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THE ITEMS OF SUPPLY NEARLY ALL DISPOSED OF

(Continued from Page One)

Assembly Chamber.

April 17, 1920.

The House met at 3 o'clock. MR. LEBLANC presented the report of the Committee on Municipalities.

HON. MR. SMITH introduced a Bill to amend the General Mining Act. He explained that an amendment adopted two years ago gave licensees the privilege of crossing other lands in order to reach railway lines. The object of the present amendment was to provide for the drainage of mining lands.

HON. MR. SMITH introduced a Bill to amend an act relating to the purchase of lands for settlement purposes from the New Brunswick Railway Company. He explained that under the original act the lands could only be disposed of for settlement purposes. The district was growing and there was need of lands for school and church purposes. The Bill asked authority to dispose of small tracts on the Blue Bell tract for these purposes.

The House then went into committee with Mr. Leger (West) in the chair and took up further consideration of supply.

HON. MR. MURRAY, on the item of public printing, said there had been some complaints of an increased expenditure for that service. In 1915 the cost of public printing was \$16,590.31 while last year it was \$18,871.70. Considering the fact that the cost of paper had increased more than one hundred per cent, and wages had gone up over fifty per cent, the increased expenditure for printing was not a matter for surprise. Despite the marked advance in prices the Government had been able to affect a saving in some instances. It cost \$2,002 to print the Royal Gazette in 1915, while last year it had been done for \$2,042. In 1915 the printing of the Journals cost \$935.63 while last year it was reduced to \$765.62. The receipts from the Royal Gazette last year exceeded the cost of publication by \$667.

HON. MR. FOSTER on the item for the Provincial Hospital said the appropriation was not intended to cover last year's deficit. It had been based on the probable cost of upkeep of the institution for the coming year as estimated by the Superintendent.

HON. MR. ROBERTS, in reply to Mr. Smith (Carleton) said that under the Health Act doctors serving on Medical Boards were not to act as inspectors unless it was impossible to secure others to perform that duty. The scarcity of doctors in rural districts often made it necessary for them to act in a dual capacity.

MR. SMITH (Carleton) said that in the Parish of Wilmot, in his County, Doctor Field served on the Medical Board and was also inspector for the schools. As there was other doctors in the locality not connected with the Board he thought one of them should be appointed Medical Inspector.

HON. MR. ROBERTS said that the appointment did not lie with the Government but with the local Board of Health. He would make inquiries into the case referred to.

MR. TILLEY on the item for the Provincial Hospital Building, pointed out that the Hospital Commission was now composed solely of members of the Government. He would suggest that the Government consider the question of enlarging the Board and adding to it the hon. leader of the opposition. He believed the plan of having both sides of the House represented would work well.

MR. CAMPBELL endorsed the suggestion made by his hon. colleague and hoped it would be carried out.

MR. SMITH (Carleton) on the item for ferry maintenance, wanted to know if any provision had been made for a ferry at Stickney. Other ferries along the St. John River received Government grants and he would suggest that \$100 be paid to the ferryman at Stickney. He said the Hartland Bridge had gone out, and meant a serious loss not only to the Province but to the people of the District. He thought the hon. Minister of Public Works had done him an injustice by stating that he (Smith) when head of the Department had pigeon holed a report on that Bridge. He had requested the chief engineer to submit a report on the Hartland Bridge at the time they were considering the advisability of building concrete piers beneath the bridge at Florenceville. They were just about to let the contract for the Florenceville Bridge when the old Government went out of office and the new Government went on with the work under the plans which had been prepared. It had been the intention of the old Government to construct the Hartland Bridge in 1918 and the only reason why he had ordered the chief engineer's report on the structure to stand was that it called for a covered super-structure of wood. As a representative of the County he did not think a bridge of that character would be in the interest of the locality. It was an important point the bridge was a long one, and if covered he felt it would be considerable of a menace. He would not advise the Minister of Public Works to erect a Covered bridge at Hartland.

HON. MR. VENIOT said that the ferry service which the hon. member had referred to was receiving consideration and would be attended to. In regard to the Hartland Bridge he understood that when the hon. member was Minister of Public Works the chief engineer had submitted a report in condemnation of the structure. He (Veniot) knew little about conditions at Hartland until he visited the place in 1917. He then found the bridge in an unsafe condition and on calling up the chief engineer was told that he had condemned it in a report. He con-

sulted the people of Hartland and was told it would be a great inconvenience to have the bridge closed for any lengthy period. The bridge had been erected in 1896 by a stock company and it afterwards had been taken over by the Government. The people raised an objection to a covered span bridge. In September, 1918, he again visited Hartland and after consulting with the businessmen of the Town made a thorough examination of the bridge. The question of a new bridge was talked over and there was a difference of opinion as to what site should be chosen. He proposed that a ferry be established for eighteen months to provide accommodation while a steel bridge with concrete piers could be erected, but the proposal was not looked upon with favor. Then he had proposed to build spans of hard pine during the winter of 1919 and have the same covered. That met with approval and the work was undertaken and completed just before the ice run of the present Spring. The ice this year did not follow the main channel but lodged on the opposite shore and on breaking loose swung over to the other side and carried away two of the piers. He did not believe that even concrete piers would have withstood the ice run. He would promise the hon. member that the Hartland Bridge would not be left long in its present condition as the District was of too much importance for that. A ferry service would be established just as soon as conditions permitted it. The plans would call for the erection of concrete piers and the spans would be of hard pine.

He was hopeful that later on they could be utilized elsewhere and replaced by steel.

MR. SMITH (Carleton) said that he was glad to have the statement of the Hon. Minister and he was hopeful that the two spans which had been lost could be replaced by steel.

HON. MR. VENIOT said that the chance might be made by degrees, as was done with the Fredericton bridge.

MR. YOUNG wanted to know if any provision had been made for a ferry service at The Barony, York County.

HON. MR. VENIOT replied that the matter was being looked into.

MR. YOUNG asked if any arrangements had been made for a ferry at Manzer's Siding.

HON. MR. VENIOT said he proposed the establishment of a ferry there but had been told that it would be seriously interfered with by driving operations. The people of that section wanted a bridge and he could say that if conditions warranted it, it would be built. The same arrangements for a ferry service for school children as last year would be carried out.

MR. TILLEY, on the item of steam navigation, wanted to know if any steps had been taken to carry out his suggestion of last year that the books of steamship companies be audited and a sworn statement submitted to the Government.

HON. MR. VENIOT said that the companies receiving subsidies now submitted statements under oath showing the traffic receipts. No steps had been taken to secure an audit.

MR. BAXTER speaking to the item of Ordinary Roads and Bridges asked the Hon. Minister of Public Works if the amount named ought to be exceeded or if the idea was to keep within the estimates.

HON. MR. VENIOT said that as far as possible the intention was to stay within the estimates. The amount looked small and was less than either expenditure or estimate of last year. If the agreement with the Dominion with regard to payment of forty per cent of the cost of highway construction should be completed, it would leave more from the Automobile Tax Fund for the branch roads.

MR. BAXTER asked if it was the policy of the Government to cease using the Automobile Tax Fund to meet road expenditures.

HON. MR. VENIOT said that was not the policy. The total received from the Automobile Tax up to the present was required to meet the charges on expenditure for durable roads. The amount was entirely taken up. Any increase in receipts from that tax which would come in the future would be used for new funding which would be used to do a class of work as good as what had been done in the past. This would not be on trunk roads however but on roads of other classification.

MR. TILLEY said that last year \$340,000 had been voted for Ordinary Roads and Ordinary Bridges. The amount had been exceeded by \$268,000. What was the use of voting supply if the amounts were to be exceeded. It was an absolute farce.

HON. MR. VENIOT—The hon. gentleman endured such a farce for eight years.

MR. TILLEY said the total vote this year was \$375,000. Was that sufficient? The House should not be put in the position it was in last year.

HON. MR. VENIOT said the same argument had been heard during the debate on the budget and a reply had been given to it. It would have been more to the benefit of the Province if his hon. friend had displayed some of that anxiety when he was sitting on the Government side. The previous administration had overexpended \$450,000 in 1918. When the House opened he was as sure as any man could be that the amount he had estimated would be sufficient under present conditions. A man who claimed that he would set down the amount which would carry the Public Works Department through the year, has lost his brains.

MR. TILLEY—He might come within \$50,000 of it.

HON. MR. VENIOT said he could not come within \$100,000. Prices were

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Mr. Hanz Kehki, Magnolia, Alta., writes:—"Some years ago I became very sick from stomach disorder, which the doctor told me had started from drinking bad water. I tried local doctors, but finding I got worse from day to day I went to a doctor in Edmonton. He told me that I must have an operation, and that if I didn't I couldn't live any longer than six months. I told him I had better die after six months than be cut to pieces. I did not have the operation but returned home. No one was there to meet me at the station, because they did not know I was coming. I felt so bad I couldn't walk farther than 10 yards without resting. It took me 6 hours to walk 2 miles; the distance from the station to my home.

Some weeks later I read an advertisement about your Burdock Blood Bitters. After I had used one bottle I felt much better, and after using three bottles I was completely cured; therefore you see your B. B. B. has saved my life, and I cannot praise it too highly."

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Increasing all the time but barring accidents, he believed he had enough. If the public service was to suffer by being bound down to estimates it was time to stop administering public affairs. Any business man would be justified in exceeding estimated expense if conditions warranted. The Hartland Bridge was an instance. If he (Veniot) had gone against the wishes of the people of the locality and built a more expensive structure the bridge probably would be standing. There had not been a Government since confederation which had adhered to its estimates. It was not a matter of extravagance but of necessity. He could not and would not be bound in this matter.

MR. YOUNG said that he was pleased to hear the Hon. Minister intimate that work was not to be curtailed. He realized the minister's difficult position. Members from all over the Province were after him for expenditures. He had been told by a resident of Sunbury County, that near Waasis four miles of highway were impassable.

MR. MERSEREAU said that the impassable highway was ten miles instead of four miles but during the winter one thousand yards of gravel had been taken there to be used. He could inform the hon. member (Young) that three years ago Sunbury County had one hundred miles of road in much worse condition.

MR. YOUNG asked why there was an increase in the item for school books.

HON. MR. FOSTER said that the increase had been made on account of the great advance in cost of printing
Continued on Page Six

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