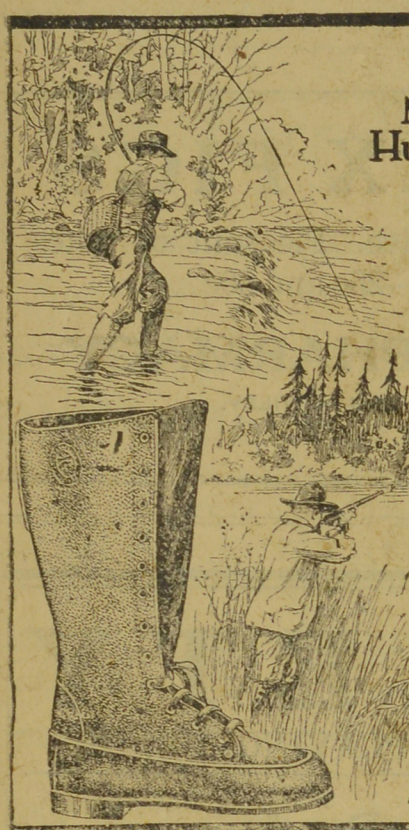


FEEDS! FEEDS!

BRAN SHORTS
FEED FLOUR
CORN MEAL
CRACKED CORN
WHOLE CORN
SCRATCH FEED
GOOD FEED OATS
at Lowest Market Rates

G. W. HODGE



PALMER'S
Moose Head Brand
Hunting & Fishing Boots

For generations hunters and fishermen all over the continent have appreciated the utter dependability, honest materials and sterling construction of these time-tested boots.

Through bush, streams and the roughest going, these sturdy yet flexible boots will ensure your entire foot comfort. And their wear is proverbial.

Knee High, waterproof with non-slip Flexible Sewed-on Sole of heaviest oil-tanned leather.

Hand made to your individual measure.

Send for Catalogue, showing our complete line.

A Boot For Every Purpose

JOHN PALMER CO., LIMITED
FREDERICTON, N. B.

Where An American Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—.

But now Mrs. Green of Boston and Mrs. Brown of El Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

TO KEEP PACE WITH THE TIMES, READ THE
ADVERTISEMENTS EVERY DAY

MASTERLY SPEECH BY HON. MR. BAXTER IN CLOSING THE BUDGET DEBATE

(Continued From Page 2)

without a single exception, came to the Government with resolutions and demanded and insisted that there should be a reduction in the stumpage rate in order that the lumber industry might have an opportunity of surviving, why this stand? Did my hon. friend believe them? If he did his course was logical and justified. Or did my hon. friend regard the reduction that he made of from \$4 to \$3 as a bid for political support? I do not impute that to him, but I might when the suggestion comes from across the floors of this House that the fifty-cent reduction made by us was a matter of political support. It comes back with two-fold force to my hon. friend who made a \$1.00 reduction against our 50 cents. His dollar reduction was made before an election, while our fifty-cent reduction was made after the vote of the people had been taken and we were solidly in office. I do not like the suggestion that the present government was in any way influenced by political considerations. I have not attacked the previous government for being influenced by any such considerations. I have given them credit for meeting this industry in a time of stress to the extent they thought justifiable; and I want them to accord the same fairness of purpose to the present government. And I can say (and I speak from a position where I know) that there can be nothing else but what I say, that the present government neither before the election, nor during it, nor after it, nor any member composing it, nor any one individual having any right to speak for it, had ever made a single promise or a single bargain with the lumbermen of this province or anyone representing them! And we do not propose to do so now or at any time in the future.

Will Get Fair Play.

The lumbermen shall have the same fair, just treatment that we will try, as far as our knowledge of the country will enable us to do so, to offer every important interest in the province of New Brunswick. They shall have no special privileges, but they shall not be treated as black-listed, nor as a people who are to be driven out of the community!

My hon. friend asks me to increase the charges to the lumbermen for next year in order to pay the bills of this year. That is a very new principle in financing. My hon. friends before they were voted from power, obtained an advance of money on a pledge of the bond-issuing power for two years in advance of the time they had the right to issue these bonds. Such methods of financing do not commend themselves to this government for imitation. Our policy will be to get all the money out of the lumber industry which it can reasonably and properly stand. We will consider the state of the in-

dustry from time to time, the condition of the markets, and in accordance with that information we will fix the stumpage, not at \$4, but at any figure that the industry can fairly and justly pay, and we do not propose by any resolution to have any limitation fixed upon that amount whatever.

The Valley Railway.

To follow my learned friend a page farther, I would like to go back and give some consideration to the great deficit of the past government, that deficit unequalled in the history of financing; consisting of deficit piled upon deficit, with a pinnacle of deficit over the whole edifice. They claimed that so far as the Valley Railway deficit was concerned they did not create it. They did not, it is true, begin the building of it; but it is true that a former leader of my hon. friend's party and former Premier of this province, was one of the most active, one of the most insistent men in public life in New Brunswick, to demand the building of the Valley Railway; and I believe he was absolutely sincere in thinking that the building of the Valley Railway would be useful to the western section of the province. It is not at all to his discredit.

Both Parties Wanted It.

The Valley Railway was the product of a demand of both political parties from the western side of the province of New Brunswick. Such as it was, I believe it would have been successful, I believe it would have been very helpful to the province, if it had not been for the advent of that great tragedy which none of us could foresee and none of us prevent, the Great War. That changed the whole aspect of business, the whole ability of the Dominion to come to the relief of this province as promptly as it might have. But I feel that now the time has passed when the Dominion of Canada can say that they are under such a momentous strain that they cannot consider this proposition from the standpoint of this province. My hon. friend was good enough to say that I had been seven years in the federal parliament and had done nothing about the Valley Railway. The Provincial government of which I was a member went out of power in 1917. My hon. friend as a great motive power, was in office until a few months ago. As leader, on behalf of the province of New Brunswick, the former Premier, Mr. Foster, presented to the Government at Ottawa a memorandum as ably drafted as could possibly be devised, stating the case of this province, for the taking over by the Dominion government, or the C. N. R., of the Valley Railway. I do not want provincial politics to be along federal lines—I do not think it is good for the province—whether we are on the right or the left side of the Speaker—to bring ourselves Liberals or Conservatives in the sense that these parties appear at Ottawa. The lines of thought, the lines of work, are entirely different. We are here performing the work of a great municipal council for New Brunswick, and the various affairs of the Federal Parliament, customs, excise, etc., do not constitute necessary lines of deviation between us; and what I am about to say I do not mean in a party sense. My hon. friends have persistently boasted of their close co-operation with Ottawa. If an application was made to their party at Ottawa, where is the answer. Has Ottawa taken one tithe of this Valley Railway burden off the back of the province of New Brunswick? Why has there been no answer to Mr. Foster's application. I saw the application of the Hon. Mr. Foster—and I say it advisedly, that my hon. friend the present leader of the Opposition never made application formally to his government in this regard. I have asked at Ottawa for a scrap of paper—for anything tangible—anything visible—that came through him to Ottawa towards the taking over of the Valley Railway, and the records show absolutely nothing—in this important regard his overtures towards Ottawa are absolutely non-existent. I understand my hon. friend says he had some conversations on the matter. I presume he talked to somebody at some time or other about the Valley Railway. I would ask whether that was the attitude for the Premier of this province in a time of financial stress without any possibility of reaching a solution, to take? Whether that was the way to leave the question, by a mere conversation in some undiscovered place with some unknown person or persons? Still, my hon. friend says I have not done anything about the Valley Railway. I have not been in close co-operation with the Government at Ottawa, neither have I until within seven months been in a position to speak for the government of New Brunswick. I would say now what I said on the hustings. I did say that if the Conservative party came into power at Ottawa, that I would make one trip to Ottawa and one trip only on the Valley Railway question, and when I came away I would either have a favorable settlement of that question in the interests of the Province of New Brunswick, or the Conservative party at Ottawa would have one less supporter in this Province! I made that statement as some people would say, in the heat of an election campaign—I make it today on the floors of this House, in the presence of these honorable gentlemen and in the hearing of the country, and when there is no political issue, and as a son of New Brunswick. That is my text—and that is my doctrine, and that is my code on the Valley Railway question!

Barren Inactivity.

Will my hon. friend imitate me? I think perhaps my hon. friends in their secret hearts are somewhat repentant today of their barren inactivity. But let the past be the past—drop political differences all over this province of New Brunswick—let us get together, whether before the Duncan Commission or before the Government

at Ottawa—let us remember, those of us on both sides of this House, let us realize that we must stand for New Brunswick first, last and always; and let us go together and demand the solution of this question along the lines of justice, that the province may be relieved of the burden.

The Right Spirit.

My hon. friends can help us, and this government does not propose at any time to treat men on the opposite side of this Chamber as opponents to such an extent that we are not prepared at any time to join in anything reasonable they may give, and do to help New Brunswick get her just rights. I invite their co-operation. Just a little more on the financial aspect of the Valley Railway. I would just like to point out that in 1924 when our territorial revenue was at its high water mark (or since we have had so much of things electric talked of) at its "peak" was \$1,351,159, and our ordinary revenue for that year was \$3,725,285, the biggest we have had for many years, if not the biggest we have ever had (although I am not quite sure of that). They bonded for the Valley Railway interest in that year just as in the leaner years—there was no attempt to grapple with the finance problem in any way—little wonder that in the face of this—of financing of this sort—that I would refer to the Provincial Secretary-Treasurer as the fifth wheel on the coach! He was doing nothing! We will show you today, Sir, a Provincial Secretary-Treasurer who makes his own budgets, as I said before, and who is not a fifth wheel on the coach—he is alive, active, participant in the financial work of the province. And what is the remedy our hon. friend has to offer for the legacy he had bequeathed to us—a reduction of \$150,000 in our estimate for roads—to get us into trouble!

Nothing in It.

Here is another one. His suggestion of \$100,000 taxes from Intercolonial Railway. I do not think he meant it that way, but that is what he said. I know that for some time there has been taxation in the air with regard to the Canadian National. He knows as well as I do that we can pass Acts of Assembly until we are black in the face and we cannot get it out of that railway. He knows and I know that there has been talk, and I believe it is intended to implement that talk by action—talk of the C. N. R. paying voluntarily what they consider would be a reasonable amount for taxes in this and every other province in which they are not taxed. I think the C. N. R. intends to pay these taxes. They will pay these taxes just to the amount they choose, they will fix the rate per mile—we will not—and they will pay these taxes when they choose to do it and not at any time fixed by us. The Hon. Minister of Lands and Mines when in Montreal called on a member of the Board, a former resident of New Brunswick, Mr. Ruel, and Mr. Ruel pointed out that, as everyone of us know, matters are in such a condition at Ottawa, that it is almost impossible to make any progress along the lines of administration until the air is cleared in Ottawa—they cannot get this matter taken up—and they, of course, have to get legislative authority to pay these taxes or they have to get the consent of the government. I would be more than glad to budget that revenue for this year, but it is of no use unless you know that you are going to receive it. I will be very glad when it comes and I trust it will come in a future year—I hope it will come next year, it will certainly not be prevented from coming by any inaction on the part of this government. I do not think anyone can move the C. N. R. to greater activity in the matter until some relief is received from Ottawa. This government has months ago taken this matter up and there is nothing more we can do until the government at Ottawa considers the matter.

C. P. R. and Taxation.

My hon. friend gives us \$20,000 more out of railways. That would refer to the C. P. R. In the government of which I was previously a member, we brought up the question, and passed the first taxing Act, and the C. P. R. has borne practically all the burden of railway taxation in this province and the assessment is not light. Is it fair, Mr. Speaker, to further increase the burdens of the C. P. R. while its competitor is going scot free? I think they should both be on the same basis. The Dominion government can put them there—we have not the power to do so at the present time.

Succession Duties.

My hon. friend says we could pick up an additional \$20,000 on succession duties. I do not know. The succession duties in New Brunswick are about as high as in any province, despite the statement that we are the lowest of all. They have been checked up, and when I say that they are as high I speak in a relative sense. In other provinces where there are millionaires to pay, it is a very different proposition from New Brunswick, where the accumulation of a few hundred thousand is usually the best a man can do. That subject is one on which it is intended to have a conference of the representatives of the provincial governments to get uniformity and prevent the over-lapping which exists. My hon. friend may be sure we will not neglect any decent method of getting revenue.

A Little Premature.

My hon. friend gave a further suggestion and that was to tax power. It looks attractive. I have no doubt there will be a whole lot of people in New Brunswick who will just open their eyes and say "Yes, the leader of the Opposition is right, why doesn't the government tax power?" I would advise those people to at least give us two to get the power developed! I do not know how you are going to tax power before a dam is built or a tunnel constructed! I do not see much opportunity to get a tax in power to affect this year's revenue when the operation has come no further than the preparing of plans. However, I am happy to say that I believe the work at Grand Falls will be commenced, actually commenced, early in the month of May coming.

Grand Falls Development.

May I say just another word with reference to the proposed taxation of power. My hon. friends, the preceding government, and this government, have different ideas as to the development of Grand Falls. It does not make criminals of us that we do not hold the same views. My hon. friends are entitled to their views, namely, that public ownership is the best thing; this government does not think so. My friends of the opposition would doubtless say that they would have had results by this time—they would have had their work going on. Be that as it may—they would not have had a definite market, nor a single contract with anyone to take any power. We are going on in our more humble way. Within a few days there will be documents on the table of this House that will show how the power will be disposed of—with no financial risk—no financial responsibility on the part of the province of New Brunswick, and no possibility of the loss of one dollar of public money. My hon. friend was going to develop that power at the cost of the State. Assuming that he was more successful than we think he would have been, I would like to ask him how he would have succeeded in taxing it, look at the absurdity of the proposition. If he had developed that power, he would have had to tax his own power for revenue which would be asking the province to tax itself. There would not have been a unit that he could have taxed, because it would have been owned by the public; and their whole plan of operation was to sell the power at cost.

Psychology of Thought.

So that that wonderful source of revenue would not have been available. I wonder how far my hon. friend studied his psychology of thought. He seems to know the things that can be put up with nothing in them, which will catch certain kinds of minds and delude certain voters, and with a platform of this kind he is preparing himself for his next election.

My hon. friend has approached me with vagueness of program—vagueness of platform. But his is a platform that consists of a set of scenic illusions, now you see it and now you don't—and he never has a thing which upon close scrutiny is as you think it is, when first you see it! One would have to go about the country and explain just what the thing means, what it would mean if carried out. I had an experience during the last election at Grand Manan. I found a number of people absolutely mesmerized because my hon. friend had explained to them what a book deficit was not! When I showed them the nature of that particular illusion, the votes of the Island came our way, and Charlotte County, despite the gerrymander, brought in a splendid majority for this government. If my hon. friend had not been answered on the spot there might have been votes the other way, a tribute to his skill, but scarcely as high a tribute to his honesty of purpose.

Lessons in Budgeting.

My hon. friend is giving us lessons in economy—he professes to find no economy in this budget. Once again I think I ought to explain something that has not been explained before, with reference to our system of budgeting. I used not to think that one could learn anything in any other place or from any other person. I have got over that. I found a few things even in Ottawa in my short experience there that I know are worth while adopting in this province. There is a lot of political acumen at Ottawa. The real conduct of public business has got on such a plane that it does not depend on what particular set of men get into power. This group does not come in with one system of keeping books and followed by another group with another and different system. And they do not spend time up there recommitting one another about their systems. They make an enormous budget. Instead of putting (as my hon. friend's budgets were) a statement of figures a great deal less than he intended to expend, the Ottawa budget is a statement of sums a great deal larger than they hope to have to expend. The result is the expenditure in any year falls far below the estimates. That means the practice of real economy. There are people in the country who, deluded of course by the remarks of my hon. friend, think we have put in our budget an amount of money that we have obligated ourselves to spend, and that we are going to spend it. That is not our intention. In some of the departments (in Education I do not see where even \$2,000 or \$3,000 can be saved)—there is no use in wrecking a Department for the sake of false economy. There are other departments where economy can be practiced, and it will be the work of my ministers to familiarize themselves with their Departments—men who only as yet have seven months experience—their work is to find out what are the things carried on and what are the things that can be safely economized on, and the justification will be; the claim to public recognition of a minister will be very largely in proportion to his efficiency in holding to expenditure absolutely necessary in the public interest and for the public good.

An Inspiring Example.

That is the way we propose to practice economy! The House got a splendid and an inspiring example of it yesterday in the excellent presentation made by my hon. friend and colleague who presides over the Hydro Electric Commission of New Brunswick! But we do not go out with any boasts that we are going to do this, that or the other thing; that Commission simply says that it is going to do this work, and now the country sees how that work is being done. The personnel of that Commission—the appointment of it—is a credit to the present Government, and it will be things like this that this Government will be judged upon. The public will have continued confidence in an administration which takes the Hydro Commission out of a mere place of reward for bought-over politicians and places men of ability and capacity (Continued on Page Six.)