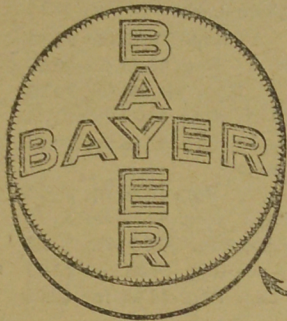


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Legislature Made Good Progress With the Items of Supply

(Continued From Page 1)

owners of the boat showed a surplus of \$900 at the end of the year, and probably that accounted for the reduction in the subsidy. He had taken up the matter privately with the hon. Premier, on several occasions but had accomplished nothing. He could say that the owners of the boat had done their best to give the public a satisfactory service and had worked from six o'clock in the morning until midnight. He did not think that they had been properly compensated for what they had done and he hoped the hon. Minister would restore the subsidy.

HON. MR. VENIOT said that the hon. member had certainly been persistent in looking after the interests of the company and they could not blame him if nothing had been accomplished. He wished to say that there were two sides to the story. The Morrissy Bridge had been damaged to the extent of \$55,000 and a free ferry site had to be established near the bridge site. The closing of the bridge gave the Chatham ferry additional work, and enabled it to earn a surplus of \$900. He took the ground that as they had to maintain a free ferry at Nelson they would not be justified in giving a subsidy to a ferry which had earned a surplus. There was another ferry further down the river between Nequac and Tabusintac, which was of importance and had to be considered. A subsidy of \$3,500 was divided between that and the Chatham ferry. Chatham getting the larger amount. Last year the lower ferry had received the most generous treatment. For the coming year if the Chatham ferry should show a deficit it would receive a larger portion of the subsidy.

MR. DOUCET wanted to know if the ferry at Shippigan was to be provided for.

HON. MR. VENIOT said that it would receive a subsidy of \$600.

MR. DOUCET said that the ferry served a population of four thousand people and it was the only way they had to reach the main land. The service last year had been rather poor, as during low tide the people often had to land on the beach. He hoped the hon. minister would see that the ferryman put his boat in good condition.

MR. YOUNG—There are no useless ferries in York.

HON. MR. VENIOT—Yes, York is in that class, too.

MR. YOUNG—Where?

HON. MR. VENIOT—From St. John to Fredericton.

MR. YOUNG—That is a steamer service not a ferry service.

HON. MR. VENIOT—I was referring to both ferry and steamer service. Above Fredericton it is all right as it is necessary for residents of the northern valley of the St. John to reach the Valley Railway. The appropriation was reduced last year because the House asked for it, and the reduction having been made the complaints started coming in.

MR. MARTIN said that the boat in Northumberland County to which reference had been made was worth only \$2,000 and it would be hard to show too much depreciation. He agreed that ferry services should be done away with. If there were a bridge built across the Miramichi they wouldn't need any ferry. If the inspector of hulls had done his duty this particular boat would not have been running. He would like to hear the hon. minister of agriculture on this matter.

HON. MR. MERSEUREAU said that when in Northumberland he had promised the owners of this boat that he would take the matter up with the Minister. A surplus of \$900 had been shown, but a new boat must be purchased or more than that amount spent on repairs. He hoped that the minister could see fit to continue or increase the allowance for a service in his own county of Sunbury and for a service to St. John.

MR. DICKSON expressed the hope that the hon. Minister would spend no more money upon a craft which had been used in Kings county for some years. He was informed that after \$1,100 had been spent on repairs she had been taken out of the water and was now lying on the beach with a broken back.

The Committee arose and reported progress.

HON. MR. ROBINSON moved for the suspension of rules to permit of the introduction of three bills to fix valuation in the City of Moncton for purposes of assessment. He explained that these had been introduced as one bill, but later a request was made to separate them.

His Honour, the Lieutenant Governor entered the Chamber and gave his assent to a number of bills.

The House went into Committee with Mr. Hayes in the Chair, and took up further consideration of supply.

Public Wharves.

MR. RICHARDS, speaking to the item of wharves, said that the amount was doubled and naturally would need explanation. He also would ask the hon. Minister of Public Works if he was in a position to announce when the wharves would be taken over by the Dominion Government.

HON. MR. VENIOT said that the only information he had was that when at Ottawa in January the Federal Minister of Public Works told him that he would recommend the taking over of the wharves in New Brunswick. An estimate of \$25,000 was to be made by him for revenue. He (Veniot) had said that he would put an item of \$10,000 in the New Brunswick estimates for repairs. If the Dominion would take over the wharves the matter would drop then. B. M. Hill, chief highway engineer, who had been at Ottawa on a delegation had been instructed to consult with the Minister with regard to this. He was expected to return tomorrow and probably would have some information.

at Bristol. At Upper Kent the ferryman had a boat but it was without wire.

HON. MR. VENIOT said that if the ferryman at Bristol did not have a satisfactory boat it was his own fault as no report had been made which would justify an order for repairs. One ferry in Carleton county was operated by a man named Holmes living at Upper Kent, who was rather stubborn and wanted to run things to suit himself. The department wanted a service more satisfactory to the people, and when it offered to provide a boat Mr. Holmes came around and promised to carry out the orders given to him.

MR. MORRISSEY said that the ferryboat at Tabusintac which the hon. minister had referred to was not classified as a ferry, but as a passenger boat, and it could not transport autos or teams. He thought the subsidy should be equally divided between the two ferries. Because the owners of the Chatham ferry had made an honest statement last year their subsidy had been reduced by \$800. He did not think any other ferry in the province reported a surplus except it might be in the county of Gloucester.

HON. MR. VENIOT said that Northumberland was not the only honest place in the province which showed a surplus.

MR. MORRISSEY—Gloucester?

HON. MR. VENIOT—No, they made a deficit. In the vicinity of St. John there were two or three ferries. He would advise the people in the steamship business not to be charging so much to depreciation. The department was receiving statements with charge of 15 to 20 per cent depreciation and 7 per cent interest added to that.

His hon. friend (Morrissy) did not know what the province was up against in ferry maintenance and aid to steam navigation. It cost about forty thousand dollars a year. The province should have nothing to do with much of it. Steamship services competing with railway lines should be done away with. There were some ferries which were all right, such as one in Albert County connecting with another county and one between Restigouche county and the Quebec shore.

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HON. MR. VENIOT—Yes, York is in that class, too.

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ation. The hon. member for Albert (Peck) had asked why the wharves had not been taken over by the Dominion. He had intimated that the hon. Minister of Public Works had been feasting and benqueting at Ottawa instead of attending to duty, and that for that reason British Columbia had had her wharves taken over before this province. In reply he would state that he had not been feasting and banqueting and also that New Brunswick had been the province which had taken the initial step in asking the Dominion to take over the wharves in tidal waters. That had been done back in 1918 when Hon. F. B. Carvell had been Minister of Public Works. British Columbia had come in afterwards with her request, and the order for both had been made at the same time. The proposal with regard to British Columbia went through, but that with regard to New Brunswick did not. Why he could not say. Hon. Mr. Carvell had been approached for information and he had taken up the matter with Sir Robert Borden and the latter had promised that the wharves would be taken over. Soon afterwards there had been a change of leadership in the Government.

MR. MARTIN: Is it arranged where this money shall be spent? Some small amounts are needed in Northumberland.

HON. MR. VENIOT said that Northumberland received quite an amount last year. There were wharves elsewhere which were in greater need. The Carpenter wharf in Queens county needed repairs badly. With regard to the Ryandale scow, concerning which an enquiry had been made by his hon. friend from Kings (Dickson) he would say that if the statement of his hon. friend was borne out by facts he would not permit the people of Kings to risk their precious lives.

Taxis River Bridge.

MR. YOUNG speaking to the item of Ordinary Bridges said that he noticed an increase of \$15,000. Was the addition to be used to build a new Taxis River bridge?

HON. MR. VENIOT—"Taxis River Bridge" will be on capital account.

MR. YOUNG said if his hon. friend the Minister would go with him to Taxis River and leave the engineers home he did not doubt that the two of them could select a suitable site for a bridge. Any lumberjack could go there and locate a bridge. That was a hill there but logs had been hauled up it and he believed that the difficulty could be overcome.

HON. MR. VENIOT said that the engineering problem did not lie in the hill but in the stream. He would go there with his hon. friend if the proviso was not to leave the engineers home. He would not go over the heads of his engineers, particularly one who had been in office under all governments since 1894.

MR. YOUNG—"He built a bridge at Taxis River before."

HON. MR. VENIOT said he was surprised to hear Mr. Young say there was no engineering difficulty for he remembered that previously he had said he knew it existed.

MR. YOUNG—"I referred to the hill."

HON. MR. VENIOT said that the bidding of time would be no loss to the people of Taxis River as he felt that it would be better to put in a bridge of permanent type rather than a wooden bridge which would be to pieces in a few years. He would accept the invitation to go there next summer on condition that his hon. friend did not talk politics.

MR. YOUNG speaking to the item on Ordinary Road Maintenance asked if it would not be possible to take something from the auto fund for the branch roads. There were thousands of miles of branch roads not as good as they were in 1916. His hon. friends opposite might say "Oh, oh," but he was speaking of the county of York and he knew what he was talking about. He would ask if anything further was to be done.

York County Roads.

HON. MR. VENIOT said that the expenditure had been supplemented from the auto fund and right in the county of York at that. There had been an expenditure of \$145,546 in York county on secondary, trunk bye and branch roads. Even in the city of Fredericton money had been spent on short stretches of such roads. It was true there were bad roads. Nothing else could be expected considering the condition in which they had been prior to 1917. He knew the roads and had been over them all.

MR. YOUNG said there was 11,500 miles of such roads. If the present government could not get money enough to spend on his, how did their predecessors take care of them?

HON. MR. VENIOT—They did not take care of them!

MR. YOUNG asked what did take care of them? Could the hon. minister tell the House what Dr. Moore said in a letter to him last summer about the road going into Stanley?

MR. VENIOT said that Dr. Moore had said nothing condemnatory. In the parish of Stanley \$2,000 from the auto fund had been spent on roads the year before. He had been accused of unfair distribution of road funds. Because he lived in a northern section of the province it had been said that the southern counties had been slighted. He would quote some figures to show comparative expenditure in southern and northern counties. They were as follows:—Albert, \$238,000; Carleton, \$779,000; Gloucester \$729,000. It could be observed there that Carleton County got \$50,000 more than did Gloucester.

MR. DOUCET said that Gloucester had lots of bad roads.

York County Favoured.

HON. MR. VENIOT said that was true, that Gloucester had some of the worst roads in the province, but there was no money to put on them. Charlotte had \$750,000 and the county of York had \$952,000. He was dealing with his department irrespective of politics. There was no man born who could meet the needs of all the roads of the Province of N. B. with the means at his disposal he was doing the best that could be done. He did

(Continued on Page Six)

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