

Opposition Amendment Was Voted Down 27 to 10

The Long Drawn Out Debate on the Budget Was Brought to a Close Yesterday Afternoon—Hon. D. A. Stewart, the Last Speaker, Made an Able Reply to Opposition Critics.

The budget debate in the Legislature, which has extended over a period of ten days, was brought to a close yesterday afternoon when the opposition amendment was defeated by a straight party vote of 27 to 10. There were several absentees on the government side and Mr. Lordon of the opposition, who was paired, recorded his vote in favor of the amendment.

Hon. D. A. Stewart, Minister of Public Works, was the last speaker in the debate and not only ably defended his department but carried the war into Africa by showing up the shortcomings of the late administration. He was heartily applauded at the close of his address.

The supply motion having passed the House went into committee with Mr. Harrison in the chair and after passing a number of items reported progress and asked leave to sit again.

A number of private bills, including three from York County were put through the committee stage and ordered to be read a third time on Monday. The House adjourned at five o'clock until eight p. m. on Monday.

Assembly Chamber
March 15th, 1929

The House met at two o'clock. HON. MR. LEGER moved that the bill respecting the appointment of magistrates in the parish of Salisbury be referred back to the Committee of the whole House.

Eleven bills already mentioned as introduced were read a second time.

MR. ATKINSON submitted the report of the Municipalities Committee. HON. MR. REILLY submitted the Report of the Standing Rules Committee.

Hon. Mr. Stewart
HON. MR. STEWART resuming the debate on the motion to go into Supply, said he joined with previous speakers in expressions of sympathy to the late Mr. Grant's family. He had been closely associated with the late Mr. Grant in his work as a representative and he had never met a more reasonable man nor one more assiduous in his duties, nor more loyal to his party.

Yesterday the Hon. Leader of the Opposition charged the Premier and the Minister of Lands and Mines with not referring to many of the matters he had brought up when they replied and that gentleman had also said that he would not follow a member on this side of the House in the use of unparliamentary language. He (Stewart) had yet to hear any hon. member supporting the Government make any statement tending to lower the dignity of the House to the extent of some of the remarks of the hon. gentleman opposite, who even went so far as to assume the tone and reported language of the Premier in some of his addresses made in New York and Boston. He (Stewart) would like to have the ability and the language used by the Premier on those occasions, and he might be pardoned for saying that it would not hurt any of the members of this House if they had a little touch of the Premier's ability.

He would not refer to the Valley Railway which had been well discussed except that it had now come to a point where it was being taken over and he felt that all who had any part in it were deserving of credit.

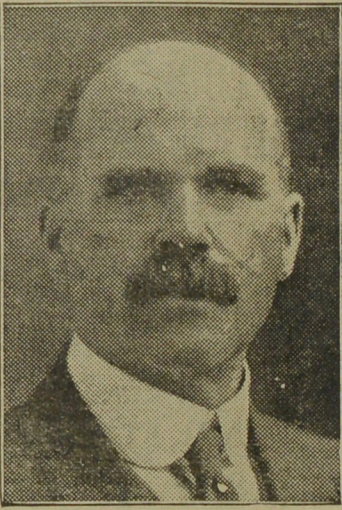
No Justice Done
The Leader of the Opposition, at one time was Minister of Lands and Mines and therefore should know better than most others the effect of regulations upon the operators. He had tried to make it appear that an injustice had been done to operators and lumbermen and yet his hon. friend might remember a regulation put into effect under a previous government changing the scale, so that there was a loss of ten feet in a certain sized

log by prolonging the stick four feet and the province lost 10 feet in stumpage rates. This was not criticized by the then Opposition, because it was realized that as much of the tree as possible should be taken out of the woods, thereby reducing the fire menace. He asserted the loss to the man who cut the logs by the recent change of scale was as much as 20 per cent. and claimed it was proven by sworn testimony. He (Stewart) did not question the sworn testimony, but he would say that they were not cutting saw logs if there was any such loss. The scale now in effect had been extended to include sticks below five inches. Previously there was no scale for anything smaller, and the difference between the present scale and the former scale meant but little. For instance in a 7 inch log, 16 ft. long, the difference was only 1 foot.

Not a Medium
He had been surprised that his hon. friend had no more respect for him (Stewart) yesterday than to charge him with being a medium for thievery, robbing the exchequer by extravagance in road expenditure in the fall of 1925. He had no apology to make for the expenses incurred on the roads in the fall of 1925, for the old Government had that season evidently in preparation for an election, torn up the roads all over the province and had made no provision for putting on gravel. The government on assuming office found that the people who had worked under the old Government had been in many cases not paid and his first duty was to call in these accounts for which this government was not responsible, and which required a special warrant for their payment. His hon. friend yesterday had said there should be no special warrants and no expenditure without legislative authorization, and yet all the work done on the roads by the old government in the summer of 1925, totalling three-quarters of a million, had been done without authorization and without a single dollar in the exchequer to pay those accounts. The difference between the methods of the two governments was that the old government spent money which they did not have while this government only spent what they did have.

In the Old Days
The old government had gone so far in spending money which they did not have, on public works, that when this government came in it required \$375,000 a year to pay the interest on the bonded issue taken from the auto funds before further bonds guaranteed by auto funds could be issued. Members of this government had never claimed that the bonded indebtedness of the province should not be increased, but they had said deficits should not be incurred to be bonded and that the bonds for road construction should not be increased any faster than the revenue from automobiles, etc. would provide interest and sinking funds. This government had kept within their revenue and with the monies obtained on account of auto funds they had improved the roads and carried that improvement into the back districts, and he would challenge the Opposition to go to those back districts and say that money should not be borrowed to be expended on their roads. So long as these bonds were taken care of by the provision of interest and sinking funds from the auto revenue the debt of the province was not increasing.

Engineer's Error
He referred to the statement made by the hon. member for Gloucester (Richard) that the Department had said no money was spent on bridges and roads in the parish of Saumarez when it was known in Bathurst that money had been spent there. He (Stewart) said if the report from the Department was incorrect it was an



HON. D. A. STEWART
Minister of Public Works.

error of the engineer, the same man that had been employed under the old Government. Then his hon. friend had charged him with placing the blame on this engineer, Mr. Theriault, because he (Stewart) did not like him. However, he (Stewart) said he would read a telegram referring to this matter that had today come to him quite unsolicited. This telegram stated that the term Richardson road applied to two different roads. It was a local name and in the engineer's report this name had not been used, hence, the absence of information in the Department in regard to the Richardson road. Evidently even the member for Gloucester did not know the correct nomenclature of the roads in question.

The Wrong Bridge
The Hon. Leader of the Opposition just before prorogation last year had made a summary, based on answers to enquiries and he made statements to which he (Stewart) had no opportunity to replying and which he probably would not have made if some of the answers to his enquiries which had been delayed by time required for gathering this information had been in his possession. He (Stewart) had seen him shortly afterwards at Buctouche and had discussed the matter with him. The hon. gentleman had enquired about the Murray Bridge. The Department had no knowledge of any bridge by that name in Kent county, but it later developed that it was the Graham Point Bridge that was referred to. The hon. member in his speech before prorogation had said he asked about the material that was used in this bridge and that the Department replied there was no such bridge. This was an illustration of how misunderstandings could occur.

Another matter upon which Leader of the Opposition had attacked him based upon incomplete information was in connection with a road in Restigouche county near Campbellton. He had made a calculation of the amount of material which that road would contain and laid a charge against the Government when there was an explanation which was that his calculation did not include the shrinkage of rock content due to crushing and the further fact that a quantity of the material which had been brought and left over was shipped to go on a road near Bathurst.

An Unfair Attack
The hon. gentleman also had made an unfair attack upon his department regarding the Graham (Tom) Bridge and Kouchibouque Bridge, where at both places unanticipated difficulties had been encountered, and he (Dysart) had said that the department rushed into things without proper inspection. He (Stewart) agreed that there was great necessity for care in the preparation of plans, the taking of soundings, the character of the banks for foundation, etc. However even the best engineers made mistakes, a glaring instance of which was the noted Quebec Bridge. The hon. gentleman, however, might remember a few mistakes in regard to bridges under a previous government due to want of precaution, such as the Kouchibouque (River Mouth) Bridge where the plans were prepared all the materials ordered, both abutments completed and the foundation of a centre pier laid before it was discovered that the work had to be abandoned. Location made further back on the banks requiring longer spans, although the steel for the first order was on the ground. That was in 1921 and up until the time the government went out of power that steel work was stored in a barn for which the government had to pay storage. Another instance of abandonment was the St. Nicholas River Mouth Bridge. He quite agreed that every care should be taken, but with the limited staff at the disposal of the Department it was almost impossible to spend the time necessary for absolute complete investigation and get through the annual bridge program.

He would now give the hon. gentlemen the answer to his question of last year in regard to Graham Point Bridge. The hon. gentlemen had asked why when the Graham Point Bridge had been refloored with 37,500 superficial feet, it required under this government 51,895 ft. to do the same work. The explanation was: The amount required for flooring was 37,500 ft.; curbs, 2,300 ft.; nailing strips on steel stringers, 9,654; hub rails 2,000 ft.; left over 441 ft. When the bridge was previously refloored the other woodwork was still sound,

but last time had to be replaced. The surplus lumber was used on other jobs.

MR. DYSART said that his information from the man who supplied the lumber was that the entire work might have been done within that item of 37,000 ft., as the nailing strips would have to have been used on the previous reflooring.

HON. MR. STEWART said that his hon. friend (Michaud) had said that the Minister of Public Works was the arbitrary head that dictated the classification of accounts as between capital and current. That statement was not correct for the classification was in the hands of the engineers the same as it always had been. He himself had never interfered with the judgment of the engineers in this respect. He considered these men were on the job and should know what was what.

Reorganization
The Hon. Leader of the Opposition had severely criticized the reorganization of the Public Works Department. Did he realize that the organization set up by the old government had not been interfered with or changed except by the appointment of more District Engineers, and during the past three years by the amalgamation of the Deputy Minister's office with that of the Chief Highway Engineer. He also claimed that the Deputy Minister of Public Works should be an Engineer. How could he reconcile that statement with his actions when he supported the old government. The Deputy at that time was not an engineer. He (Stewart) was now prepared to admit, after experience with the increased work of the Department that the duties of Deputy Minister and Chief Engineer were too much to expect any one man to perform. The Department had had nothing to do with the dismissal of Burton Hill, the electors of Charlotte had attended to that matter, although the government had made every effort to retain Mr. Hill by the jerry-mandering of Charlotte county. They also had failed lamentably in their efforts to gain support by the jerry-mander in York.

No Increase
The Department last year had spent on roads generally \$3,869,478 approximately, and the staff had not been increased with the exception of a few district engineers. He had also been criticised for authorizing expenditures on roads without the knowledge of the district engineer. He was quite willing to accept the responsibility for such expenditures, although the recommendations received from district engineers were adhered to as fully as available funds would permit. But sometimes emergencies occurred, or there were substantial reasons when it was necessary to act. Neither was this a departure for the late Minister (Veniot) authorized special expenditures, some of the re-

presentatives in various counties authorized expenditures and even men who were not representatives. The member for Madawaska (Michaud) had authorized expenditures in his own county without reference to Public Works Department, let alone engineers, and Mr. Henry Currie on the very day he was nominated as a candidate in Restigouche started authorizing expenditures.

MR. SMITH (Carleton)—Was that candidate elected?

HON. MR. STEWART. He was not elected then nor will he be next time.

An Also Ran
In the case of the Jourmain Island Bridge, the minister (Veniot) had authorized the building and Ok'd the

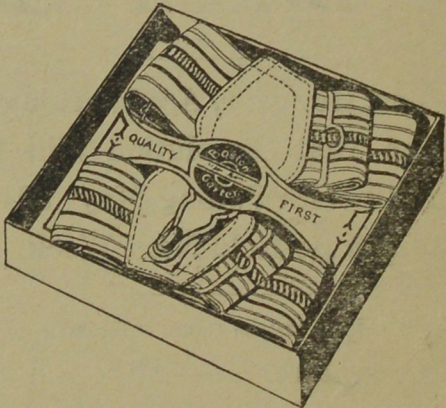
accounts to the completion of the work and the job was never seen by either a bridge or road engineer, nor did they see the accounts. Each and every account before they were paid had to be initialled by P. J. V. and this work ran to a total of \$40,988 without an engineer knowing anything about the work. He wished to say that while he was Minister he would authorize necessary works.

MR. DYSART—You are going to do what you have just condemned.

HON. MR. STEWART—Not at all. Every account will have to be authorized by an engineer.

The leader of the Opposition had claimed he had got wrong information in the House. He did not state how.

(Continued on Page Three.)



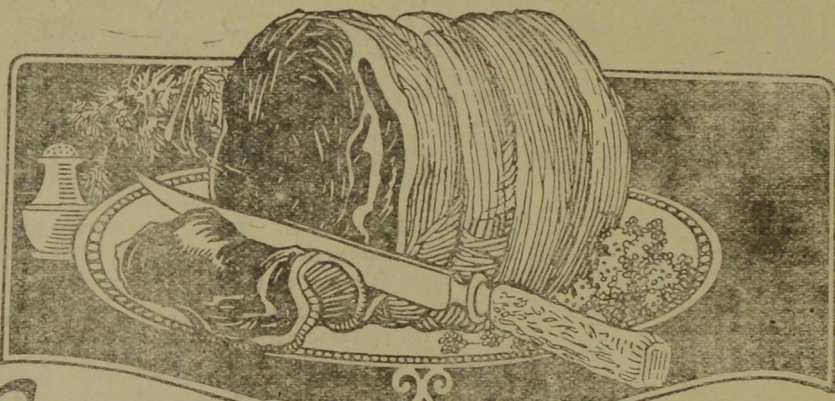
“Boston” Garters FREE

For ONE set of “Poker Hands”, packed with Rosebud Cut Plug, you can get a pair of Gent’s Boston Garters.

This is only one of many valuable presents to be obtained by saving the “Poker Hands” that are packed with this sweet, mild, satisfying tobacco.

The large 10c package of Rosebud contains 1 “Poker Hand”. The larger 15c package contains 2 “Poker Hands”.

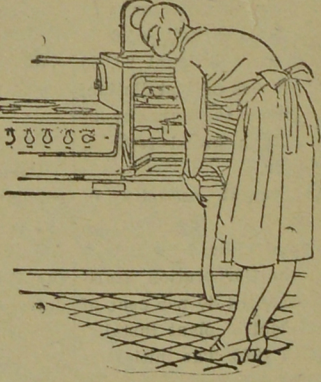
Smoke **ROSEBUD** and Save the “Poker Hands”



Good Roast Beef

Rich—appetizing and savory. Not overdone—not underdone—but just right. That’s the way your roastbeef comes out of the oven when it’s cooked electrically.

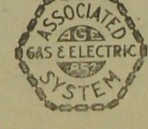
The dry electric heat in the thick-walled oven retains the full flavor and rich juices of the roast. Automatic heat controls assure an even temperature evenly distributed throughout the oven. Successful cooking results once obtained can be duplicated at will.



EASY TERMS

Come in today and let us tell you how a small deposit and easy monthly terms will put an electric range in your home.

Maritime Electric Company Ltd.



of the ASSOCIATED SYSTEM

QUEEN STREET

FREDERICTON, N. B.

NICE WORDS WON'T DYE a dress or coat...



Neither pretty pictures nor colorful adjectives will dye a dress or coat. It takes real dyes to do the work; dyes made from true anilines.

Next time you have dyeing to do, try Diamond Dyes. See how easy it is to use them. Then compare the results. Your dealer will refund your money if you don't agree they are better dyes.

You get none of that re-dyed look from Diamond Dyes; no streaking or spotting. Just fresh, crisp, bright new color. And watch the way they keep their brilliance through wear and washing. They are better dyes because they contain plenty of real anilines—from three to five times more than other dyes.

The white package of Diamond Dyes is the original “all-purpose” dye for any and every kind of material. It will dye or tint silk, wool, cotton, linen, rayon or any mixture of materials. The blue package is a special dye, for silk or wool only. With it you can dye your valuable articles of silk or wool with results equal to the finest professional work. When you buy—remember this. The blue package dyes silk or wool only. The white package will dye every kind of goods, including silk and wool. Your dealer has both packages.

Diamond Dyes

Easy to use Perfect results 15¢

AT ALL DRUG STORES