

Hon. Mr. Stewart Knocks The Props Out From Under Leader Dysart's Charges

Shows That Road Machinery Purchased by New Brunswick Government in 1930 Was of Different Type Than That Bought in Nova Scotia in 1928—An Able Defence of His Department—Mr. Leger of Gloucester Heard From.

The spectators in the galleries of the Legislature Tuesday afternoon certainly got their money's worth. The principal speaker in the budget debate was Hon. D. A. Stewart, Minister of Public Works, and he certainly was at his best and had some sport mopping up the absurdities directed by Leader Dysart and his cohorts at the Department of Public Works. The debate was the liveliest of the session and on several occasions Hon. Mr. Stewart had to take part in it. Mr. Dysart's canard about New Brunswick paying twenty per cent more for road machinery than was paid by the Province of Nova Scotia was promptly nailed to the counter by Hon. Mr. Stewart and the indications are that the nails will hold secure. The Minister was able to show that the class of road machinery that the Government of New Brunswick bought in 1930 was not in existence in 1928, when the government of Nova Scotia is alleged to have bought it. He knocked the props out from under Leader Dysart's arguments and left him completely stranded.

Seraphin Leger, the veteran member for Gloucester, followed Hon. Mr. Stewart, and delivered a very good speech. Although Mr. Leger occupies a front bench, his leader regards him as a back-bencher and he was called upon to speak as a sort of a stop-gap. Still he acquitted himself well and commanded the attention of both sides of the House.

Henry Diotte of Restigouche moved the adjournment of the debate and will no doubt have something breezy to offer the House this afternoon.

THE OFFICIAL REPORT

Assembly Chamber,
March 13th, 1934.

The House met at 3 p.m.

MR. ATKINSON submitted a report of the Municipalities Committee.

HON. MR. HARRISON introduced a bill to amend the Provincial Loans Act. He explained that this bill provided for the Lieutenant-Governor-in-Council to grant assistance to municipalities in financial difficulties and also for the purpose of aiding unemployment in the province.

Municipalities

HON. MR. TILLEY introduced a bill respecting control of municipalities. This bill he said, was general in its name and was very similar to bills already introduced in Ontario and Quebec with regard to municipalities, which, unfortunately had gotten into financial difficulties and had had to hand over the control of their financial affairs to the government of the day. There was no intention at the present time to absorb any of our municipalities, but the bill provided for a supervisor or an inspector that might be appointed by the government with a view to advising a municipality in carrying on its work. The only municipality in serious financial trouble was the county of Northumberland, but he believed it would pull through without any difficulty. The act only provided that if anything should arise the government might take charge of a county's financial affairs.

Debtenture Act

HON. MR. LEGER introduced a bill to amend the Municipalities' Debtenture Act. He explained that the amendment simply provided for the advice of the Comptroller-General in the investment of sinking funds for municipalities. Under the bill the sinking funds of municipalities might be placed under the control of trust companies by the Lieutenant-Governor-in-Council. The trust funds would only be placed in charge of trust companies at the request of municipalities.

HON. MR. HARRISON introduced a bill to amend the Conditional Sales Act. The amendment, he said, only provided for very minor changes.

In Committee

The House went into Committee with Mr. Jewett in the chair and took into consideration bills to fix the valuation of the Provincial Woods Products Company, Limited, to authorize the municipality of the city and county of Saint John to guarantee a loan of the Port Royal Pulp and Paper Company and the Parish of Simonds Building Act, all of which were agreed to with certain amendments.

The Committee rose and reported.

HON. MR. STEWART

HON. MR. STEWART, resuming the debate on the budget, said at the week-end adjournment, he was making comparisons of cost of road building and material entering into it. Under the old government and the present administration. The hon. leader of the Opposition had asked him certain questions about some contracts, but he had not at that time the exact figures before him.

Comparing the average contract unit prices with regard to gravel surfacing, crushing, and screening, he pointed out that contracts let by the old government between the years 1923 and 1925 the average cost per mile was \$1.55 and the overhaul \$0.42, while the average from the years 1926 to 1933 was \$1.22 per mile and \$0.34 overhaul. Contracts let by the old government at Whites Brook-Grog Brook and at Grog Brook-Robinsonville in 1925 had cost for gravel surfacing of a total of \$78,127.44. Applying the 1933 gravel prices to these two contracts the cost to the province would have been \$56,102.95, a saving of \$22,024.48. Another contract at Doaktown under the old government for 10.7 miles had cost a total of \$45,513.70. Applying the 1933 gravel contract prices to the same amount of work done by the former government there would have been a saving to the province of \$29,320.74.

A Large Saving

Therefore, he said, applying the figures and costs of contracts made last summer to the contracts let by the former government it would be seen that a very large saving had been made to the province. From the fig-

read the following letter relating to the purchase of machinery:

Hon. D. A. Stewart,
Minister of Public Works & Highways,
Province of New Brunswick,
Fredericton, N. B.,
Canada.
Dear Sir:

As I told you during the recent Road show at Cleveland, the Pioneer Gravel Equipment Mfg. Co., has just recently been incorporated and is really an off-shoot of the Russell Grader Mfg. Co. As you doubtless know, the Caterpillar Tractor Co., purchased all the assets of the Russell Grader Mfg. Co., and we have purchased from them all assets that pertain to the crushing, screening and loading equipment formerly handled by the Russell Grader Mfg. Co.

Our personnel is largely made up of individuals who have been with the Russell Grader Mfg. Co., for many years. We are building a new factory here in Minneapolis and are prepared to give the same service as was given by the Russell Mfg. Co., in the past.

As I told you, we intend to merchandise our products exclusively through dealers. This policy was always followed by our predecessors, the Russell Grader Mfg. Co., and we feel that it is the proper policy. In other words, we have no intention of selling direct in any territory and will rely on selected dealers to handle our product.

There is considerable amount of service that the dealer should give to the customer and the cost of such service, we believe, would be prohibitive for us should we endeavour to sell direct. This statement of policy is therefore simply to confirm what we told you at Cleveland.

The writer has never had the pleasure of visiting your province and looks forward to a trip up there this coming summer when I hope to have the pleasure of meeting you again.

With the kindest personal regards, I am,

Yours very truly,
PIONEER GRAVEL EQUIPMENT MFG. CO.
(Sgd.) W. H. F. Thompson,
W. H. F. Thompson,
Vice-President.

MR. DYSART: "What is the date of that letter?"
HON. MR. STEWART: "January 29, 1929."

Not The Same

HON. MR. STEWART, continuing, said the opposition leader had stated Nova Scotia had purchased a grader for \$2,900 for which this province paid \$3,600 and that they were practically identical. The grader bought by the New Brunswick government was not on the market previous to 1929. The grader purchased by Nova Scotia had no parts, while the reverse was true of the machine purchased in this province. The two machines referred to by the leader of the opposition were not the same in 1928 as had been alleged by the leader of the opposition.

That Stone Pile

The hon. leader of the opposition had asked that he (Stewart) tell all about the Montgomery Stone pile at Dalhousie. He had already done this in past years, but he would repeat it, and also compare this transaction with the purchase of crushed stone under the old government at Saint John. He had answered last year that there had been 15,473 yards used of the crushed rock at Dalhousie, but none had been used in 1932 and 20 yards in 1933.

Taking the figures received at St. John for crushed stone, it would be found that the Dalhousie stone was much cheaper. The crushed stone at Saint John had cost \$3.00 per cubic yard while that crushed at Dalhousie had cost \$2.10 per cubic yard, showing the Saint John contract to be \$0.90 per cubic yard more than that paid by Montgomery.

Incorrect Statements

The hon. leader of the opposition had charged the government with mal-administration when it used \$24,000 of relief fund to buy a rock crusher, when six rock crushers in the province were idle. This statement was absolutely incorrect. When discussing the road projects with the Minister of Labor at Ottawa, he (Stewart) had explained that it was not practical to use the money received from Ottawa for relief purposes on trans-Canada Highway entirely as there was a greater need in some other counties. The Federal Minister of Labor had stated at that time that the provincial government might buy equipment to carry on work and the rental of some could be charged to the Dominion Government. Consequently, in place of \$24,000 being spent as stated by the leader of the opposition 5 per cent of the value of the machine was charged as a rental and the provincial government absorbed 50 per cent of the cost.

Defaulting Taxes

The hon. member for Northumberland (Gill) had stated that the warden of Northumberland had requested that road expenditures be made in that county and that those in arrears in taxes be given the preference. No letter had been received from the warden of the municipality to this effect. There had been an interview between the warden and Mr. Barbour and others from Northumberland, and

this suggestion had been made. As a result it had been decided that while the department could not be used as a collecting agency in the matter of taxes, that next year any allotment of road money would be given consideration to road conditions, but it was not the intention simply to allow those in default to taxes to work as this would penalize good citizens.

He considered that the hon. member from Northumberland had misrepresented the facts in connection with this matter. The same gentleman had complained that the government had not guaranteed Northumberland's bonds, but he thought the people would agree that the government had given Northumberland good assistance.

In connection with concrete roads he thought the hon. members for Northumberland were somewhat inconsistent because under the unemployment relief plan two concrete roads had been built by the town of Chatham with the approval of the municipality and all concerned.

Barnaby River Bridge

The hon. member for Northumberland (Gill) had criticized his (Stewart's) actions in connection with the construction of the Barnaby River Bridge. He had read the contractor's letter and such other letters as suited his purpose, but had no read letters that he had written or represented the position he had taken in the whole matter. He (Stewart) would say that the action he had taken in that matter after consultation and receiving the advice of his engineer. It was true he was the responsible head of the department, but he had not acted without taking the advice of his experts in engineering work. The hon. member of Northumberland had asked what influence had been brought to bear on the contractors or the Minister in connection with that work, but if he had wanted to be fair, he would have read his letter in connection with that in question. He would compare the Barnaby River Bridge transaction with the Buctouche River Bridge.

MR. GILL: "I was not here then."
HON. MR. STEWART: "Neither was I."

Buctouche Bridge

Continuing, he said in the case of the Buctouche River Bridge someone induced the Minister of that day to ignore the advice of the engineer.

MR. DYSART: "When was that pier built?"

HON. MR. STEWART: "I am not a walking encyclopedia and have not the information."

Piers Rebuilt

As a result of ignoring the chief bridge engineer's advice in the matter of the Buctouche Bridge, Mr. Stewart said, the present government had to rebuild the piers at a total cost of \$79,470. That was the result of the Minister not taking the advice of his engineer at the time when the bridge was built. He (Stewart) proposed in matters of bridge building to take the advice of his engineers in technical matters and when he could not do that, either he or the engineers would leave the department.

Mr. Niles' Complaint

The hon. member for Victoria (Niles) had complained about the settlement for land damages with the Big Shiktehawk and the Little Shiktehawk Bridge in Carleton County. He agreed with the hon. member that members should not mix in with the settlement of land damages for road purposes, but suggestions of members had not been taken in this matter which had been referred to arbitration. This was very different from the practice in vogue with the late administration. Take for instance, the Four Mile Brook Concrete Arch Culvert in Madawaska County. There, where land had been taken the government of that day in one case had paid \$14,000 for one and one-sixth acres of land. In another case they had paid \$500 for one-third of an acre. The prices that had been paid seemed to be exorbitant, but they had been suggested by the then member for Madawaska. In the case of the Boniface Bridge in Madawaska, Mr. Michaud had recommended \$1,000 for land taken and this amount had been paid for one-third acres.

In view of these facts, he thought the members for the opposition should be consistent and familiarize themselves with what had been paid by previous governments and compare these amounts with what had been paid by the present government in connection with land taken for roads or bridges.

A Campaign Yarn

The hon. junior member for Victoria (Pirie) had stated in the House that he (Stewart) during the campaign in Restigouche-Madawaska had said at a political meeting that those who could not vote for Mr. Dube would not receive work on the roads. He (Stewart) would emphatically deny ever making such a statement. The same member (Pirie) had referred to Death Valley in Madawaska as a dangerous spot that should have been removed. He would admit it was a dangerous place, but no more so than other places and it had been improved by widening.

Kent County

The hon. member for Kent (Richard) had claimed discrimination in connection with the money spent on the roads in Kent County. He had not, however, included the expenditures on ordinary bridges and patrol. He (Richard) had complained that they spent too much money on the main trunk roads for the benefit of tourists and not enough on the back roads. For the benefit of the House he would compare what had been spent last year in Kent County and Westmorland. Westmorland had a road mileage of 1,052 and Kent 1,008 and the amount spent in Kent was \$80,959.99 while Westmorland had an expenditure of \$83,378.33.

Northumberland's Affairs

A hon. member from Northumberland (Tweddle) had tried hard to discredit the government by complaining that members supporting the government were blaming the officialdom of Northumberland county for the con-

duct of county finances and relief matters instead of the government, and because the Premier had said that governmental affairs in Northumberland county would be managed along party lines. He gave the impression that the Premier had made this statement at a public meeting, where he knew very well the statement was made at a small gathering of party friends. As a matter of fact, the Premier had taken strong grounds that relief matters was not a party matter and had threatened to stop speaking at a public meeting because another gentleman had introduced party issues there. In regard to the responsibilities of county officials, whose duty was it but these officials, whose duty was it but those and the care of the poor was primarily a county matter. The hon. member opposite had stated that the relief problem was a national matter. Perhaps it had become so by reason of the widespread conditions throughout the Dominion, but that did not absolve the county from its share, and it was fortunate that there was a Conservative government in power at Ottawa to assist, because the leader of the Liberal party if he was correctly reported, said that he wouldn't give a five-cent piece to any province that had a Conservative government.

Lumber Situation

Regarding the lumber situation, his hon. friend (Tweddle) had endeavored to show that the experienced lumbermen were only innocent and inexperienced when he claimed that they were influenced by the statement of the then Premier that the long lumber business was apparently comparatively a thing of the past. "Oh the innocence of the Northumberland lumbermen; whoever heard they were not able to take care of themselves; there had been such a thing as a Northumberland deal." These men evidently agreed with the then Premier. They had no market for long lumber, they could not operate profitably, and as the hon. member had stated, their leases were largely held by the banks and they were glad to dispose of them and avoid the carrying charges.

Criticism had been offered the government because the Department of Lands and Mines sent out a questionnaire to the lumbermen instead of sending out inspectors like the province of Quebec. Well, he would invite hon. gentlemen to consider the bill which the Quebec government was presenting and the bill which this government had brought down dealing with the matter of relief to the woodsmen.

Dalhousie Mill

Criticism had also been offered because of the exemptions granted to the Dalhousie mill. These exemptions were just what the town council of Dalhousie asked for power to give, no more and no less, and the government had exerted no influence in the matter whatever.

Hon. members of the opposition appeared to be greatly interested in the judgeships and senatorships that were now vacant, and he could tell the hon. gentleman that these would be filled in good time by conservatives and without consulting the members of the opposition in regard to how it should be done.

Aided Agriculture

The opposition claim had been made that the government had done nothing during its tenure of office. Let them glance at the increased grants to roads, to hospitals, to agriculture and other services. Previous to 1925 the former government had given around \$106,000, to agriculture, and in that year gave \$122,000. The first year of the present government came in a chaotic condition and it was not clearly seen how matters were coming out, agriculture got \$124,896. This amount was gradually increased until in 1930, the last year of good revenue, it reached \$272,821. Pensions given to teachers in 1925 aggregated \$3,565, and under this government it had increased year by year until in 1932 it was \$40,043., and last year \$38,277.

Direct Relief

Very little attention had been given (Continued on Page Six)

FIRE HAD NO TERRORS THERE

Detroit, Mich., March 2—Fire broke out last night in a Detroit neighborhood theatre projection room. The manager made a speech asking the 150 patrons to file out slowly. None budged. He pleaded with them, and finally in desperation offered to readmit them after the fire was out.

The customers left reluctantly. The manager told police, who were called later to prevent a riot, that 600 "patrons" sought to enter the theatre.

DOUG AND MARY

New York, N. Y., March 2—It is reported here that is the result of a transatlantic telephone conversation Douglas Fairbanks, sr., and his wife Mary Pickford, have become reconciled. Miss Pickford when interviewed here, declined to confirm the report, but she did not deny it.

NOTICE OF SALE

To: FRED W. CAMERON of the Parish of Hampstead in the County of Queens, Lumberman, and WINNIE G. His Wife, and all others whom it may in any wise concern:

NOTICE IS HEREBY GIVEN that under Power of Sale contained in the Indenture of Mortgage dated the twenty-third day of August, A.D. 1927, made between the said Fred W. Cameron and Winnie G., his wife of the first part and the undersigned Benjamin F. Merritt, of the Parish of Hampstead aforesaid, Gentleman of the second part, and duly registered in Queens County Records Book J4, pages 51, 52 and 53, there will for the purpose of satisfying the monies secured by the said Indenture, default having been made in the payment thereof be sold at Public Auction in front of the Registrar's Office at GAGETOWN in the said County on THURSDAY the NINETEENTH DAY OF APRIL, A.D. 1934, at the Hour of TWELVE O'CLOCK NOON the lands and premises described in the said mortgage as follows:

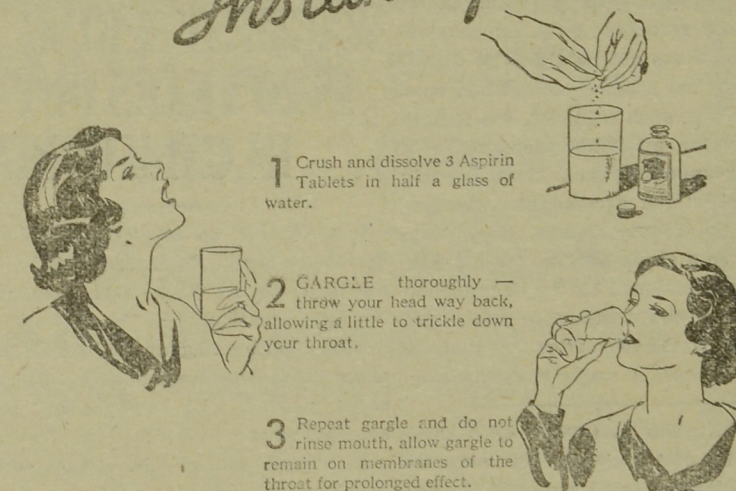
"ALL that certain piece or parcel of land situate lying and being in the Parish of Hampstead in the County of Queens bounded and described as follows: On the East by the River St. John and being thirty rods on the front on the said river; on the South by lands owned and occupied by Mrs. Annie Redstone and the heirs of Oliver Davis; on the West by lands owned by George Mullin, and on the North by lands owned and occupied by Thomas W. Redstone and Arthur L. Mayes, containing one hundred and fifty acres." Save and except therefrom all those certain lots which are reserved in the Deed from A. L. Fox to George W. Fox, registered in Book N3, page 427 of Queens County Records. Also save and except therefrom all the lot conveyed by E. J. Fox to Catherine Worden as well as the several parcels by said E. J. Fox conveyed to the St. John & Quebec Railway Company and those conveyed by J. M. Queen and wife the Queenstown Public Hall Company Limited, and G. S. Lacey as by reference to the Registry of said mortgage and the several deeds will fully appear.

Together with all and singular the buildings and improvements thereon and the appurtenances to the said lands belonging.

Dated at Queenstown in the Parish of Hampstead aforesaid this Fifth day of February, A.D. 1934.

(Sgd.) BENJAMIN F. MERRITT,
Mortgagee.

Now! Ease Sore Throat Instantly!



Remember: Only Medicine Helps Sore Throat

Modern medical science now throws an entirely new light on sore throat. A way that eases the pain, rawness and irritation in as little as two or three minutes!

It requires medicine—like ASPIRIN—to do these things! That is why throat specialists throughout the world are prescribing this ASPIRIN gargle in place of old-time ways.

Be careful, however, that you get Aspirin Tablets for this purpose.

