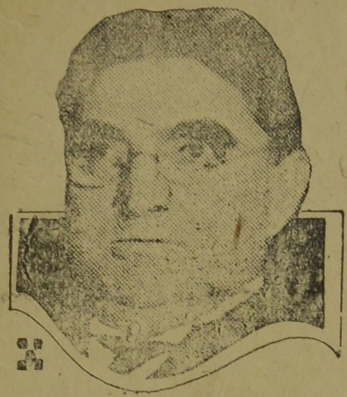


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The Daily Mail,
Fredericton, N. B.

1915-Spring-1915

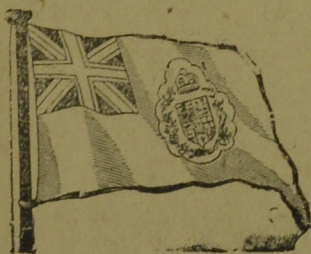
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MR. STEWARTS CRITICIZES BRIDGE EXPENDITURES

Independent Conservative Member Objects to Large Sums
of Money Being Spent Without Legislative
Authority

In the House on Tuesday Mr. Stewart (Northumberland) moved the resolution regarding the construction of permanent bridges of which he had previously given notice.

In doing so he said that the danger of permitting the construction of bridges and permanent works to be undertaken on the authority of the Legislature must be apparent to all. In form or times when bills were brought in to permit of this sort of work being done, the names of the proposed bridges and their probable cost were given. Under the recent practice the government comes down to the House with a bill authorizing the expenditure of large sums that they have already spent without any estimate of what the total cost was likely to be. Many big loans had been contracted in this way without the House having any say in the matter until it was too late, and in the interests of the province he felt it was time the practice was changed. THE SYSTEM WAS BAD ENOUGH IN ITSELF, BUT BESIDES THAT IT FURNISHED A GREAT TEMPTATION TO A MINISTER TO SPEND MONEY WHICH WAS NOT NEEDED EXCEPT TO SATISFY HIS OWN PERSONAL INCLINATIONS OR THE WISHES OF HIS FRIENDS. It might be that the minister lived in a part of the province where he thought a bridge would help him with his constituents and by virtue of the power recently assumed of going to work on his own authority, he promptly sets about to build one. When the work is well in hand and no other course is open but to finish it, he comes to the House for money and there is of course, no option but to grant it. The same thing might happen next year if another minister comes into office. The result was that many public works which were not actually needed from a public standpoint were carried out solely through sectional influences and for which had legislative authority been necessary, would not have been granted. No doubt it was very nice to have bridges for the public convenience instead of having to put up with a ferry service, BUT IF MINISTERS WERE TO BE ALLOWED TO GO ON SPENDING PUBLIC MONEY JUST AS THEY LIKED, WITHOUT CONSULTING THE LEGISLATURE ABOUT IT, IT WAS NOT DIFFICULT TO SEE WHERE THE PROVINCE WOULD VERY SOON COME TO. ALREADY SOMETHING OVER TWO AND A HALF MILLION DOLLARS HAD BEEN SPENT ON PERMANENT BRIDGES AND THE ANNUAL CONTRIBUTION FOR THE SAME PURPOSE WAS ABOUT HALF A MILLION AND ALL WITHOUT ANY PLAN OR PROGRAM except such as local demands were strong enough to compel the minister to carry out. This sort of thing was done in one place and naturally the people in other places wanted the same privilege given to them. He desired to make it clear that he was

not offering this resolution as a member of the opposition but as an independent member. He came to the House as an independent member and he had tried to act throughout as such. He was not in the secret councils of either the government or of the opposition, if there was one, but he made this motion solely in the best interests of the province.

PUBLIC WORKS BY TENDER.

As to the second part of his resolution which dealt with the letting of public works by tender, all knew that when the old government was in power one of the chief things the then opposition condemned was the very expensive methods which the administration of that time had of performing public works through the medium of their personal and political friends and supporters. From every opposition platform that policy was denounced as being the worst possible. If they were able to get the ideal man as a structural superintendent, who would get the most work for the least money, then he would say that letting public works by day work was a good system to follow, but anyone who had any experience in public works would know that such a thing is impossible. The structural superintendent was usually a friend of the minister in power and he in turn, also had a host of friends for whom he was anxious to provide jobs or it might be that somebody owed him some money and he would employ him so as to get him back that way. It was pretty generally recognized that more or less money was wasted by the methods at present employed. The work was bad and the men were apt to loaf half their time. While it might be true that work done by tender was not all as satisfactory as it might be and might in the end cost more than day's work in some instances, yet in the majority of cases work done by tender and under proper inspection was the cheapest in the long run. He hoped the House would adopt the resolution as a means of leading to reform and an improvement in method.

Hon. Mr. Clarke said he did not propose to discuss the resolution or the speech of the hon. member for Northumberland at any length because he thought the members of the House were sufficiently familiar with the way in which the business of the province was conducted to be able to form their own conclusions. He was glad to hear from the hon. member that he did not belong to the opposition, but he was not so glad to hear that he was an independent, because he was elected to support the present government.

Mr. Stewart (Northumberland) said he was not elected as a supporter of the government but as an independent member, pledged to support such measures as the government should introduce which commended themselves to him as being in the best interests of the province.

Navigation on the Ouse.

One of the very crookedest streams anywhere is the Ouse river in Missouri. In that region they tell of a farmer living on the banks of that river who had a small flatboat, which, one day, he loaded with produce and floated down to market, six miles away. He exchanged the produce for goods at one of the stores and loaded his goods in the flatboat. "How are you going to get your stuff home, Bill?" asked a friend. "Got a steamboat to tow you back?" "I am going to float it back," was the response. "How are you going to do that? I don't understand." "I guess you don't know much about this river. It doubles on itself just below here and runs back to within less than a quarter of a mile of my place. I've got a landing on both banks, and a team of horses that can drag the boat over from one landing to the other."

Pure Food in Venezuela

Venezuela has put into force drastic regulations concerning the preparation and sale of medicines and of food products.

Hydro-electric in Sweden

About 72 per cent of the cities and towns of Sweden are lighted by electricity produced by water power.

"The Marseillaise," the National Anthem of the French Republic, was written and composed in 1792.

"MADE IN CANADA"

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THE NEW
ARROW

COLLAR

WILL THE GERMANS

(Continued from page two.)

battleships, the heaviest guns carried in the German fleet are 12-inch calibre. It is said that in the matter of calibre the Germans have been from two to three years behind the British, and as late as 1908, when the British admiral had passed to 12-inch guns, the Germans were launching ships designed to carry 11-inch guns, and when the British still later passed from 13.5 inch guns to 15-inch calibre the Germans were still mounting 12-inch weapons.

The German battleships, the Kronprinz, the Koenig, the Grosser Wurfurst and the Markgraf, all completed in 1914, carry each ten 12-inch guns in displacements of 36,575 tons. These vessels have twenty-three knots speed obtained on 35,000 horse power.

Fortunate is the man who really deserves his own good opinion of himself.

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