

City Business Directory

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at the following places of business
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D. LENIHAN, 522 King Street.
D. H. CROWLEY, 612 Queen Street.
MISS QUINN, 147 West Street.
ALONZO STAPLES, 100 York St.
E. A. EARDLEY, 704 King Street.
A. J. HANLON, 83 Regent Street.

WANTED

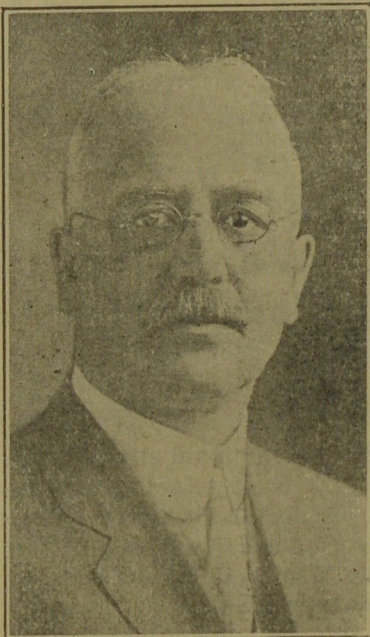
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An application has been made for
a patent for reinforced concrete rail-
road cars.

Hon. Mr. Venoit Ably Replies to Criticism Opposition Members

Says New Brunswick Permanent Roads are Now the Standard
for Canada—Why School Books are Higher in Price To-
day—Old Government Broke Faith With the People.

Following is the concluding portion
of the able speech delivered in the
House on Thursday by Hon. Mr. Venoit:
He would take up bridges next.
From 1912 to 1916 the old administra-
tion in its last five years of office
spent on ordinary bridges \$827,614.
The present government in a similar
length of time spent \$1,505,364, and
an amount almost double. The fact
was that the former administration
neglected many bridges, and the present
administration had been compell-



HON. MR. VENIOT
Minister of Public Works.

ed to rebuild and repair. During the
last year the total number of ordinary
and permanent bridges built or re-
paired was 1114. Was it any wonder
that the Department was forced to
over expend? That over-expenditure

was necessary to meet the require-
ments of public service and not mere-
ly a demand for expenditure. When he
observed a bridge in such a condi-
tion from the heavy motor traffic
which traverses the rural districts,
that a car was liable to go through it,
he could do nothing else but take ac-
tion which would place that structure
in a condition to bear traffic with
safety. Should he neglect to repair a
dilapidated bridge merely because
that work had not been contained in
the estimates which he had present-
ed? Such matters must be attended
to no matter if there was a surplus
or a deficit. The government would
not stop because of fear of hon. gen-
tlemen opposite. He would give the
House a statement of the work done
in the various counties during the
past year on both ordinary and per-
manent bridges. In Albert there were
15, Carleton 75, Charlotte 87, Gloucester
59, Kent 131, Kings 130, Madawaska
76, Northumberland 132, Queens
37, Restigouche 57, St. John
24, Sunbury 42, Victoria 56, Westmor-
land 128, York 86.

Room For More.

MR. YOUNG "There is room for
more."

HON. MR. VENIOT said the hon.
member for York was right. It was
noticeable that Westmorland and
Kings were bad counties for bridges
there were so many intersections. He
must refer to an objection offered by
Hon. Leader of the Opposition con-
cerning a bridge in Madawaska. It
was not necessary for him to go so
far away for the same had happened
in York. Possibly the hon. member did
not get outside of Fredericton. He
should get more in touch with the
rural parts of his county and not de-
pend upon Messrs. Young and Pinder
to carry him in the next election. The
hon. member had professed to be un-
able to understand why an ordinary
bridge should be shown in permanent
control. It was quite evident that he
had not been connected with the old
government, or he would have known,
for that administration very frequent-
ly had made just such transfers to
permanent account. He could inform
the hon. member that there was an
Act in existence under which such
transfers were permitted after the
construction of a bridge. In fact in
1912 there had been a transfer of
\$26,668 in just that way. That had
been to cover up a deficit. The present
administration did not make such
transfers for that purpose. When it
had deficits it showed them. Under
the old regime it was not always the
engineer who made the transfers in
classification. The Minister often did
it, particularly in the time in which
B. F. Smith held the portfolio. He
could explain that every approach
which was rock filled was charged to
permanent account. Wooden spans to
which these approaches might lead
were classed as ordinary bridges. The
intention was to replace such spans
with permanent structures when ne-
cessary. Last year the total amount
transferred was about ninety thou-
sand dollars. The Hon. Leader of the
Opposition had understated when he
had said seventy-eight thousand.

MR. RICHARDS "I was not able to
find any more than that."

HON. MR. VENIOT "The hon. mem-
ber just about that time probably was
thinking more about the approaching
Conservative Provincial Convention
than about bridge accounts. I'll ex-
cuse him."

MR. RICHARDS "I do not need
any excuse."

HON. MR. VENIOT said that the
Big Hill Cove Bridge in Northumber-
land furnished an instance of a large
transfer to permanent account. He
wished to deal with the matter of
school books concerning which great
deal had been said. If his farm
friends were dissatisfied with
present conditions they should place
the blame on his hon. friends oppo-
site. In 1908 they had come into power

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Tried and proved by over 200,000
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40 Doses for 75c

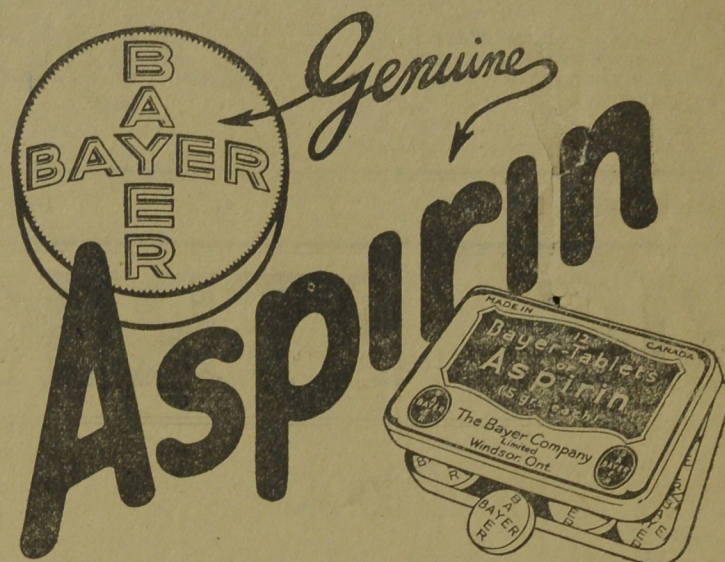
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manufacture, to assist the public against imitations, the Tablets of Bayer Company
will be stamped with their general trade mark, the "Bayer Cross."

on a school book platform, and had
laid down the policy that school books
should be sold at cost price. The pre-
sent administration followed out that
policy and hands were held up in hor-
ror. There was one difference, how-
ever the old administration sold its
school books through political ven-
dors.

School Books.

MR. YOUNG said that he would like
to refer the hon. member to Clarence
Goodspeed of Fredericton on that par-
ticular point. Mr. Goodspeed had been

his opponent in the general election,
and was the first vendor of school
books appointed.

(Continued on Page Three.)

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every time a corn is treated with Put-
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end of the corn. Putnam's lifts out
corns root and branch, and never fails.
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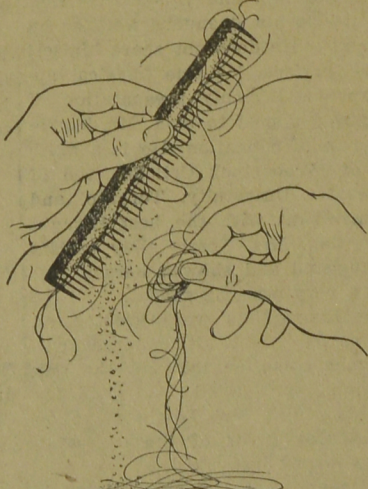
This bill and all future bills paid at the Royal Bank
of Canada from the fifth to the tenth of each month be-
tween the hours of 10 a. m. and 3 p. m., Saturday 9.30 a.
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from 9 a. m. to 5 p. m., and on the night of the tenth from
7.30 p. m. to 10.30 p. m.

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Gears. Slovens (one and two horse) Gigger Wagons

A Size For Every Requirement

These wagons and slovens are Strongly Constructed and nothing but High
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Prices are considerably lower and we would be pleased to give you prices and
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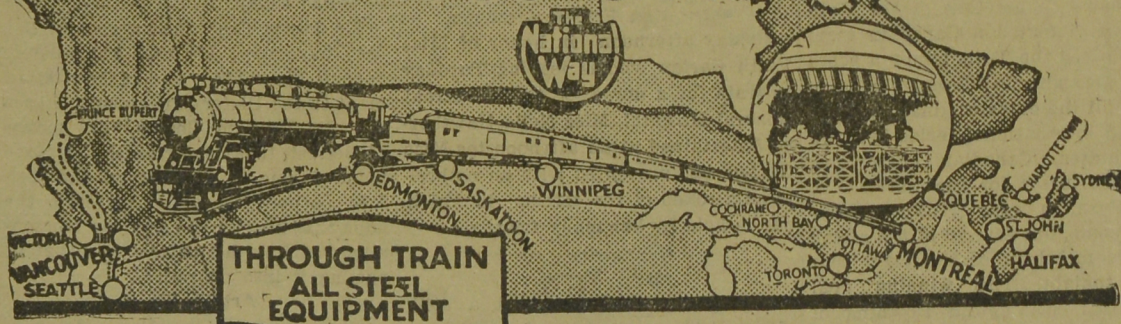
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