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## DYSART WANTS I. C. R. RESTORED; STEWART DEFENDS EXPENDITURES

(Continued from Page Two)

the province, was \$230,007. The contribution from all private sources totalled \$34,184, leaving the contribution from the municipalities at \$117,435, showing that the municipalities only paid about 50 percent of the cost of upkeep.

Another matter to which he wished to refer was the charge made against the Government of leaving constituencies only partly represented in the House. If gentlemen opposite would turn their minds back to 1917, when Mr. Leverett White was elected in Carleton County and died before the first following session of the House, they would remember that the then Government allowed a vacancy to exist in Carleton County's representation, not for one or two Sessions, but for the whole term of the House. Then in 1920 Mr. Diotte and he (Stewart) were elected in Restigouche County by a large majority and through some minor irregularities of the Government's own officials they were prevented, by the then Premier who assumed authority that he did not have, from taking their seats in the House and it was not until the matter was decided by the Courts and they were allowed to sit that the County was represented at all. The Premier of that day (W. E. Foster) was not fair enough to give the county a square deal and denied it 100 percent of its representation.

### Permanent Bridges

The cost of permanent bridges since this Government came into power had been under discussion. During that time 394 permanent bridges had had to be built and they had been absolutely necessary and justifiable. The price of a bridge was always questionable because it depended largely upon the design and the method of construction. He believed that a minister, who was not a technically trained engineer, was in a pitiful situation if he was not guided by his engineers. In the making of concrete even there were many technical details.

The first necessity was a proper aggregate to make a solid bond. There had to be the proper amount of coarse material, the proper amount of finer material, a definite weight of cement and proper proportion of water. A concrete was just as good and no better than the aggregate it contained, and it could be spoiled, contrary to some people's ideas, by using too much cement. It was well known that a splendid type of bridges had been built. A leading Dominion engineer had stated that N. B. was putting in better concrete foundations than any other province in Canada. He had encouraged his engineers to make the best and it had to be remembered that in many of the rivers in the province piers had to be constructed that would withstand the action of salt water, as well as the strain of the bridge. He would table the number and locations of all the bridges that had been constructed so that every member of the House could see and judge for himself whether any were unnecessary or not.

In Albert County many of the bridges were death traps before 1925 and rebuilding was absolutely necessary. Twenty-five permanent bridges had been constructed in that County at a cost of \$205,312.36. In Carleton County thirty-one bridges had been constructed at a cost of \$256,156.17. In Charlotte, twenty-nine at a cost of \$94,812.18; in Gloucester, seven at a cost of \$60,232.21; in Kent, 35 at a cost of \$405,271.71. He would ask his hon. friend (Richard), who had been constantly complaining that Kent County did not get a fair share of public works, to mark that figure. It was the second largest expenditure for any county in the province. The expenditure in Kings County was \$274,271.26; in Madawaska, \$158,572.74; in Northumberland, \$206,822.36; in Queens, \$179,565.57; in Restigouche, \$242,652.74; in Saint John County, \$96,382.05; in Sunbury, \$110,460.20; in Victoria, \$91,512.71; in Westmorland, \$308,063.48; in York, \$469,695.13. He would like hon. gentlemen to look carefully through this list of bridges and point out to him at any time what ones were unnecessary and any particular ones that were not giving good value for the expenditure. There was a bonded debt incurred for these permanent structures totalling \$3,115,156.65, which was a substantial sum in the bonded debt of the province, and for which the people were getting good value. On account of the cost of these bridges, contributions had been received from Ottawa as follows: in 1931, \$32,935; in 1932, \$70,697; 1933, \$29,090.

Just here he wished to say that he resented the insinuations thrown out that his engineers were not capable men and were not working in the winter time. The critics should inform themselves and they would find that the engineering staff was busy during January and February and part of March in preparing plans for the coming season's operation and during the period of active work and

tion, it was most important to have a sub-grade properly drained by side ditches and herring-bone draining either filled with rock or with drain tile. No type of road could stand in this Province if the condition of the sub-grade was such that heavy frost action occurred each year. With regard to hard-surface roads constructed in Nova Scotia, he had upon the authority of the Minister of Public Works of that province that they were not as satisfactory as had been expected. Much experimental work in connection with roads had been carried on in the west and in other places, and the New Brunswick engineers had been giving the matter very close attention.

MR. DYSART: Did you say that the Prince Edward Island roads had cost \$10,000 a mile?

### Marysville Road

HON. MR. STEWART said that he had stated that the road at Marysville had cost \$10,000 per mile or two-thirds of what the hard-surface roads of the Province had cost. It was important that there should be a good foundation and good drainage, otherwise the road would not stand up under traffic. What his hon. friend the Leader of the Opposition evidently wanted was a soft hard-surface road, but he (the Minister) believed that it was good business to get the best aggregate. The statement that Nova Scotia and Prince Edward Island were constructing hard-surface roads at approximately one-third of what they were costing in New Brunswick was not correct.

There had been some criticism from his hon. friends opposite regarding the cost of gravel, and he felt that he should devote some attention to the matter. The former Government had purchased a quantity of gravel near Memramcook and had paid as high as \$1.76 for it loaded on the cars. He (Stewart) was just as anxious as any hon. member to provide employment for the workmen, but he would say that any Government that undertook to keep up the roads with horse-drawn materials would find that it would require the entire revenue of the Province to do that. Regarding the gravel purchased at Memramcook, the weight of a cubic yard was given as 2700 pounds, and the total cost to the Province of the quantity purchased had been \$1,151.568. The present Government had purchased gravel weighing 3000 pounds to the yard at a cost of \$259.465, and on the same quantity as purchased by the old Government had made a saving of \$892,465, and he would further say that the total cost of the crushing plants including repair parts, operating costs, cost of putting in sidings and their annual maintenance charges, were all included in the cost of 40¢ cents per cubic yard of gravel loaded on the cars. In criticizing the cost of road plants, his hon. friends opposite had neglected to compare the cost of crushed gravel with the cost of conglomerate gravel purchased by their Government over a period of years. The total cost of all the gravel plants owned by the Government was \$179,817, and deducting from that the saving effected by their use against the prices paid by the old Government left a profit of \$121,648.20. Considering the heavy cost of handling gravel under the old Government, it is not surprising that they were only able to patrol a limited road mileage during their term of office.

An hon. member for Northumberland (Gill) in referring to a North Shore gravel contract had complained that the men had been poorly paid, while the contractor had reaped a nice profit. Another hon. member in referring to the same contract had accused the Government of handing out plums to its friends. He (Stewart) thought that the critics of the opposition had overlooked the fact that the Island where the gravel deposit was located was the property of Mr. J. L. O'Brien, who had refused to sell gravel to the Government or to any individual on the ground that his island would be disfigured. Mr. O'Brien had submitted a tender which included hauling and unloading, but the Department considered the price too high and made him an offer. Mr. O'Brien at first declined the offer, but later a compromise was reached and he was given the contract at \$1.27 per yard. It was useless to invite tenders under the circumstances, as Mr. O'Brien had made it clear that he would only permit the removal of gravel under his own supervision. It had been stated that because of the contract it would now be necessary to rebuild a bridge, but that statement was not correct. The bridge referred to had suffered some damage, but the cost of repairing it would not exceed fifteen or eighteen dollars. No doubt his hon. friend (Anderson) would be glad to sell the planks that would be needed.

MR. ANDERSON: You will have to haul them at low tide.

HON. MR. STEWART said that it would not be necessary to do anything of the kind, as he had visited the locality and had looked over the ground. The gravel contracted for by Mr. O'Brien had been tested and had been found suitable for the purpose.

His hon. friend (Gill) had made the statement that the Government was deserving of no credit for the sale of the Valley Railway, but he would like to know why the party of his hon. friend had not disposed of the road when they had a friendly Government in power at Ottawa. In making up its annual budget, the old Government had made no provision for the deficit on the Valley Railway, and it had never been explained why that was not done. No serious effort was made to dispose of the road between the years 1918 and 1925, when the party of the present Opposition held the reins of power. Soon after Hon. Mr. Baxter took over the premiership, he made several trips to Ottawa and succeeded in selling the road. He would ask: why did not the previous Government make a sale of the road?

MR. ANDERSON: Why did you not sell it to a Conservative Government? HON. MR. STEWART said that when the Conservatives last held office the Empire was in the midst of the greatest war in history.

MR. ANDERSON: You went up and tried it?

### The Municipalities

HON. MR. STEWART said that the records did not show that. Continuing, he said that hon. members supporting the Government were greatly pleased with the financial condition of the various Municipalities of the Province. There was county after county without a dollar of bonded indebtedness. Contrast that with the condition of affairs in some of the other provinces. In Quebec for instance, the indebtedness of municipalities reached a heavy total of \$392,000,000, while the total in New Brunswick was only \$26,495,000 and to offset that they had sinking funds amounting to \$6,602,542, which left the net indebtedness at a little over \$20,000,000.

MR. DOUCET: What is the per capita debt?

HON. MR. STEWART: I did not figure out the details, but I will have it done. My hon. friend is not very good on percentages as I will be able to show before I get through.

An hon. member for Northumberland (Tweedie) had complained of the great width of the roads in some sections of the Province. His (Stewart's) experience had shown him that there were many people throughout the Province who appeared to know how the roads ought to be built. An engineer whom he had recently conversed with had told him that the easiest road to maintain was the wide road and no doubt that was correct. His hon. friend (Tweedie) was hard to satisfy, as in 1930 he had criticized the Public Works Department for employing men to dig ditches, while road machinery was lying idle, and had argued that the work could have been done more cheaply with the aid of machinery. He (Stewart) during that year had conferred with the Town Council of Newcastle, who had requested that he employ men to perform what road work was required in that vicinity. Now his hon. friends opposite were apparently willing to utilize hand labor and horse-drawn machinery. His hon. friend (Doucet) had found fault with the Government for not expending a larger proportion of the revenue for the encouragement of agriculture and had accused him of spending even less on that service than did the old Government.

MR. DOUCET denied that he had made such a statement.

HON. MR. STEWART said that his hon. friend had been quoted in the synoptic report as stating that the expense for Agriculture last year was \$178,175. He would remind him that he had omitted some important items, including \$64,000 expended in aid of colonization. The total revenue of the Province in 1934 was \$5,436,508, and out of that no less than \$275,472 had been expended on Agriculture, or a little more than five per cent, whereas his hon. friend had placed the total at 3.3 per cent.

MR. DOUCET: I was right.

HON. MR. STEWART said he would like to know if money expended on colonization roads was not for the benefit of agriculture.

MR. DYSART: I notice that you are leaving that subject quickly.

### The Smith Foundry

HON. MR. STEWART said that the Government had been criticized for having purchased the Smith Foundry. In order to clear the matter up, he would make comparison with the purchase of the Queen Hotel by the former administration. That property was bought by the late J. J. McCaffrey in 1904 for \$18,000 and was completely furnished. The Government took over the property in 1922 unfurnished for \$35,000, apparently to oblige a political supporter, as the building was never used by the Government. After remaining idle for one year, it was rented to a Mr. Pugsley for \$2,400 per year, but only \$800 of the rent was ever collected. The building was afterwards turned over to the late T. V. Monahan at a rental of \$1,800 per year. The net cost of the building to the Province, less the \$800 paid by Mr. Pugsley, was \$49,514, and the yearly cost amounts to \$4,519. Deducting the \$1,800 now received as rental shows an annual net loss to the Province of \$2,719, besides the probability of a large capital loss.

Now contrast that transaction with the purchase of the Smith Foundry property by the present Government. When the property was purchased quarters were needed for the Provincial Police, a garage was needed by the Department of Public Works and office room was required by the district engineers. The property was purchased for \$65,000 and alterations had cost \$19,000, a total of \$84,000. There was received from the building in rentals the sum of \$4,920 a year, or approximately six per cent on investment, with no allowance made for the quarters of the district engineers. The total rent received for three years ending May 1st, 1934, was approximately \$15,000.

The R. C. M. P. vacated the building in April last and the Government then cancelled the lease of the Robinson building used by the Information Bureau at \$1,000 a year, and the Bureau took up quarters in the Foundry building. Later on one of the buildings was rented for \$300 a year. The Foundry property is now housing the District Engineers, the Director of Vocational Education, the Bureau of Information, the District Relief Officer, the Gasoline Tax Auditor and the Multigraph Machine Operator, for none of which any rental is credited. In addition rentals are being received for houses and stores belonging to the property to the amount of 1,020 per year. The appraiser's report in 1920 showed a replacement value of a portion of the buildings as being \$80,728.85 and de-

preciated value of \$51,922.40, which did not include two dwelling houses, one and three-quarter acres of freehold land and a sprinkler system installed after the appraisal. With a depreciated value in 1920 as a base, and adding additions and improvements, the present value of the property was placed at \$79,922.40. He felt justified in saying that the Government had received very good value on the investment.

Speaking of road expenditures, he would call attention to the fact that a great deal of money expended by the former Government for maintenance and also on garages had been charged up to permanent road accounts. Since the year 1926 expenditures of that nature had been charged to ordinary account, and only expenditures on construction work went into the permanent accounts. An expenditure of \$620,711 for patrol equipment had all been paid out of ordinary revenue, and it was wrong for his hon. friends opposite to say that the people were paying interest on it. He was confident that the patrol equipment would last for many years with the moderate expenditure to keep it in repair.

It being six o'clock, Hon. Mr. Speaker left the chair, to resume at eight p.m.

### Motor Patrols

HON. MR. STEWART, continuing after recess, said that when the House adjourned he was dealing with some criticism by an hon. member for Gloucester with respect to the operation of motor patrol. That hon. member had complained of clouds of dust and made a comparison with conditions at the time of Moses of old. He (the Minister) could not find any record of Moses having been mixed up with a cloud of dust, although he had figured in an incident, which had to do with a burning bush. He had since wondered if his hon. friend did not have in mind a modern Moses, who had got mixed up in a cloud of dust in Gloucester County and later with the Customs authorities at Ottawa. Returning to the subject of motor patrols, he pointed out that in 1925 the then Government patrolled 1,454 miles of road at a cost of \$256,185, whereas in 1930 the present Government had patrolled 4,333 miles at a cost of 264,919, but out of that amount \$60,000 was paid in salaries for garage workers; while in 1925 that item was charged to Permanent Roads, thus reducing the expenditure to about \$200,000. To put it in another way, road patrol in 1925 cost the Province \$176.00 per mile, and under the present Government the cost was \$47.33. By applying the rate of \$176.00 to the number of miles patrolled in 1925, it made a total of \$762,946.00 or \$558,027 in excess of what the work was costing the present Government. He had no hesitation in saying that it was not possible to maintain the main trunk roads of the Province with horse-drawn vehicles. The Government did not maintain all roads by motor patrol, as on a great many miles of secondary trunk and by-roads horse drawn patrols were still being used.

The experience of other provinces made it clear that the use of motor-drawn patrols was necessary on the main trunk roads. On the Quebec highway from Matapedia to Gaspé horse-drawn patrols had been given a trial, but he had it on the authority of the Minister of Highways that they had to be abandoned in favor of motor patrols. The same was true of a stretch of main trunk highway between Rimouski and Edmundston.

An hon. member for Northumberland (Tweedie) had indulged in some criticism of road expenditures, but had not been very specific. He could tell him that the Department, while realizing that the work could not be done as cheaply as in summer, had made substantial expenditures during the present winter for gravel in the county of Northumberland; it had been done with the object of providing employment. The hon. members for that county often told the House of the pitiable condition of many people on the North Shore and then criticized the Government when it undertook to assist them. It was true that the Government made large expenditures on the roads in addition to construction work, but it was done for the benefit of the travelling public. When times were more prosperous, a considerable expenditure had been made in this end in other provinces, with assistance from the Federal Government.

In an effort to eliminate dangerous grade crossings, Markings had been provided for many of the highways, and a traffic census had been taken with the object of obtaining information that would be useful in carrying out a hard-surfacing program. A lot of preparatory work for hard-surfaced roads had been carried on in recent years by cutting down hills, making rock cuts and straightening curves. All of this was of great importance.

He regretted that the Hon. Leader of the Opposition was not in his place as he wished to set him right regarding the cost of installing a sprinkler system at the Provincial Hospital.

The hon. member had first placed the cost at \$100,000.00, but had later added \$10,000 to the amount. The actual cost of the work was \$110,464.00, and in addition to a sprinkler system, it provided for a domestic service. His

hon. friend had made comparisons with the installation of a water system at Sussex, and he might just as well have compared it with the dam constructed at Grand Falls. The water system he referred to included a main pipe nine miles in length, which if the size of the pipe was eighty-nine inches, would alone cost \$50,000. The comparison of that undertaking with the Provincial Hospital sprinkler system was not a very apt one to say the least.

There had been some criticism from his hon. friend (Dysart) because of the fact that Mott & Sons, the architects, had prepared the necessary specifications for the hospital sprinkler system, and had jointly recommended with the company its installation. He (the Minister) did not think that any member of the House could estimate the cost of installing a domestic water service, to say nothing of a sprinkler system, and it had been necessary to take the advice of experts. Architect Mott was an efficient man, otherwise he would not be retained in the service of the Government. He received the usual commission of five per cent, and was not the kind of man to jump up the cost to increase his commission. He had known him for years, and had worked under him as a contractor, and knew how difficult it was to get his consent to "extras". After all, there was very little to be made out of extras, and the majority of contractors preferred to follow specifications under the direction of an inspector.

### Normal School

Replying to criticism of the Opposition with respect to the Provincial Normal School building, he said that a tender for the work had been received from the Capital Construction Company, a concern unknown in the city of Fredericton, for \$415,420.00; there was another tender of \$457,820.00, and another one of \$495,405. It was claimed that the Province had lost \$50,000.00 by not accepting the tender of Smalley Brothers of Woodstock, but there was no tender from that concern, as they had not complied with the notice. Instead they had sent a letter saying that they could not raise the amount of deposit, as they were tied up, but could arrange it providing they were awarded the contract. He held that they were not safe men to receive such an important contract. No doubt had it been awarded to them they could have gone to a bank and borrowed the money, but that was not the way for the Province to do business. The contract was awarded to Forbes and Brown at \$415,499.00 and the price, he considered reasonable.

Referring to hydro extension from Minto to Newcastle, he said that his hon. friend (Anderson) had not been fair in his criticism when he said that the Government and Hydro Commission deserved no credit for what had been done. He had also stated that the Commission had no right to take a loss on the service which had been supplied from the Town of Bathurst. He would remind him that when the Commission went to Newcastle to arrange for the purchase of the town's distributing plant, it was agreed to submit the matter to the rate-payers by means of a plebiscite. What was the attitude of the hon. members for Northumberland in connection with that plebiscite? His information was that some of them did all they could to have the tentative agreement turned down by the people. He would like to know if he was right in that.

MR. ANDERSON—"You are mixed up on the question; you had better leave it to Mr. Reilly."

HON. MR. STEWART—"I think I am right. Did you or did you not oppose having the plant taken over, and did you assist getting voters to the poles to ratify it?"

MR. ANDERSON—"We wanted the same treatment as was given the Town of Sussex."

HON. MR. STEWART—"Then you did oppose it. I have high regard for the hon. member, and I knew if I asked him he would be frank enough to admit of the action he took, and he has frankly admitted that he opposed the ratification of the agreement."

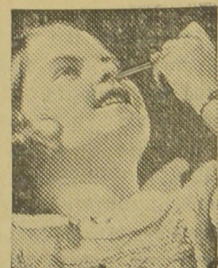
MR. ANDERSON—"What has that got to do with it?"

HON. MR. STEWART—"I don't know how you could give anyone credit for extending the line to Newcastle when you opposed bringing it in."

MR. ANDERSON—"I did not."

HON. MR. STEWART said that the old Government had expended \$123,000 on a transportation line from Bathurst to Killbuck, and had made a contract with the Bathurst Company in 1922 to supply current at \$35. per h.p. In August, 1933 the Company increased the rate to \$75 per h.p., but there was no change in the cost to the consumers at Newcastle and Millbank. In the original agreement the Bathurst Company had consented to supply power for a term of five years, the Commission buying it at Bathurst. In January, 1927 a new agreement was made for a period of one year, the town agreeing to pay four cents per kilowatt for the first 400,000, and three cents for all current used over that quantity. That agreement was continued from year to year, and the total loss to the Commission from 1921 to 1934 was \$103,013.70. Yet his hon.

(Continued from page six)



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