

VALLEY RAILWAY BILL STILL BEFORE THE HOUSE

The Debate Continued Last Night and Bill Now Being Considered Section by Section—Mr. Robinson Suggests Modification of Terms With Dominion.

Consideration of the motor vehicle bill took up the greater part of the afternoon session of the legislature. The evening and until 2.50 o'clock this morning was consumed in discussing the St. John River Valley railroad bill. At one o'clock the general discussion of the bill ended and the bill was taken up section by section. When the house rose, all the sections of part two excepting sections eleven.

HOUSE PROCEEDINGS.

The House met at three p.m. In reply to Mr. Upham, Mr. Morrissey said it was possible that the construction of the bridge at Bath, Carleton would be undertaken.

In reply to Mr. Copp, Mr. Morrissey said that \$1104.65 had been expended on the Lower Rush cove bridge, Kent County. The work had been done by the day under the superintendence of Peter Bernard who received \$3.50 a day. The government was not aware that spruce lumber had been used for stringers, and the department was unaware that there had been a private offer to build the bridge.

In reply to Mr. Copp, Mr. Morrissey said that he was unaware that Cyril B. Leger, after working for two hours on Little River bridge, Kent County, had been dismissed because he was a liberal.

In reply to Mr. Lowell, Mr. Morrissey said that the government said five bridges had been repaired in the parish of St. George, one the Tan-house bridge was within the limits of the town of St. George. There had been no estimate of cost of this bridge. The work was under the superintendence of Samuel Austin.

In reply to Mr. Leger (Westmorland) Mr. Flemming said A. D. Thomas was appointed July 6, 1909 to the charge of school books at \$700 annually, pay to date from July 18th.

In reply to Mr. Leger (Westmor-

land), Mr. Flemming said two notes given for Kentucky horses were unpaid. The notes were given by Charles Forbes and James McKnight and Harry G. Smith and W. L. Harding.

Mr. Grimmer in reply to Mr. LaBilloy said:—
Q.—Did Henry Duquenne of Dalhousie apply recently for 50,000 acres of land for settlement purposes along the International Railway and on the blue Bell tract so called?

Ans.—Yes, Mr. Duquenne has been corresponding with the Crown Land Department in connection with this matter during the year 1909 and a portion of 1910.

Q.—Has the Surveyor General agreed to place any quantity of land at the disposal of the said Henry Duquenne? If so, where is the land situated and upon what conditions is said land to be given?

Ans.—Yes, Along the line of the International Railway, but the conditions upon which the land is to be given are not yet arranged.

Q.—Is the Government aware that Mr. Henry Duquenne represents a proposed syndicate to be known as "The Company of Colonization of Restigouche, Limited" with a proposed capital of \$50,000 whose sole object is the settlement of fertile lands?

Ans.—The Government has no information whatever in the matter, but in a recent letter to the Surveyor General Mr. Duquenne requested him to secure for him without charge a charter for a company to be known as The Company of Colonization of Restigouche, Limited, with a capital of \$50,000 to be divided in shares of \$100 each and issuing bonds and making rules for the above purposes.

Q.—Is it the intention of the government to introduce legislation during the present session looking towards the success of the colonization scheme as outlined by Mr. Henry Duquenne and submitted to the government during the months of January

and February last, and further considered by correspondence since beginning of March?

Ans.—No legislation can be introduced until the terms and conditions upon which the said grant of land for colonization purposes are definitely and finally arranged between the application and the government.

Mr. Burchill introduced a bill to extend the rights and powers of the Madawaska Log Driving company.

Hon. Mr. Maxwell introduced a bill relating to the Imperial Dry Dock company, St. John.

Mr. Hartt introduced a bill to amend the Towns Incorporation act so far as it relates to the town of Milltown.

Mr. Tweedale introduced a bill to amend the act incorporating the Tobique and Campbellton Railway.

The House went into committee Mr. Sproul in the chair and agreed to the bill to amend the general mining act.

The Bill relating to the provincial hospital to give certain employees relief from loss sustained at the time of the recent disastrous fire at the institution was taken up.

Mr. Robinson said that it seemed to be a most unusual procedure. It would be about the same thing for a man renting a house to ask his landlord to reimburse him for a fire which occurred at the house.

Hon. Mr. Hazen said that circumstances connected with this bill were unusual. If the employees and servants who were to be assisted by the bill had spent their time on the occasion of the fire in endeavoring to save their own effects they would not doubt have been successful but they had neglected their own property in their efforts to save the property of the Province. They were faithful officials and this bill being framed was arrived at on the report to the commissioners by Dr. Anglin, the superintendent. It only gave justice to faithful officials.

Mr. Bentley said that he was glad to have heard the explanation of the Premier but he felt that there should be some principle back of voting public money.

The bill was agreed to.

The House went into committee of the whole with Mr. Baker in the chair and agreed to the bill relating to Meduxnekeag Boom company.

The bill relating to the International railway incorporation act was amended so as to recite all liabilities of the company.

Mr. Slipp explained that if the company issued bonds to \$30,000 a mile under this bill they would be compelled to pay off the \$8,000 guaranteed bonds on the railway and thus relieve the liability of the province.

Mr. Hatheway suggested that there

be incorporated in the bill a provision to allow the amalgamation of the company with another railway only on approval of the Lieutenant-Governor-in-Council.

Hon. Mr. Hazen said that the province had two mortgages on the International Railway. One was for the amount of the bond guarantee of \$8,000 a mile and the other was the subsidy of \$2,500 per mile. This bill allows the company to issue bonds at \$30,000 per mile if they paid off the existing bond guarantee of \$8,000 per mile.

The bill was agreed to with amendments.

The bill relating to the Pioneer cemetery company was also agreed to with some amendments.

The house again went into committee, Mr. Tweedale in the chair and took up the consideration of the bill to amend the law relating to motor vehicles.

Hon. Mr. Flemming proposed the imposition of a tax on automobiles of \$30 for residents, and non residents \$50 with the promise that a touring license valid for thirty days be got for \$10 which would permit tourists to visit the province.

Mr. Copp doubted the wisdom of taxing automobiles at all, as it would make a very serious difference to a good many people who used these vehicles for business purposes.

Mr. Wilson said he had no objection to a small tax on autos but thought \$30 too high.

Hon. Mr. Grimmer read a letter from a member for the provincial auto association and one of the committee to whom the bill was sent for consideration which said that the rate of tax was too high in comparison with rates in the states of the Union. Mr. Grimmer said he agreed with the view and strongly opposed any tax being placed as non-residents.

Mr. Woods said he observed that a delegation from the automobile association had expressed the desire to appear before the committee on the subject of restricting the use of the roads by autos. If that was allowed the committee would in fairness have to allow a delegation from farmers to be heard in opposition. There could be no doubt that there was a very strong feeling among the farmers on the subject.

Mr. LaBilloy said the committee, which had the bill under consideration recommended that no tax be placed on non-residents.

Mr. Sweeney also strongly opposed tax on non-residents and added, that if they did not tax non-residents they certainly should not tax residents.

Mr. Dickson said the principle the committee acted on was that autos did considerable damage to the

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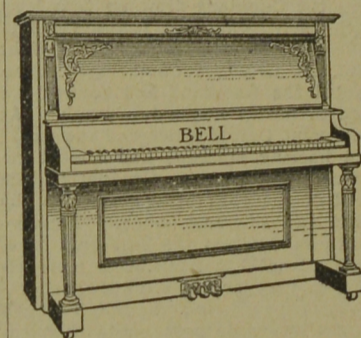
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roads. He had seldom met an autoist yet but who was willing to pay a tax, on condition, that the monies derived from the same should be applied to the maintenance and upkeep of the main highways.

Mr. Robinson as an owner himself said the general feeling among auto-

(Continued on page 3.)



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