An Unusual Incident Marked the Closing of the Session of the Legislature

His Honour The Lieutenant-Governor Presented With An Illuminated Address on Behalf of the Members, and Made a Feeling Reply—Hon. Mr. Stewart Ably Defends His Department.

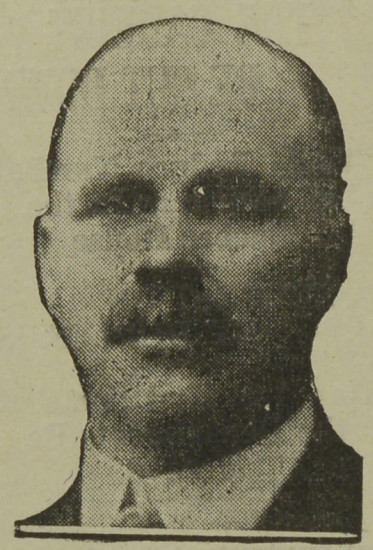
Following is the conclusion of the official report of Tuesday's proceedings of the Legislative Assembly:

Carleton County Praised

MR. PERRY said that Carleton County in the past had received considered advice frm lawyers, doctors and other professional men in the House, to get away from growing potatoes exclusively and go into mixed farming. In this connection he would like to say that Carleton county in number of horses and swine stood first; in sheep, second, and in cattle and poultry third among all the counties of the province. Of the total oats grown in the province, that county produced twenty-five per cent, and the same proportion of potatoes, wheat and barley. It grew 60,000 bushels of wheat and had four flour mills. He wished to thank the Minister of Agriculture for the bonuses given to the mill at River de Chute and the potato flour mill at Hartland; also for the assistance given in collecting cream for the Woodstock creamery. Woodstock had established the first vocational school in the province and he would ask generous assistance for it. He told of how second hand bags sent by potato shippers from Carleton county to Ottawa and Montreal were used by potato growers in Ontario and Quebec and their products were then put on the market as New Brunswick potatoes and as they did not have to be inspected when sold within the province where they grew, he had reports of such bags containing as high as seventy per cent of cuts and bruises. This was a serious matter for New Brunswick growers and there should be some way of correcting the practice.

Mr. Pirie Speaks

MR. PIRIE said he could corroborate the statements made by his hon. friend regarding the pernicious practice of using second hand New Brunswick stamped bags by Ontario and Quebec growers, who were willing to pay a premium to get these bags in order to sell their potatoes under the New Brunswick brand. Another difficulty that New Brunswick shippers had was that when potatoes were shipped to Montreal or Toronto on a falling market, most dealers at the other end would refuse the car, and although the shipper could have the car reinspected at a cost of five dollars, there was no way of compelling the dealer to live up to his bargain and take delivery, without incurring expense larger than the value of the potatoes. If the Minister of Agriculture or the government could arrange with the Federal government to enforce regulations that would enable fair treatment to shippers, it would be a good service.



HON. D. A. STEWART
Minister of Public Works Who Ably Defended His Department From Opposition Criticism

HON. MR. TILLEY said that the dealer should only ship to reliable dealers.

MR. PIRIE said his experience was that not more than five per cent of potato dealers in Montreal were reliable.

HON. MR. SMITH said he appreciated the remarks of the members from Carleton and Victoria, and would be only too pleased to discuss this situation with them and take any action he could that would improve conditions.

MR. RICHARD (Gloucester) said he understood in the cattle trade there was an association of buyers and any member not dealing fairly was disqualified, and he wondered if that idea could not be extended to other lines.

MR. PIRIE, on the item to be passed under the Health Department, asked what changes has been made in regulations of the Provincial Hospital.

HON. DR. TAYLOR said that the conduct of hospitals did not come under his department; the Provincial Hospital was managed by a commission which included the whole government.

A Good Suggestion

MR. WOOD, on an item under the Department of Education, asked that a grant be made as soon as possible to extend Arts and Craft work for people in the country. He described the reconstruction of the buildings at Mount Allison destroyed by fire and the arts and craft work carried on in that institution. This included weaving, metal work, painting on china, etc. Looms had been established and a number of students were working steadily there, a good market being found throughout Canada and the United States for the hand-made products. It was most desirable to extend this work to the country homes. He understood that applications had already been made to the government for assistance in extending this work, and if any grants were given, he bespoke a share for the efforts of Mt. Allison.

More Estimates

MR. DYSART, speaking on an item on the estimates of the Public Works, said he presumed that the program of hard-surfaced roads would be carried under the legislation of 1930, but he would like to have a statement from the Hon. Minister where the work was to be carried out and as-how the project was to be financed.

HON. MR. STEWART said the item they had been discussing had to do with ferries. He would say that the subsidies were the same as last year except in one or two instances where there had been an increase. The government maintained three free ferries connecting with the Kingston peninsula and no fee was charged to bona fide residents of the peninsula.

Wants Information

His hon. friend (Dysart) had asked for detailed information regarding hard-surfaced roads, but he could tell him that the government had not yet dealt with the matter to finality. He was glad to know that some counties such as Albert, Victoria and Northumberland did not want hard surfaced roads. As for the type of road a large amount of data had been collected by the chief highway engineer and the government would act on his advice as to the class of road and to where work would be done. It would not be business-like for him, the minister, to speak of the estimated cost of the roads, but he could tell his hon. friends opposite that their estimate of the costs of the roads at $25,000 or $30,000 was wide of the mark. No doubt his hon. friends were thinking of the hard surfaced roads between Chatham and Newcastle which had cost $39,000 a mile.

An hon. member—"What about the road at Campbellton."

Hon. Mr. Stewart

HON. MR. STEWART said he expected to hear some mention of that road. The man who built it had also built the stretches of permanent road between Chatham and Newcastle and between Rothesay and Saint John. Due to the excellent sub-grade those stretches had stood up very well. In answer to a question as to where the money was coming from to provide for the hard-surfaced road he could tell his hon. friend that the Hon. Provincial Secretary-Treasurer would look after that part of it.

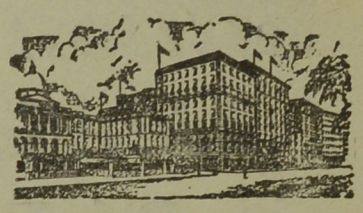
While he (Stewart) did not propose to go into details he could tell his hon. friends opposite they might as well eliminate the idea of building a mile and a half of hard surfaced road in each county as no such practise would be followed. In all probability roads adjoining towns and cities would be given the first consideration.

(Continued on page three)

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