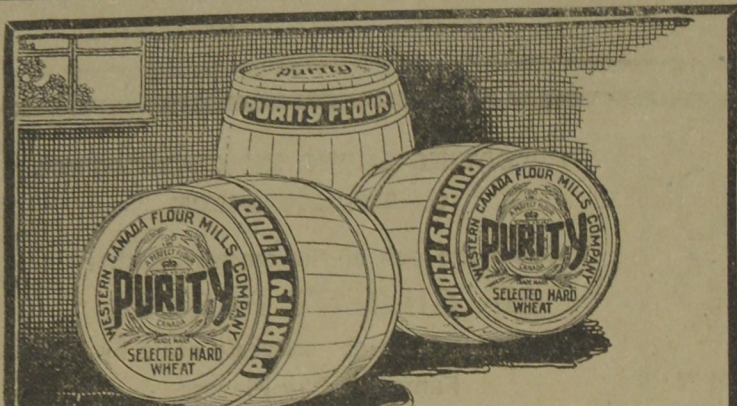




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LAST ITEM OF SUPPLY PASSED IN THE HOUSE

(Continued From Page Two)

had seen many men who had lost limbs in saw mill accidents and other men had been killed. He had not heard of an employing company paying for lost limbs or paying the dependents of the dead men more than \$500.

MR. YOUNG said that he had not said that the Act was not in favor with laboring men. What he had said was that employees of his own had expressed a wish to pay for their insurance themselves rather than under the Act.

MR. MARTIN said that it was just the same.

MR. YOUNG asked if the hon. member could mention a case which had occurred before the creation of the Compensation Board.

MR. MARTIN said there was the case of Frank Flagler killed in the mill of the Miramichi Lumber Company. J. W. Blankley, president of that Company, was either in the gallery or about the House.

MR. MARTIN said that they got no treatment at all and he doubted that the widow received \$500. As far as the Compensation Board is concerned there were three Commissioners, one of whom was a labor man. The other two were selected by the Government.

A Farmer Member
MR. BURLOCK said that earlier in the session the Hon. Premier had said that the two party system was the only one which was workable. All he

(Burlock) could say to that was that if such was the case the party in power had better get out.

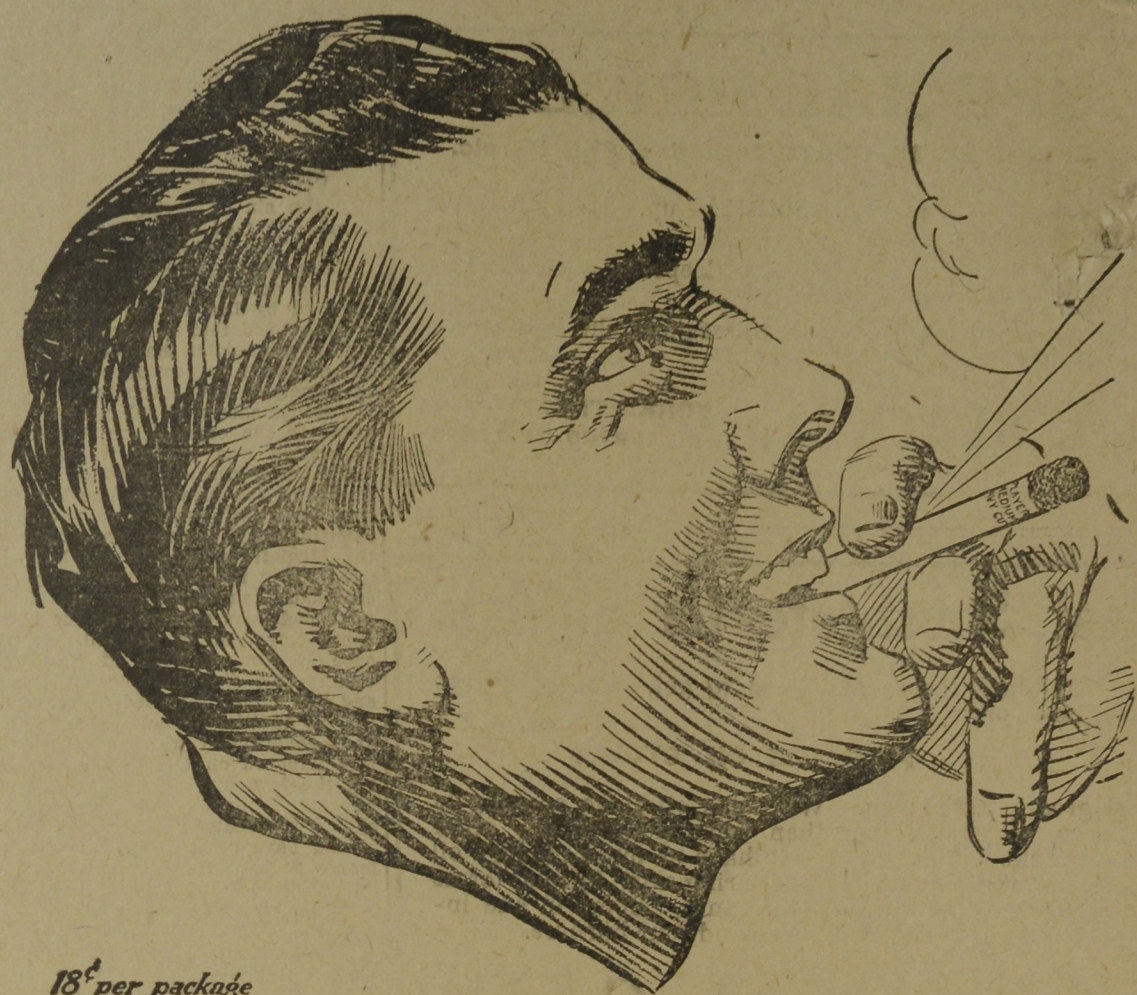
HON. MR. VENIOT—Who would take the place?

MR. BURLOCK said that could be decided afterwards. He must congratulate the Government upon bringing down the Budget which had caused the Opposition to sit almost in silent admiration. Two short speeches were all that had been heard from the official opponents of the Government. In past years the Budget had produced great debate and much speaking. The newspapers had been full of it. Perhaps it was better that there should not be so much slashing back and forth. It was in the better interests of the public. He did not know to whom would be the credit for introducing the olive branch. Perhaps it would be given to the Farmers. With regard to the item under discussion he would say that the standardization of roads was too high. He agreed with the hon. member for York that the standard of secondary roads was also too high. The patrol system was too expensive. That was one reason why there was money for back roads. The solution of the road problem would be the solution of one of the greatest economic problems. The farmers' problem was not one of production but of hauling. Country roads of Carleton County were generally in a deplorable condition during the greater part of the year. Rural depopulation was a greater problem in Canada, and bad roads

constituted one reason for the depopulation. The present government had built some fine roads but they were located in wrong places. They paralleled railways where the haul was short. Other districts with long hauls had no improved roads. He himself could not reach his shipping point over a trunk road. In regard to Education he must emphasize the problem presented by the rural districts with decreasing population. He wished it understood, however, that his interest did not stop with the common schools. He could speak on behalf of the farmer members of the House that they were unanimous in supporting the request for an increase of \$25,000 in the annual grant to the University of New Brunswick. In that connection he wished to say however that the formation of a circulating library in connection with that institution was desired. Five thousand dollars could be devoted to such a purpose this year and \$5,000 next year. In regard to telephones it was recognized that the New Brunswick Telephone Co. had a monopoly. The Public Utilities Board had given that Company not only increased rates but also a right to charge for mileage. That bore heavily on the rural districts and was one of the reasons for the creation of a Farmers group in the Legislature. If trunk roads were to encourage tourist travel why were they not located so that tourists could see the country, and not merely the narrow limits of the St. John valley. He could say that the Farmers group was there to co-operate with the Government in anything to produce better roads in rural sections. All knew that money is required, but if money was not forthcoming the government must devise some method of producing it. He could remember when it took three days to work out a poll tax on the roads, now it takes one or less. He wanted a more definite policy. Much of the trouble with roads was due to the fact that when the country was opened as a wilderness roads were located leading nowhere in particular and often over hills when valleys could be followed just as easily. Those roads still were being used and some change ought to be made in them.

The Road Question

MR. TRACEY said that the road question was one of the greatest of today. Parties had gone into power and out of power on that question. Criticism would not solve the problem. Cooperation was needed. The solution was too great a task for the present minister of public works, or any other man who might be in his position. He (Tracey) would like to see the House go into Committee of the whole and work out a road policy which would be better. In past years oppositions had used the roads not in the interests of the people but to produce political capital. The trunk roads which had been constructed were good, and he did not agree with his hon. colleague (Burlock) that they were wrongly located. But there were the country roads which also should be looked after. In every county there should be one man responsible for the bridges and roads. He should know where work was most needed and should be in charge of the labor. Too great reliance was put in Statute labor for country roads. Too little value was received from it. Often the road supervisor was a farmer who had his own interests to look after

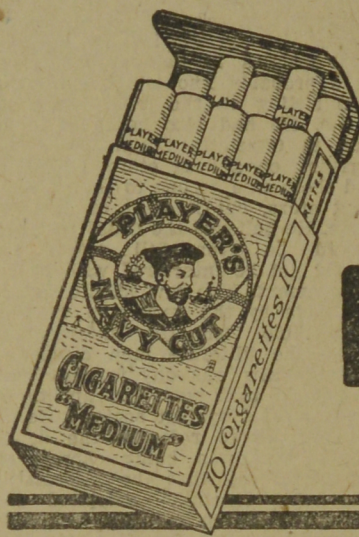


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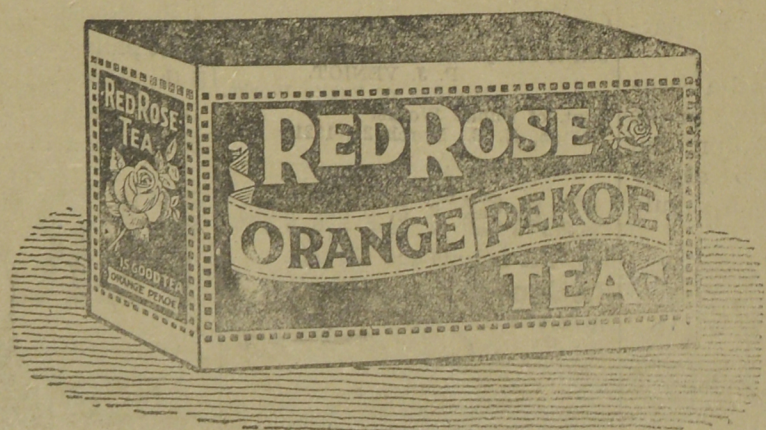
Our travelling salesmen are exceedingly critical of the products which they are asked to sell, and when we told them last January that we wanted them to sell a new tea of extra quality—much finer than has usually been sold in Canada—they were keenly interested, put the new tea to many tests amongst their friends, and gave it a lot of time and thought.

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and who devoted his attention to his farming first, the result was that road time. If one man was in charge of work often was not done at the proper each county more could be got out of statute labor. He believed that the time was coming when statute labor would be done away with.

SOME HON. MEMBERS—Hear; hear!

It would be an unpopular move, but it must come. It also was his opinion that the rate of road tax was too low.

SOME HON. MEMBERS—Hear; hear!

That was particularly true in sections of low valuation. With regard to the Motor Tax country people would not object to funding it if the country roads were in good condition, but in many cases they were not. He wished to refer to female suffrage in Municipal Election. He believed that York County was the only one which had given to women the right to vote. He suggested that the Government act so as to make the right to vote general. He considered that a steamship service between St. John and Cuba would be of great importance to the Federal Government had paid great sums for grain elevators and other means of developing overseas trade for other parts of Canada, but he did not know of even a frost-proof shed for vegetables and other perishable products being built by the Dominion to assist the farmers of this Province. Lack of such facilities at St. John compelled shippers to ship through the American ports, chiefly Boston. The cost of shipping through Boston was considerably greater than the cost of shipping through St. John. He understood that the matter had been taken up at Ottawa and he hoped that something would be done shortly.

THANKFUL MOTHERS

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Enters the man with the hoe—and the garden rake.

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