed with the American authorities when it arose.

I. C. R. Accidents.

Mr. Rhodes (Amherst) declared there had been recently an abnormally large number of accidents on the Intercolonial railway. It was rumored that within the past few days there had been a dispute with the traffic manager of the road by employees who held their departments were undermanned that the rolling stock and roadbed at a standard which would in any case be as possible secure travelers and employees from accident.

Mr. Rhodes thought it the duty of the government to send a committee to investigate the management maintained its rolling stock and roadbed at a standard which would in any case be as possible secure travelers and employees from accident.

Mr. Graham Denies the Charge.

Hon. Mr. Graham replied that he had heard no rumor of trouble with the traffic manager. He