

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1995

Technical and Bibliographic Notes / Notes technique et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations / Planches et/ou illustrations en couleur
- Bound with other material / Relié avec d'autres documents
- Only edition available / Seule édition disponible
- Tight binding may cause shadows or distortion along interior margin / Le reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.
- Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments / Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modifications dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir le meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleur image possible.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

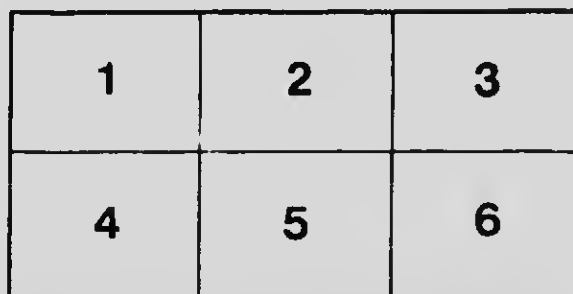
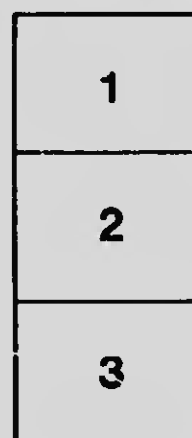
Nova Scotia Public Archives

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Nova Scotia Public Archives

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



1.45

1.50

1.56

1.62

1.68

1.75

1.80

1.88

1.95

2.00

2.05

2.12

2.25

2.35

2.50

2.60

2.80

3.00

3.15

3.38

3.60

3.80

4.00

4.25

4.50

4.75

5.00

5.30

5.60

6.00

6.30

6.60

7.00



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 288 - 5989 - Fax

Progressive Government

IN

NOVA SCOTIA

DURING

Twenty-Nine Years

OF

Liberal Administration

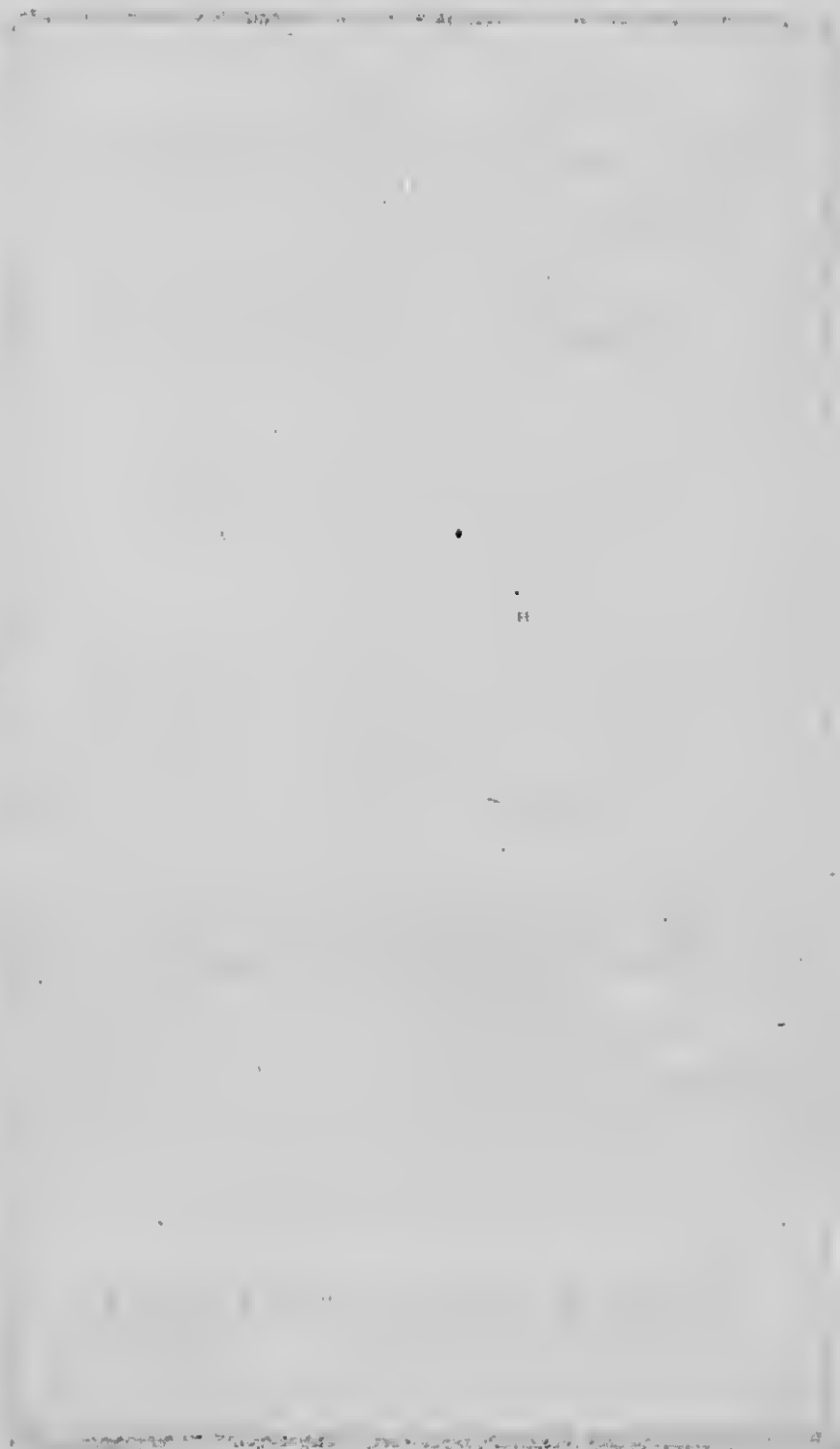
HON. PREMIER MURRAY

Reviews Splendid Record and

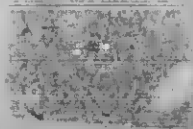
Outlines

The Liberal Policy

VF
Vol. 6
17



Form 1041-1 (Rev. 1-1-60)
Page 2 of 2



1775-1170

THE MURRAY GOVERNMENT HAS A SPLENDID RECORD OF ACHIEVEMENT.

**29 YEARS OF PROGRESSIVE GOVERNMENT IN NOVA SCOTIA,
GIVEN BY LIBERALS.**

**PROVINCIAL REVENUE IN 1882, \$541,729; IN 1910,
\$1,592,363.**

**LIBERAL GOVERNMENT SECURED INCREASED DOMINION
SUBSIDY OF \$177,659.**

**COAL PRODUCTION IN 1882, 1,000,000 TONS; IN 1910,
6,000,000 TONS.**

**VALUE COAL PRODUCTION, 1882, \$2,048,000; IN 1910,
\$15,675,000.**

**MEN AND BOYS IN COAL MINES, 1882, 4,300; IN 1910,
17,900.**

**IRON AND STEEL PRODUCED IN 1882; IN 1910 VALUE
IRON AND STEEL \$10,116,000.**

**\$8,500,000 PAID DIRECTLY AND INDIRECTLY IN WAGES
YEARLY TO PRODUCE IRON AND STEEL. 80,000 PEOPLE GET
THEIR LIVING DIRECTLY OR INDIRECTLY FROM STEEL.**

**TONNAGE OF STEEL PRODUCED IN THE PAST 5 YEARS,
1,862,513 TONS; VALUE \$45,561,645.**

**\$44,457,494 EXPENDED IN LAST 15 YEARS ON CONSTRUCTION
AND DEVELOPMENT OF IRON AND STEEL PLANTS AND COAL
PROPERTIES.**

**LIBERAL POLICY HAS AIDED CONSTRUCTION OF 414 MILES
OF RAILWAY IN LAST 10 YEARS.**

**PREMIER MURRAY SUCCEEDED IN GETTING FEDERAL GOVERNMENT
TO BUILD MUSQUODDIBIT AND GUYSBORO RAILROADS,
WITHOUT COST TO PROVINCE.**

**850 LARGE IRON AND STONE BRIDGES BUILT SINCE 1882.
PROVINCIAL GOVERNMENT PROVIDES FOR UPKEEP AND
REPAIR OF ALL SMALLER BRIDGES WITHOUT EXPENSE TO MUNI-
CIPALITIES.**

**\$159,376 WAS AMOUNT OF GRANT UNDER CONSERVATIVE
GOVERNMENT FOR ROADS AND BRIDGES; IN 1910 GRANT IS
\$459,007.**

**INCREASED YEARLY EXPENDITURE, UNDER LIBERAL GOVERNMENT,
ON ROADS AND BRIDGES, NEARLY \$300,000.**

**IN 1906, UNDER MUNICIPALITIES, 18.6 P. C. OF ROAD
GRANT WENT FOR COST OF ADMINISTRATION. IN 1910 UNDER
GOVERNMENT ROAD ACT, ONLY 10.8 P. C. WENT FOR COST OF
ADMINISTRATION AND 89.2 APPLIED TO ROADS AND SMALLER
BRIDGES.**

IN LAST THREE YEARS GOVERNMENT PUT IN 800 CULVERTS OF VITRIFIED AND CONCRETE PIPING AND RENEWED 20 SMALLER BRIDGES IN CONCRETE.

IN LAST 3 YEARS GOVERNMENT EXPENDED \$15,000 PURCHASING ROAD MAKING MACHINERY.

LIBERAL GOVERNMENT WILL EXPEND FROM CAPITAL ACCOUNT WHAT IS REQUIRED TO CARRY OUT GOOD ROADS POLICY.

EXPENDITURE WILL BE MADE ON ADVICE OF EXPERTS.

LEADER OF OPPOSITION IN HOUSE ADMITTED GOVERNMENT'S ROAD ACT SOUND IN PRINCIPLE.

THE MURRAY GOVERNMENT HAS REDUCED COST OF SCHOOL BOOKS; OTHER REDUCTIONS WILL FOLLOW.

LIBERAL GOVERNMENT INCREASED GRANT TO TEACHERS IN 1907.

LIBERAL GOVERNMENT PROVIDED PENSIONS FOR AGED TEACHERS.

EXPENDITURE EDUCATION LIBERAL GOVERNMENT 1910, \$377,120; EXPENDITURE EDUCATION 1882 UNDER CONSERVATIVE GOVERNMENT, \$156,508.

MURRAY GOVERNMENT ESTABLISHED SYSTEM OF TECHNICAL EDUCATION, FIRST IN AMERICA.

1,432 YOUNG MEN RECEIVED SPECIAL TRAINING IN EVENING, COAL MINING AND ENGINEERING SCHOOLS IN 1910.

GOVERNMENT ESTABLISHED AGRICULTURAL COLLEGE AT TRURO.

IN 1882, 87 AGRICULTURAL SOCIETIES; IN 1910, 187 AGRICULTURAL SOCIETIES.

GREAT IMPROVEMENTS HAVE TAKEN PLACE IN LIVE STOCK IN PROVINCE.

GOVERNMENT ESTABLISHED EXPERIMENTAL FRUIT FARM AT KENTVILLE.

GOVERNMENT ESTABLISHED DEPARTMENT OF INDUSTRIES AND IMMIGRATION.

GOVERNMENT HAS PROVIDED GENEROUSLY FOR CARE OF SICK AND AFFLICTED.

NINE LOCAL HOSPITALS ASSISTED IN TOWNS OF PROVINCE.

GOVERNMENT ESTABLISHED PROVINCIAL TUBERCULOSIS SANATORIUM AT KENTVILLE.

VICTORIA GENERAL HOSPITAL PLACED UNDER INDEPENDENT COMMISSION.

LIBERAL GOVERNMENT PROVIDED BOARD OF PUBLIC UTILITIES.

GOVERNMENT PASSED ADVANCED TEMPERANCE LEGISLATION.

TORIES LEADERLESS AND POLICYLESS.

Premier Murray Tells the Story of Successes Under Liberal Rule.

The Government's Achievements Reviewed in a Stirring Address at the Convention of Pictou Liberals.

In an address at the Liberal nomination in Pictou County on April 17th, Premier Murray dealt fully with the various phases of Provincial Government. After congratulatory references to the nomination of Messrs. MacGregor, MacKay and MacKenzie, he said:—

TORIES AVOWEDLY HOSTILE.

Wonder is sometimes expressed at the length of time which the Liberal Party have administered the affairs of this Province. In fact, our opponents submit the question of long rule as a matter of criticism. The real reason is to be found in the record of both political parties, and the fact that the Liberal Party have been entrusted with this confidence is only an evidence of the logic of our people. I have frequently said that time has justified the attitude of the Liberal party upon all the great issues which have for many years involved the attention of the Province. The opponents of the Government never took an optimistic and courageous view of questions which directly concerned the industrial development and increased revenue and of educational schemes which had for their end the advancement and betterment of our people. The electors have never had any choice. They were asked to place the administration of affairs in the hands of men who were avowedly hostile to their particular ambitions.

There could thus be but one answer. The verdict of the people in recent campaigns has been so decisive and emphatic in this Province where political parties are practically evenly divided, that nothing but the

gravest of reasons would have justified the result on the part of the people. Let me for a moment review the Government's record, and I think possibly this will best explain what I mean.

EXAMINE THE RECORDS.

The greatest asset we possess, for many reasons, is our coal mining industry. The efforts, from a Provincial standpoint, to give this industry a national pre-eminence, increasing our revenue, affording employment and business to more of our people, giving stability to the investment of capital and making possible the great steel industries of the Province, were openly and maliciously opposed by our opponents. The effort to obtain the Eastern Extension Award, which meant three-quarters of a million dollars to reduce our public debt, was only obtained despite their opposition by persistent struggle on the part of the Liberal Party for years. The increased Federal subsidy was won by the sole effort of our party. The establishment of our Agricultural College, which had for its basis the scientific education of our farmers and the giving to them advantages along educational lines equal to any

thing on the American continent; our splendid system of technical education affording opportunities to all classes of our people to become trained along technical lines; all these and other progressive measures of the Government never received the support of our opponents. Is it any wonder that Nova Scotians were impelled to vote against men who lack the courage and optimism to support legislative enactments which mean so much in promoting the welfare of our Province?

A LEADERLESS PARTY.

But this is not all. Even at this late date, when the electorate are again asked to renew our confidence the opponents of the Government are leaderless. This is not the result of accident. This, I understand, is the result of deliberate judgment. It is reasonable that the electorate of this Province should wish to know the man who is to become responsible for a future administration, if they decide upon a change. Is the campaign now soon to be entered upon to be only a guerilla warfare? The action of our opponents in this respect affords complete evidence of their insincerity. If they had any thought of succeeding and taking control of the Government, they would never dare to ask Nova Scotians to play the game of politics in the dark.

No self-respecting Province should be asked to place confidence in a party with an unknown leader. Whatever may be the faults and shortcomings of Liberal administration, the Liberal Party, through their leaders are prepared to take responsibility. The Conservative party of this province deserved better treatment, but even they be blamed for refusing to take responsibility when there is no person in authority or control.

Why should the opponents of the Government complain of long rule when they decline to submit the name of a man to the people in whose judgment or capacity they are expected to place their confidence? I submit this question to your judgment.

HONEST GOVERNMENT.

I have on several occasions claimed that the people of Nova Scotia have had honest Government. You are entitled to honest government, and perhaps no great measure of credit can

be taken for this. However, it must be in some measure of satisfaction to all Nova Scotians of both political parties to realize that in the affairs of this Province our public moneys have been honestly expended. I was forcibly reminded of this in the Legislature when I recently brought down our financial returns, which included large expenditures and then had the House vote the appropriations required for the coming year. No item in the entire expenditure already made, even to the smallest detail, was questioned, and no item in the proposed expenditure was in any way whatever criticised or challenged. Our annual expenditure giving detailed items, is open to the examination of every person in the province and it must be a matter of satisfaction to the people of Nova Scotia that our expenditure can be honestly accounted for.

In the House, day by day, questions are asked as to the expenditure in almost every County in the Province. But when the vouchers are brought down we never hear of criticism or censure. This surely must furnish testimony to the honesty of our administration, or is a reflection on the incapacity of our opponents. I assume in fairness to themselves they will grant the former.

Our temperance legislation for many years has been the subject of controversy. My view was that the advanced temperance men were too anxious for drastic legislation in advance of public opinion. Slowly, but surely, the Government made progress in its treatment of this question along lines, which I believe, met reasonable public opinion. The control of the liquor traffic has been a difficult question the world over, and I never assumed that we would not have the same difficulties in Nova Scotia as in other countries. However, it is a pleasing fact that we have the evidence of the most advanced leaders that the sincerity of the Government in dealing with this problem is not today questioned, and that if our people are not a sober people, and if the illegal sale of liquor is not suppressed, it is not the fault of legislative enactments.

INVITED SUGGESTIONS.

The Government have responded to practically all the claims put forward for advanced temperance legislation. In the Legislature during the last session I personally invited any suggestions or amendments which would make our Temperance Act more com-

plete and more effective. Now this Act today includes practically every provision which was suggested. I sincerely hope the Legislature has gauged public opinion rightly and that today it is the matured opinion of a large majority of our electors that the bar-room and liquor store outside of the city of Halifax must be closed, and that our legislative enactments for social reform in this respect will have the support of the country as a whole. The people have now no excuse to aid in defeating its own temperance legislation, and I hope that the advancement made in this direction during the past session will have the proper effect.

COST OF SCHOOL BOOKS.

Our opponents have made some criticism in respect to the cost of school books, and an effort has been made to show that the school books in the Province of Nova Scotia cost more than in some of the other Provinces. I admit that the people of Nova Scotia should have school books at their reasonable value and that those books should be of a character best suited for their educational needs. On the appointment of an Advisory Educational Board I felt that the question of school books, particularly as to their cost and quality, was a matter which could be well referred to this body. The Advisory Board is composed of perhaps the leading educationists in the Province regardless of their political sympathies. I personally asked these gentlemen to give the entire question their best consideration and the Government afforded them ample time and opportunity to examine into this question thoroughly and give us the benefit of their mature judgment.

NO LONGER AN ISSUE.

I regard the report upon this question as a particularly able one, and I think the average elector will have confidence in the judgment of these gentlemen. This report was brought down to the Legislature last winter and was made public through the press of this country, so that all the facts involved in this important question are authoritatively in the hands of the people.

The recommendations of these gentlemen have received the best consideration of the Government and have been, so far as they possibly could be, adopted by the Government

and will be put into effective force. The price of school books is no longer an issue in this Province, for I do not believe there is anything in this question which has not been effectively dealt with. I feel satisfied that the report to which I refer will commend itself to the judgment of any person who is anxious to know the facts. This report advises the continuation of the present readers in our public schools, for the reason that they are more suitable for our purposes than the set provided for the Province of Ontario.

ADVISORY BOARD'S REPORT.

If this were the opinion of partisans one might question their judgment, but as it is the opinion of gentlemen of educational standing and irrefragable integrity, I am satisfied that their opinion will have its proper value. This is the statement that the Advisory Board makes with reference to Readers:—

"The Board finds that previous to the resolution in the prices of School Books in New Brunswick and Ontario, the prices of Nova Scotia school books compared favorably with the prices of books prescribed for use in the other Provinces of Canada. The Committee appointed by the Government of Nova Scotia in February 1903, to prepare Readers for the schools of the Province, also having had prices quoted for publishing the books by all the leading publishers from Halifax to Toronto and by Nelson and Sons, Edinburgh, recommended that Messrs. Morang and Co., should publish the first three Readers and Messrs. Nelson and Sons, the other three. In this the Committee was guided entirely by two considerations, one of these being cheapness, and the other, ability to produce books in accordance with the Committee's specifications, both of which were carried out by the contracts made by the Government.

"The above Committee consisted of Dr. (now Archbishop) McCarth, Professor Walter C. Murray (now President of the University of Saskatchewan), Dr. Solomon, Principal of the Normal College; Supervisor McKay; Principals Law, Kempton, and Butler; and Inspector Macdonald, with the Superintendent of Education as chairman.

"As this series was specially prepared for the schools of Nova

PROGRESSIVE GOVERNMENT

Scotia the matter is distinctly better adapted to our schools than that found in any other series which we examined. Nos. 1, 2 and 3 of the series are admittedly superior in artistic excellence, and Nos. 4, 5 and 6, besides being more suitable for Nova Scotia as to their contents, are in every other respect fully as good as the corresponding Ontario books.

"The Board considers that the contract recommended by the above Committee and entered into by the Government for the Nova Scotia Readers, was the best that could have been made at that time, both as regards prices and length of contract; and in view of the merit of the present series of Readers, their special adaptability to our own Province, and their very reasonable cost when compared with that of Readers similarly produced and in use in other Provinces of the Dominion and in other countries, the Board does not see its way clear to recommend the breaking of the contract, but inclines to the opinion that it may be the wisest course to wait for its legal expiration."

MEN OF AUTHORITY.

This report deals with the first six books for use in our public schools, and is signed by William Cameron, Chairman, one of your own worthy citizens; by Burgess McKittrick, Secretary, Principal of Lunenburg Academy; Williard F. Kemptom, Principal of Yarmouth Academy; E. J. Lay, Principal of the Amherst Academy; A. G. Macdonald, Inspector of Schools, Antigonish; and Howard Murray, Professor of Classics in Dalhousie University. I think a perusal of these names will convince you that neither from the standpoint of partisanship or intellectual capacity are these gentlemen incompetent to express the deliberate opinion which I have quoted to you.

This Committee then goes on to make certain recommendations regarding books now prescribed, and suggests a number of new books to replace once now on the curriculum. It would seem that a number of these books will give our people better value and a better book than some of those now in use in our public schools.

GET THE BEST BOOKS.

Our opponents well knew that when this subject of school books was un-

der their criticism this whole matter was being investigated by our Advisory Board. Realising that change in the school books used in the public schools were properly unpopular with our people, we felt it our duty to await their report before deciding upon any changes. It will always be found in future, as in the past, that text books will be continually improving, and the book which is prescribed today may not be the equal of the book published a few years hence. But in all these changes it is highly desirable that the utmost caution should be taken in order that disturbance in our prescribed school books should only take place when a decision is reached after careful study and deliberation.

This was the course adopted by the Government and I submit to you that it was the only fair and reasonable way to deal with this question. It is a satisfaction to the Government to feel that they were not moved by party criticism to make a departure in the first six readers, for we now have the judgment after full investigation by men qualified to speak, that such a departure would not have been in the best interests of education.

TORIES OFFERED FREE COAL.

Our opponents have always pretended to be the special friends of the Coal Industry. Their record in this respect is not one which will stand investigation. It is true that the National Policy gave protection to the coal trade, but the friends of the National Policy should be forced to admit upon every platform in this country that protection to the coal industry by the Conservative Party was always linked up with a standing offer of reciprocity in coal between this country and the United States, whenever the United States admitted coal free. In the last appeal made by Sir John A. Macdonald to his party in 1891, his paramount policy in that campaign was to receive a mandate from the people of Canada to negotiate a TREATY WITH THE PEOPLE OF THE UNITED STATES WHICH INVOLVED FREE TRADE IN COAL, AND FROM 1873 DOWN TO 1894 THIS WAS ALWAYS THE POLICY OF THE CONSERVATIVE PARTY.

THEIR AVOWED POLICY.

On this question they did not seem to be filled with the same alarm that they pretend to have today. I should

IN NOVA SCOTIA.

9

think that in place of their present attitude they should be expected to apologize for the opinions of their great leaders on this question. I am free to admit that times change many of the conditions applicable to trade. But the policy of reciprocity in coal was the avowed, open and declared policy of the Conservative Party in this country for many years. If this policy was a mistaken policy, the Conservative Party was the friends of it. This fact should be known and understood by our people, and it should be further understood that if their policy had received the assent of the American people a treaty would be in existence today, would have been in existence for the past twenty years, which would have involved free trade in coal, because they openly declared their faith in such a treaty and their willingness to enter into it.

IN A STRONGER POSITION.

So far as my judgment enables me to speak, I think reciprocity in coal today would have a tendency to prejudicially disturb this important industry, and I would not be in favour of it. I have always been conscious of the fact that the coal duty standing as an independent item in the Canadian tariff has not been a popular item with the Western consumers of coal, and was to some extent in continual jeopardy. I regard the continuation of the duty at 45 cents a ton, surrounded as it is by a large number of other tariff items, as giving to the coal industry of this Province a much greater stability in respect to securing a measure of protection than it hitherto enjoyed. Instead of the reciprocity pact injuring the coal industry of Nova Scotia it gives it, in my judgment, a greater measure of stability both for capital and workmen. It is my opinion, and I take the responsibility of offering my judgment upon it and am willing to have this judgment determined by the facts, that the sales of Nova Scotia coal in the St. Lawrence market will not be jeopardized by reason of this treaty, but that they will gradually grow in volume and will be extended far beyond our present markets. I am willing to be judged in the future by this opinion.

A VALUABLE CONCESSION.

A significant feature of the recent trade understanding was the admission of slack coal, washed and unwashed at a fixed duty of

16 cents a ton. There was some doubt about the previous duty. I say this is a valuable concession, and one which is appreciated by many coal operators in this Province. The getting rid of slack at a profit is a good thing for our coal operators, and the American market which is available for much of this kind of coal, is being utilized for this purpose today and will continue to be used to a greater extent in the future. If my judgment in respect to the coal industry is a sound one, I would ask the Liberals of this country not to be worried over the question. (Cheers.)

The attempts of our opponents to exaggerate the facts will meet with a complete answer by the future development in this important industry. And this will not be the first time that the facts have answered the oft expressed fears of these gentlemen for an industry which has grown and developed in spite of their antagonism.

A GREAT BENEFIT.

The entire trade agreement means much for the people of Nova Scotia and while it is not an issue which should affect our judgment on Provincial affairs, yet at the same time wherever it is used for local effect by our opponents no Liberal in this Province need be afraid to defend it in its entirety. In the hearts and consciences of our people who have made an intelligent study of this question there must come the conviction that Nova Scotia will profit by this arrangement to an extent, in additional trade and the development of our great natural resources, which even the most sanguine today scarcely realize.

462 MILES OF RAILWAY.

The people of Nova Scotia have always been ambitious for railway construction. In this respect they do not differ from other portions of the Dominion. Railways today are not only regarded as a convenience, but as a necessity, and no country can truly prosper unless these advantages are at their disposal. Whatever may be the faults of Liberal Government in Nova Scotia, no person can truly say we have not been most liberal in giving aid to the construction of railways. We have built 462 miles of railway in this Province since 1836, and have pledged the credit of our Province to an extent which I think should satisfy any reasonable citi-

PROGRESSIVE GOVERNMENT

zen. In fact the one criticism of the past session was that we had gone too far and we had undertaken responsibility which impaired the revenue of the Province.

IN THE PUBLIC INTEREST.

I have no apology to make for this, because I feel that the building of any railways we have built were absolutely necessary. They were built upon terms satisfactory to us, and whatever the results may be, these roads were constructed to meet the just ambitions of our citizens, and they have brought about a great degree of progress and prosperity. If the Government of Nova Scotia have assisted the Halifax and Southwestern Railway during the early years of its operation, I am bound to say that I think it was our duty to do so. That road never cost the people of Nova Scotia a dollar. It was, and has been, burdensome in the extreme to the men who undertook its construction and operation, and I feel there is no Nova Scotian who is not prepared to take a fair chance in standing by a railway system which could only be crippled and jeopardized by harsh treatment on the part of any Government.

A GOOD INVESTMENT.

Is it a wise thing when capital is invited to our Province and has done its utmost to carry out our projects, to attempt at the first default a fulfilment of our bond. If the Canadian Pacific and Grand Trunk Railways, and in fact any of the great railway undertakings of this country were treated in this manner, the condition of this country would not be what it is today. History has justified the liberal policy of other Administrations in this respect. Every dollar invested in the Halifax and Southwestern Railway is safely invested. It is an asset which is worth all we have put into it, and if we had more faith in our Province and more faith in its future, there would be no question in any person's mind that eventually we will take our proper place in this great Dominion. And the railways we have constructed will materially assist in this. (Cheers.)

THE EASTERN RAILWAY.

In our endeavors to obtain the construction of a road through Gnsyboro and the Musquodochoit Valley, our most generous offers of subsidies

have not succeeded in bringing about what we regarded as being a desirable policy in this respect. It was not the fault of the Government, for we went as far as reasonable men could go. The different companies proposing to build the line were confronted with the difficulty from the start that the construction of merely branch lines to the Intercolonial Railway was not an enterprise which offered very inviting prospects to an independent investor. I have for some years thought it would be a great relief to the Province and a great advantage to these non-railway sections if the Federal Government would adopt the policy of assuming the responsibility for those branch lines, and give our Province and our people the great advantages which this policy would bring about—advantages immeasurably superior to anything we could hope to accomplish by private corporations struggling with an enterprise which would be in very many cases severely handicapped.

DOMINION TO BUILD IT.

As I said, I held the view that the Province should be relieved of the necessity to construct these connecting lines with the Intercolonial Railway. Last winter in Halifax at a banquet given me by my Liberal friends in that City, I stated that I thought it was only fair and just that this obligation should be assumed by the Federal Government, for I regarded this policy as being in the best interest of the country. I persisted in my advocacy that the Federal Government should assume this responsibility, and while I am not in a position, as no man should be in a position, to make a statement in regard to the policy of any Government before it is presented to the House, I have confidence that the Federal Government will assume this responsibility and that these portions of our Province which do not now enjoy railway connections will have their railways built and operated as part of the Intercolonial Railway system, thus giving them, not only stability in operation, but direct connection with all parts of this country and solving a vexed question which has given me worry for many years.

ANOTHER TRIUMPH.

I say that if this policy is carried out as I believe it will be, and I hope my judgment in this respect will be

unstained before an appeal is made to the people, we will be able in the future to regard this as another triumph for the Liberal Party of Nova Scotia, a triumph for which we have been obliged to exercise much patience and perhaps to undergo much disappointment. I trust this patience and disappointment, which have meant as much to me as to any other citizen of this Province, will be rewarded in the consummation of an amount of railway construction which will place railway advantages practically within the reach of all sections of our Province. (cheers.)

A PROGRESSIVE POLICY.

Statements have frequently been made by our opponents that this Government is an unprogressive Government. What have the farmers of Nova Scotia to say to this criticism? I would be content to permit any farmer, Liberal or Conservative, who is anxious to reach a sound conclusion on the record of the Government with respect to their agricultural policy to ascertain the facts. I am not afraid, if he possesses any fairness, but that he will reach the conclusion that the present Provincial Government have pursued as progressive, as sound and as effective and practical an agricultural policy as was possible for us to do, or for any Government to do under like circumstances. There is no Government to my knowledge, which has done more. There is not a phase of agricultural education along any line which has not received our attention.

There has been no request made by the farmers which has not met with a willing response. There has been no criticism made reflecting on the desire of the Government to do everything possible to give our farmers every advantage which legislative enactment and a wise expenditure of public money could give them. Even our political opponents in the Legislature, who at one time had doubts as to our optimism and wisdom in respect to the Agricultural College and as to our importation of stock have changed their views. Their testimony in recent years has been just as hearty and cordial in the light of experience as it was hostile and antagonistic when it was first proposed.

FARMERS MAKING PROGRESS.

There are some things in the life of a public man that give

him pleasure and satisfaction. I want to say to you that if there is anything in my public career which comforts me, it is the possession of the facts that I have never on any occasion been unmindful of that great class of people which form the basis of the wealth of every country. The farmers of Nova Scotia cannot in fairness claim that our policy has not been progressive and practical and from their standpoint in their best interests. I am glad to have evidence from every quarter in this Province that the pursuit of farming is making progress. The farmer is becoming more hopeful and contented with his lot, is living well, having all the comforts of life and making money.

THE WAY TO SUCCESS.

We are only at the beginning of what it is possible to do in farming in Nova Scotia. Scientific farming in all its branches is beginning to be appreciated. In every well developed agricultural section of our Province hundreds of farmers can now be pointed to, men who are willing to bear testimony to the fact that the policy of the Government has not only helped them but has blazoned a path for the future success of this important industry. I want every farmer who is desirous of intelligently dealing with the attitude of the Government on this question, to examine carefully our long record of useful legislative enactments. Our Agricultural College, our importation of stock, our traveling dairies, our model orchards, our assistance to creameries and cheese factories, the aid given to various agricultural and horticultural societies, our experimental farms, our drainage machine, are all of a character which place within the reach of every farmer of this country the means to possess himself with knowledge which must convey and does convey to him all that is reasonably necessary to put his industry on a basis where, if it is not successful, no blame can be brought to the door of the Government.

MUST COMMAND SUPPORT.

I realize it is difficult for men of a different political school to change their views, but I have sometimes wondered if a Government was to be judged by its record, how the farmers in this country who have a just conception as to the manner in which their needs and requirements

PROGRESSIVE GOVERNMENT

have been met could satisfy their consciences by the condemnation of men who have spared neither pains nor effort to give them just as advanced and progressive an agricultural policy as can be found upon this continent. (Cheers.)

What have our opponents to say to our policy of Technical Education? What part did any of them play in our efforts to place Nova Scotia in the forefront in respect to this valuable educational system. It is freely admitted by all advocates of technical education in Canada that Nova Scotia easily leads. We have a system founded on a principle which responds well to the ambitions of all classes of our people. When our opponents talk of non-progressive government in this Province the facts completely answer them. As a Province we are forward in progressive legislation along all lines. There is no phase of administration with which we have not dealt intelligently.

THE GOOD ROADS POLICY.

Now Mr. Chairman, I can hardly conclude this address without making a reference to a problem which is of the utmost importance to all classes of our people. No question in this Province, and I think I might say, no question in any country comes more directly home to the people than the subject of good roads. For many years this has been a subject of discussion; it has been a question of great controversy. In fact every politician in this country, and nearly everybody else, has had at some time or other the feeling that he could solve the question of giving our people good roads. We have passed much legislation, all of it in recent years, I believe, in a direction which meant much for their improvement. Whatever may be said to the contrary, we have been making improvement in our roads, and while today in many sections of the country they are not in a desirable condition, yet advance is noticeable in almost every section of the Province. Our splendid bridge system is near completion; our smaller bridges are in good condition, and I think it can be said that our bridge system has gone beyond the point of political criticism.

A STEADY ADVANCE.

The Liberal Party cannot stand still on any great public question.

For that party no question can be finally settled until it is settled right. It should be our desire and will be our duty to advance step by step until we have mastered the Road Problem. We may be for years reaching an ideal situation; We may not be able for lack of means and climatic conditions to attain to the advanced position of other countries. This Road question cannot be settled until the people of this Province have roads which have been constructed scientifically and until these roads can be regarded as a credit and a pride by our people who are anxious to have them permanent in character and constructed of material that will give more lasting results.

THE PRELIMINARY STEP.

Towards this end we made an appropriation at the last session to have a careful study made into the best and most practical method of road construction and repair; into the location, quantity, quality and availability of road making material, together with the cost and methods of transportation; into the most effective method of providing an organization for the construction and maintenance of roads; into the character, effectiveness and amount required of road-making machinery, and into the classification of the different highways of the Province with regard to locality, amount of traffic and other conditions.

THE PARAMOUNT POLICY.

This programme provides that the Commission may, if it is found necessary, inquire into and make a careful study of methods employed in other countries. In my judgment it was only the part of wisdom, before any large expenditure should be entered upon, to have this done, and the remedy proposed for these conditions submitted to Parliament. It is my opinion whenever our Government are satisfied that road expenditure means permanent highways properly cared for and preserved, that public opinion will be so developed by reason of the economic advantages which will accrue, that our leaders in every walk of life in this Province, the members of our town and municipal councils and of our Legislature will not hesitate to make this policy a paramount feature in our future advancement. We will all reach the conclusion that expenditure upon our public highways will be on

of the best expenditures which can be made in the interests of our people. (Cheers.)

Some there are who may criticise us for not moving faster. The problem of good roads cannot be settled in a day. The leading and more advanced States of the American Union have only recently taken the subject up, and I believe the results have been satisfactory. Public opinion is fast developing in this Province, until today there is no doubt that we are justified, after providing proper safeguards in entering upon a policy involving the expenditures of capital which will be upheld by the electorate. I think our opponents were at one time afraid that this capital expenditure would take place when the judgment of the electorate was being sought. The Government preferred to outline their policy and make it the subject of discussion during this election. I am glad to be able to say that up to the present our policy has not been the subject of political criticism.

MR. BAILLIE'S APPROVAL.

The gentleman who represented this County and to some extent undertook to speak for his colleagues in the House, expressed his warm approval of the policy outlined. So, whatever may be the result in other countries, I can at least say to you that the principle of the Act, which the Legislature has adopted has been approved by Mr. Baillie and you can come to the conclusion that our policy in this respect will not be the subject of criticism in this County. On the great question of roads he will frankly admit that at this moment the policy of the Government is sufficiently progressive to satisfy him.

And so, after all, in the light of the facts, whatever may be said to the contrary, I feel I can say that the policy of the Liberal Party has been progressive along all the lines which properly come within the scope of Provincial legislation. (Cheers.) I cannot hope that the Conservative Party will unanimously agree with this statement of mine, but I can say that our policies in respect to the development of our mines, our agriculture, our technical education, on the question of temperance the care of the sick and now our roads, while not being approved unanim-

ously by all of our opponents, have each in their turn received the commendation of many intelligent opponents of the Government. This justifies me in the belief that if their more advanced adherents can speak of our progressiveness on these matters of which they know most, I can surely feel that there is in our record, take it all in all, very much which should commend itself to the judgment of our citizens.

THEIR WARREN RECORD.

It would furnish food for reflection if our intelligent electors should ask what contribution our opponents had made to our splendid mining legislation, to our agricultural education, to our technical educational system, to our road and bridge policy, to our efforts to supplement the Provincial revenues by royalties and increased subsidies. These are the matters which concerned our people for the past number of years. Can any person in Nova Scotia point to any contribution which our opponents have made in respect to any of these matters of supreme importance? The people of Nova Scotia will expect an answer to these questions.

They will expect at least leadership on the part of our opponents, from a man who will be able to make a definite and responsible statement as to proposed reforms and a progressive policy. They have not yet reached the stage when they are prepared to trust the Government to a class of men who, up to the present moment, have simply criticised every effort that has been made to give our people legislation along progressive lines and to place our Province in a position, where no Nova Scotian need apologise for it by way of comparison with any of the Provinces of this Dominion. (cheers.)

The day will surely come when the Liberal Party will be obliged to hand over their stewardship to their successors, but in my opinion that day will be delayed until our opponents are prepared to courageously deal with Provincial problems not along partisan lines or in weak criticism, but along lines which will appeal to the patriotism and sound judgment of our electors. (Great cheering.)

Attorney General Maclean's Speech at St. Peter's Announcing Great Forward Plan for Good Roads System in Nova Scotia.

At a meeting held at St. Peter's, Cape Breton, on September 6th, 1910, at which Dr. C. P. Bissett and Simon Joyce, M. P. P. were appointed to contest that county at the provincial election, Hon. A. K. Maclean, Attorney General, was present and delivered an address dealing particularly with the problems of education and public highways. In the course of his speech Mr. Maclean made the following remarks in connection with the importance of construction of roads:—

GOOD ROADS MOVEMENT.

That the desire for improved highways existed today in this Province was unquestionable. This was more apparent than ever before. This was also true of all parts of North America. The tendency in Nova Scotia was but a part of the good roads movement going on throughout the continent. It was of recent origin, even in the largest, oldest and wealthiest States of the American Union. Its importance was only now being realized. The necessity of better road construction and improved methods of repair were only now being appreciated. This was not to be wondered at. The North American Continent, particularly Canada, was comparatively new so far as settlement was concerned. Pioneering duties and other immediate and important National and Provincial or State problems so engrossed the public and individual attention of a new country, that the question of roads ceased to be important, or was lost in the sea of pressing and alluring personal or individual interests, when they reached the indifferent condition or passable stage. Most of the European countries experienced the very same history. The difference was merely one of time. Today, having disposed of immediate and pressing duties and problems incident to new countries, Canada and the United States have reached a stage in the matter of roads which the European countries passed many decades ago. We only obtained wisdom and knowledge from experience, and experience that is productive is not garnered in a day, but in many years. He wished to consider what had been, and what were the chief difficulties confronting us in our efforts for improved highways, what were the chief objectionable features of our roads generally today, and what should we do, if anything.

THE CHIEF DIFFICULTIES.

Assuming that our highways were liable to betterment, for public and individual advantage, which every person would concede, were there conditions which rendered improvement difficult? If so, what were they, for they must be honestly faced and counted. Any remedy for betterment must necessarily be colored, or modified by such conditions. He said one might with justification occupy much time in enumerating the most prominent conditions prevailing in this Province which have in the past tended to operate against ideal road conditions. But he would content himself for the present with an enumeration of the principal and obvious difficulties.

EFFECT OF CLIMATE.

First, our highways were not originally surveyed and located with care or system, and in many cases without even ordinary sense, and the initial construction was generally improperly performed. A variable climate with sudden changes from frost to thaw, and sunshine to rain is an enemy of good roads. The necessity of usage of roads for heavy traffic in Winter, Spring and late Fall when climatic conditions are variable, usually tends to the destruction of seasonal repairs, and in many cases of original construction. The lack of suitable road building material in many localities renders road work very difficult. Such were some of the principal difficulties which confronted us, when considering the question of roads.

The immediate and most obvious wants of our roads as existing today was a matter of personal judgment, but some of them might safely be stated even by one not experienced in road building. First, last and si-

ways, it was necessary to have individual and public interest in good roads. The effects of good highway laws unsupported by an interested citizenship was futile. Any good roads movement should have the support and sympathy of every citizen, and every citizen should willingly and faithfully perform his legal and moral obligations to the State in reference to the roads.

PROPER CONSTRUCTION.

Next in importance to a correct public opinion was the proper construction of roads. He thought proper construction rendered repair and maintenance comparatively easy. Any danger of permanency in repair work was possible only where there had been proper initial construction. The opponents of the Government complain that its annual expenditures upon roads were wasted. Government expenditures upon our roads produced at least as good results as the statute labor performed by our citizens; in fact, on the whole, better results. He thought the criticism that the Government expenditures upon roads was wasted in some measure correct, if it was meant that permanent results were not secured. It should be remembered, however, that Government expenditures were largely in the nature of repairs, and consequently widely distributed; and the efficiency and permanency of repair work largely depended upon the efficiency of original construction work upon the roads repaired. With proper construction to start upon, maintenance and repair become possible, otherwise it was a difficult task.

MUST BE RECONSTRUCTED.

He thought, therefore, the reconstruction of many of our roads was a step precedent to good roads. This would include proper drainage upon the road sides in all cases and under-drainage in others; the removal of rocks; the gradual substitution of concrete or stone for wood in the small bridges in order to minimize the cost of annual repairs; and the elimination of the most objectionable gradients.

SECTION MEN FOR REPAIRS.

We should also have some provision for the continuous and immediate care and repair of our roads. How this should be done was perhaps debatable. The system obtaining upon railways of having section men permanently em-

ployed for maintenance and repair would seem the most practical and effective. The system of let contracts, or construction on force account was worthy of consideration. Certain it was, however, that repairs confined to a few weeks in each year, with our climatic conditions was ineffective. Every damage, whether caused by rains, traffic or otherwise, should be immediately repaired and in all seasons. With the extensive adoption of suitable machinery this should not be difficult.

Again, he was led to the conclusion that the dual control by roads by Municipality and Government, was not sound or at least was subject to improvement. There should be a stronger central control over all road work than now obtains. Statute labor and Government aid, should work more closely together and be under a common direction and control. Without further elaboration upon this point he submitted there was room for improvement and it should come. In a small Province it should be possible, even if absolute Government control were adopted. He was not blind to the difficulties in working this out, but still he thought it capable of solution.

IT HAS DONE WELL.

Now the Government of Nova Scotia had no reason to apologize for its policy regarding roads in the past. Relatively speaking it had done more than any other Province of the Confederation. The cry about the waste of public money upon our roads was largely the song of the partisan. These moneys were expended largely for pressing repairs, and the amounts being comparatively small and the distribution wide, results in the shape of permanent construction could hardly be expected in any appreciable degree within a few years.

TORY DO-NOTHING POLICY.

He did not propose discuss on this occasion the criticism directed against the Government upon the road question by the Conservative party. Criticism without the suggestion of an alternate policy did not deserve attention. The resolutions of Conservative conventions and the statements of Conservative leaders never got beyond the point of wholesale and unreasonable condemnation. They were always naked of practical suggestion or policy. However, while the opponents of the Government were apparently powerless to suggest any for-

ward movement or policy on this subject, it was still the duty of the Administration to improve this great public service if it was possible, practical, and within its financial reach. The Government was not sturnally wedded to existing laws or systems on this or any other subject. It realized as did all Governments on this continent, charged with the administration, wholly or partial, of public roads, that all legislation or systems developed weak features.

A FORWARD STEP.

The good roads movement was now occupying the attention of all Governments and citizens in Canada and the United States. As he had previously remarked, in Nova Scotia there had been a marked increase of intelligent interest in this direction, and the Government were of the opinion that the time had arrived when the Province might and should take a forward step and establish a system of roads that would for many years meet all reasonable demands. The Government had concluded that a large expenditure of money was necessary to construct or reconstruct our highways; they believed this expenditure should be made under the direction of specially qualified men, and following a careful survey and study of our roads and the surrounding conditions. This would mean a large expenditure, involving some millions of dollars. If expended under the direction of qualified men, he felt it could give to our people good highways, which, if properly cared for and repaired by the continuous employment of men in defined and limited territory, or by some similar method, would ensure reasonably good roads for all time. Such was the policy the Government had decided upon and which it hoped in the near future to carry out.

WILL MAKE SURVEY FIRST.

He said the Government would not be warranted in embarking upon such a large capital expenditure for road construction, without first making an intelligent study of the roads of the Province, so as to ensure a uniform system or policy in the expenditure, and the organization of a Board or staff to direct and control this expenditure. The Government were, therefore, now considering the advisability of asking Parliament at its next session to grant authority for the expenditure of a sum of money to defray the expenses of a survey and study of our roads during next year, to be conducted by a competent staff, who if

not obtainable in Nova Scotia would be procured elsewhere.

Some of the points which this staff would be expected to study and report upon, would be, what roads require to be reconstructed or improved—and the best method and means of so doing as well as the cost; what sections of highways might profitably be relocated. What gradients might be improved, and what roads shortened or widened; a careful observation and location of available road material throughout the Province, and how best available for localities where no suitable material was found; the nature and quantity of road machinery necessary and most suitable in the different districts of the Province; the preparation of accurate plans of our highways accompanied with such data as would always furnish ample and complete information to the Government officials concerning all our highways; the most effective method of preserving in good repair a road once properly constructed; what roads require under-draining, and what sections might profitably be macadamized; how to deal with road construction and maintenance in sandy or clay districts.

Such were some of the matters which this staff might or should study and report upon. These were, however, merely his personal views as to the scope of the enquiry of such a staff, and might not all be regarded as practical by qualified and experienced men.

WILL BEGIN NEXT YEAR.

He said the Government had under contemplation the appointment of such a staff of experts, in order to put the Government in possession of the fullest information preceding the proposed expenditure on capital account, so as to ensure the best possible results. The Government had not definitely concluded its policy in detail in this respect, but in some manner or other, it proposed to obtain the fullest information possible, the best professional advice available, and secure the organization of a competent force before commencing the expenditure. He felt this would meet with the full approval of the citizens of the Province. It was the hope of the Government that the work preliminary to the expenditure could be completed during 1911, which would place the Government in possession of such facts as were essential for the preparation of the requisite legislation expenditure which would be commenced in the Spring of 1912.

