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HYDRO-ELECTRIC BILL GOES

(Continued from page one)

President J. D. Palmer of the Fredericton Board of Trade said the Board was not represented but speaking individually he would like to see the dam built and cheap power provided for manufacturing industries in the city.

In reply to Mr. Winslow Engineer Vaughn representing the promoters said conditions in St. John river were such that favored a fishway o natural bottoms, It might be a gradient one in ten, which would make it 250 feet long.

Mr. Bishop of J. C. Mackintosh & Co., and the proposition had bee before the company for nearly a yea and they that the idea was sound Certain legislation was needed however, before the company would tak the matter up. The principal firm behind the scheme were the J. C Mackintosh Co and Stone & Webster

Mr. Carter said the company should show some substantial intention of doing something.

Mr. Winslow again pressed for statement as to who were the proposed stockholders.

MR. HARRISON SUMS UP.

W. H. Harrison in summing up for the company, said the whole matter had been fully discussed on previous occasions. The company had before the committee with full plans and details prepared by reputable engineers, Stone & Webster and they were backed by the financial firm of J. C. Mackintosh & Co. This showed their bona fides and should be sufficient proof of their ability to carry the work to a successful conclusion. This was no application for a charter which could be hawked around, the company would proceed at once. There was some opposition and he could realise that in this proposed dam was to deal a killing blow to the St. John fishermen their rights must be protected. The committee would take care that the rights of all were adequately looked after. Relying upon the legislation passed in 19h2 the company had spent $10,000 in preliminary proceedings, and no reasons had been shown for refusing the application for extesion. The project is a large one and is most important in the development in the natural resources of the province. He noticed that the opposition this morning was pretty strong, which he understood could be accounted for by the fact that their fares had been paid up to attend the Committee, so if there was not much profit in it, there was at least a certain amount of pleasure in the trip.

MR. BAXTER'S STALWART SUPPORTERS

Mr. Baxter said that Mr. Harrison had made a statement which might be taken as a reflection upon the members of the delegation which appeared before the committee this morning in opposition to this bill. So far as the matter of tickets went he could tell the committee he himself had supplied the members of the St. John delegation with tickets. He simply felt he owed something to these men who had been amongst his most stalwart supporters in his constituency.

Mr. Slipp suggested that as all parties has closed their cases, it would be well to have this matter go over to some future date when the committee could take the consideration of the bill up in private. He said that one of the members of the committee, Mr. Stewart (Gloucester) had been called away by a telegram this afternoon, and he had promised him that the matter would not be taken up for a vote before his return on Thursday.

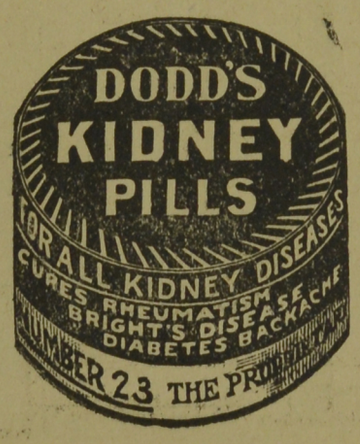
There was some discussion during which several members objected to adjournment except with the understanding that all should be present when a vote was called.

Mr. Baxter finally moved that the committee go into private session forthwith and dispose of the bill. This was seconded and members called for a vote.

MR. SLIPP OBJECTS

Mr. Slipp said that he had been chairman of the committee for seven years, and this was the first time that he had ever given his word to a member of the committee to make a postponement and it had been questioned. If this resolution went through he would have to retire from the chair.

Next Tuesday at 10 a. m. was agreed on as the time for resuming discussion.



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GOVERNMENT DODGES

(Continued from page one.)

quotation referred to has not been placed before the government, but the government is not disposed to dispute that the quotation may be correct.

Q. 6. Were the statements of the ex-provincial Secretary concerning the cost of the Southampton Railway that the items which entered into it were "padded items" and "not true and correct statements of fact in regard to what went into the construction of that railway" also known to the other members of the government of which he was a member at that time?

Answer. No statement of the cost of the railway in detaili was submitted to the provincial government and did not require to be submitted. The guarantee of the province is granted for the construction of the railway built to a certain standard, this was complied with in the case of the Southampton Railway. No member of the government has therefore any information in regard to what items were placed in the statement alleged to have been made by an engineer of the railway department of the government of Canada for the information of that department.

Q. 7. If they were not i does the government propose to take any action to ilhvestigate this most serious charge and if proved correct to demand restitution on behalf of the people of the provincd?

Answer. Answered by answer to number six.

WANT ANOTHER $10,000

Hon. Mr. Flemming in answer to Mr. Dugal's inquiry said:—

Q. 1. Has the Quebec and St. John Railway Company applied for further assistance from the province to construct the Valley Railway?

Answer. The St. John and Quebec Railway Company have applied for further assistance.

Q. 2. If so,i what is the nature of the additional assistance they have asked for?

Answer. $10,000 per mile additional guarantee.

Q. 3. Have any statements of the expenditure upon the road under construction been supplied to the Government or has the inspecting engineer of the government made any estimate of what has been expended, and if so, what estimates has he furnished the government with?

Answer. Statements of expenditure upon the road are made from month to month together with a report by the inspecting engineer. The expenditures to December 31st, 1913, have been audited by an independent chartered accountant.

Q. 4. How many miles are under construction and what account has been handed over to the contracting company on account of construction work done? What amount has been retained for interest and other expensesi?

Answer. That three sections from Gagetown to Centreville are under construction and some expenditure has been made on the additional sections for surveys, etc. Bonds have been sold covering 170 miles and $255,000 has been placed to the credit of the Provincial Treasurer of the province as an interest fund to protect the province against any shortage or deficiency after the railway goes into operation. Security has also been provided by the company for interest on the bonds during the period of construction.

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