

Dysart Wants I. C. R. Restored

Stewart Defends Expenditures

Hon. Mr. Dysart's Motion Was Voted Down by Straight Party Vote—Hon. Mr. Stewart Points Out How Public Works Departmental Monies Were Reasonably Spent.

Political guns boomed again yesterday, heavy artillery being used on both sides of the House. Attack and defense were the order of the day. Hon. A. A. Dysart brought in a resolution that demands be made at Ottawa for the reinstating of the Intercolonial Railway on its basis of Confederation. F. M. Tweedie of Northumberland, in seconding the motion, traced the history of the old Intercolonial and pointed out how its restoration to its former status would be of benefit to the Province; also how we are being discriminated against by provinces farther West, in violation of the terms of Confederation.

M. G. Siddall of Westmorland proposed an amendment to the resolution and was seconded by Col. A. J. Brooks of Kings. Both government members claimed the question of the old I. C. R. was being well looked after by Premier Tilley and might well be left in his hands.

The amendment carried by a straight party vote of 18 to 10, several members being paired.

Hon. D. A. Stewart, Minister of Public Works, in his first speech of the present Session rendered an account of his "stewardship." With ease and confidence he replied to the various criticisms which have been levelled at his departmental expenditures, with facts and figures as to roads policy, machinery, gravel, public buildings and other monies expended.

ASSEMBLY CHAMBER,
March 20, 1935.

The House met at 3.10 P. M. MR. ATKINSON called attention to the fact that he did not yesterday make an Enquiry re Mr. William J. Swanton reported in the press. He thought it was Mr. Anderson who enquired.

MR. RICHARD (Gloucester) called attention to a misrepresentation in the press as to his request for information. What he had asked for was copies of correspondence between members of the N. B. Government and the Departments involved at Ottawa, regarding the seizure of the rum-running vessel "Paul T" under the Liquor Act.

MR. ATKINSON submitted a report from the Municipalities Committee.

HON. MR. REILLY submitted a report from the Standing Rules Committee.

HON. MR. HARRISON said he would be glad to give the hon. member for Gloucester (Richards) copies of any correspondence relative to the vessel "Paul T" that could properly be given. The file concerning same was in Saint John and he would have to ask the hon. gentleman to wait until he had an opportunity to go through it.

HON. MR. SMITH introduced a bill to authorize a guarantee of temporary loans made to the Farmers Co-

operative Creamery Co. Ltd. He said the Government had given guarantee and part of the loan had been repaid. The bank was now asking for legislative authority.

The I. C. R.

MR. DYSART, pursuant to notice, moved his resolution regarding the return of the Intercolonial Railway to the status provided for at Confederation, as already reported. He said he thought it was not necessary to make any lengthy explanation. Section 154 of the British North America Act provided for this railway by the joint declaration of the four provinces of Canada, whereby the Government and Parliament of Canada were to construct from the St. Lawrence to Halifax a line of railway, for the benefit of Nova Scotia and New Brunswick and to so operate it. From the inception of the road it was operated by the Government as a separate unit until during the period of the Great War, when all were engrossed with great problems, the road was merged with the Canadian National Railways and no formal protest was made. Afterwards, however, when the evil results of the merger became manifest, there was a deep seated agitation resulting in the appointment of the Duncan Commission which awarded the Maritime Provinces a small measure of relief. More recently the people of these provinces, suffering from the unfair terms of transportation afforded to them by the C.N.R., and fearful that in the settlement of the national railway problem that further mergers may become necessary, now desire that definite steps be taken to prevent the Intercolonial being further absorbed in any new merger. It was felt that whether an amalgamation of railways might come under private control or under public control, that steps should be taken to delete the I.C.R. from such merger. He felt, therefore, that it was most important to the interests of this province that united action should be taken to prevent further complications and to unscramble the complications which already existed.

MR. TWEEDIE said the motion was of vital importance to N. B. and the other Maritime Provinces. At Confederation these provinces had been prosperous, controlling one-seventh of all the shipping of the United Kingdom. Upper and Lower Canada were not so fortunate as they had no winter ports and, therefore, wished to make arrangements for winter ports without being dependent upon a foreign country. This province did not at first agree to the proposition offered, but later, under certain conditions, did agree. One of the principal conditions was that a line of railway should be built and operated for the benefit of this province, a condition essential because of geography. For a time after it was built the I.C.R. was operated with reasonable benefits to us, but in 1918 the control of the road was

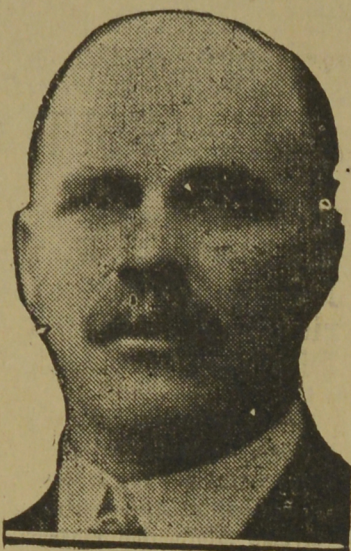
vested in the Canadian National Railway, the management removed from Moncton and freight rates so increased as to cause great injury to the business of this province. He felt that the Maritime Provinces should stand together and demand their Confederation rights and that it was most important to make supreme efforts whereby freight rate adjustments would be made.

An Amendment

MR. SIDDALL on the motion being put, said he thought the House would agree that the matter was being well and efficiently looked after by the Premier. He was sorry to see this important question brought into politics as it had been by the motion under discussion. He could recall that when there was another railway problem that the present Opposition then in power made no move to right the matter, and it was not until after 1925, when the case was so well put up to Ottawa by the then leader of the present Government, that the Liberal Government then in power at Ottawa took over the Valley Railway and relieved the province of a serious burden. He would therefore move, seconded by Mr. Brooks, that the Resolution, as proposed, be amended by striking out the second and third paragraphs of the preamble, and also all the words after the word "Confederation" in the fourth line of the first paragraph of the preamble of the Resolution. That the following paragraph be added after the end of the fourth paragraph of the preamble to the Resolution, as proposed:

"AND WHEREAS, the Premier of this Province, the Honourable L. P. D. Tilley, speaking for and on behalf of the Government has on different occasions, and notably on the thirty-first day of January, A. D. 1935, before the Dominion and Maritime Provinces, urged that the Intercolonial Railway be restored to its original status as reported in the proceedings of the said Royal Commission at page 1299."

And by substituting the Resolution after the word "that," the following:



HON. MR. STEWART,
Who Defended His Department in the House Yesterday Afternoon

"This House approves the attitude taken by the Premier of this Province, as aforesaid, in respect to the restoration of the Intercolonial Railway to its original Confederation status, and that a further request to this effect, as approved by this House, be immediately sent to the Dominion Government."

So that the Resolution in its amended form shall read as follows:

"WHEREAS the construction and operation of the Intercolonial Railway was a vital condition of the entry of our province into Confederation;

AND WHEREAS it is essential to the commercial and industrial prosperity of the people of this Province that the said Railway should be operated as intended by the founders of Confederation;

AND WHEREAS the Premier of this Province, the Honourable L. P. D. Tilley, speaking for and on behalf of the Government has on different occasions, and notably on the thirty-first day of January, A. D. 1935, before the Royal Commission on Financial Arrangements between the Dominion and the Maritime Provinces urged that the Intercolonial Railway be restored to its original status as reported in the proceedings of the said Commission at page 1299;

THEREFORE RESOLVED that this House approves the attitude taken by the Premier of this Province, as aforesaid, in respect to the restoration of the Intercolonial Railway to its original Confederation status, and that a further request to this effect, as approved by this House, be immediately sent to the Dominion Government."

Col. Brooks Seconds

MR. BROOKS said, in seconding the amendment, this was not a new subject in Kings County where the I.C.R. served so many of the people and was, in fact, the backbone of the County. As stated in the amendment, it had already been brought forcibly to the attention of the authorities at Ottawa by the Premier. The Opposition were bringing in motions posing as champions of the people, for party political effect. He agreed with the leader of the Opposition that the whole House should stand together and he would ask all members to do so by voting for the amendment, as it was well known that the Premier had been taking action.

MR. DYSART, when the amendment was put to the House, said it seemed that anything proposed by the Opposition failed to find the approval of the Premier. The resolution was couched in plain and non-partisan language and he had hoped that the Government might practise in part what they had been preaching by supporting it.

The subject was a large and vital one and it would take much time to fully set forth its claims upon the attention of the House. It was rather striking that not a member of the Government spoke on the question but left it to back benchers to move an amendment that was nothing but nonsense and an attempt to deceive the people. The amendment as drafted was no credit to the Attorney General or whoever was its author. The very idea of stating that the Premier had brought it before the White Commission was a insult to common sense, because the Commission had no authority to deal with railway matters. The scope of its powers was confined to a consideration of the financial arrangements arising out of the findings of the Duncan Commission.

It would seem that the Commission made no reference to the matter in its findings. Government supporters merely wanted to pat the Premier on the back because he talked "out of school" so to speak. They sought to befuddle the public. Such an expression of weakness and narrow partisanship as displayed now and last week had never before been exhibited by any Government. However, the time was not far off when the people could be informed and would have a chance to speak their minds.

On the vote being called on the amendment, the yeas were as follows: Hon. Messrs. Cockburn, Leger, Tilley, Harrison, Stewart, Smith, Messrs. White, Fairweather, Atkinson, Brooks, Wood, Groom, Perry, Jewett, Dougan, Evans, Moore, McAllister—(18). Nays: Messrs. Dysart, Niles, Doucet, Boudage, Anderson, Savoie, Gill, Tweedie, Downie and Taylor—(10).

HON. MR. REILLY, Hon. Mr. Taylor and Messrs. Siddall and Melville said they were paired, but would have voted for the amendment.

Messrs. Richard (Gloucester), Richard (Kent), Anderson and Colpitta said they were paired, but would have voted against the amendment.

The original motion was defeated by the same vote reversed, except that Mr. Taylor said he was voting against both the amendment and the resolution.

Mr. Stewart on the Budget
HON. MR. STEWART, continuing the debate on the amendment to the Budget said he wished to refer to the death of Ex-Governor Todd, a distinguished gentleman of a distinguished family. During his tenure of office as Lieutenant Governor, he was proud to serve under him and could say that associations with him had always been pleasant. To Mrs. Todd, who had endeared herself to all who met her, he wished to extend on behalf of the Government and the House the deepest sympathy and to extend the same to all her family. He would extend his congratulations to the new incumbent, well known throughout the province for his distinguished career in medicine, overseas and in political life and now has come to the highest office in the province. The immediate ex-governor, Hon. H. H. McLean was as fine a gentleman as could be found in the province and carried on through an extended term with great credit to himself. The retiring Chief Justice, Sir Douglas Hazen, long and favorably known, he hoped would soon return

to the province renewed in strength and vigor. His successor, Mr. Justice Baxter, all would agree was admirably qualified to fill the position. As wives all shared with their husbands in the honours of promotion, he wished to extend congratulations and best wishes to Mrs. McLaren and Mrs. Baxter.

The leader of the Opposition had said that the municipalities were paying 80 percent of the cost of maintaining patients in the Provincial Hospital and then had come back to remark that the province was paying less than 10 percent. However, he had reconsidered the matter and found that he was wrong, but blamed the auditors for not giving a clear statement. He (Stewart) would like to set the matter right by quoting the figures of the public accounts. By them it would be seen that the total revenue of the institution was \$151,619 and the expenditure, leaving out the interest and sinking fund paid by (continued on page three)



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