

HIGHWAY BILL.

Mr. Hazen's Amendment for Appointment of Superintendents

BY THE VARIOUS MUNICI- PAL COUNCILS

Voted Down by a Large Majority.

In the legislature Tuesday afternoon, there was further discussion on the Highway bill, and Mr. Hazen's amendment to vest the appointment of road superintendents in the county councils, was voted down.

Mr. Morrissey said—Before voting on the amendment I would like to say a few words. I feel it is the object to get good roads and if possible to keep them out of politics. I regret very much to hear that some hon. member cast reflections on the municipalities of this province. I feel satisfied that better returns for the money would be secured to have the councils in control of the expenditure and they would secure good and competent men. Another reason why the councils should appoint the money is that they are in touch with the country and know the needs of the different parishes.

I agree with the premier that the superintendent should receive instruction as to modern road making, as I believe this is necessary to the making of good roads.

Mr. Osman—I do not agree with the honorable member that the county councils are free from politics. In my experience in Albert County they have not been, although the condition there is by no means bad. I think the Superintendents appointed by the department will do far more work than those appointed by the council and will serve the best interests of the province.

Mr. Loggie—When the superintendents are appointed it is a very difficult thing to get a man out of office although he may be imperfectly carrying out his work. The superintendent appointed by the council will be responsible to that body and will be in closer touch with the people. It is the intention of the bill to increase the tax about 50 cents yet the taxpayer is not allowed to have a say in the expenditure. If we are to have good service, superintendents should be appointed by the county council.

Hon. Mr. Tweedie—It is the object of the government to give the province a better law than the previous one, and I think the members should dispense with any needless discussion. The main principles of the bill have been generally accepted by both parties. It is the chief object of the bill to provide that the money shall be better expended. The amendment which has been introduced provides that the entire money shall be expended by superintendents appointed by the councils. It is suggested that the whole money shall be handed over to the municipality and that the government shall look after the bridges. I do not think that this plan will meet with popular approval. It is not in the interest of the province to place the expenditure of \$90,000 in the hands of the county councils. The only reasonable way is to have the superintendents appointed by the government, and they should make proper returns of all the public roads to the department of public works. Bye roads which are not used by the public will be done away.

Mr. Hill—If this amendment is carried and the expenditure of the money placed in the hands of the council the bill might as well be burned. The councilors from each parish would be influenced by local interest, and each would want as much money as possible, probably the most unscrupulous would get the most money.

Mr. Copp said: I think the amendment introduced by the leader of the opposition is based on political questions. I never saw the municipal council without politics and the council of Westmorland is entirely a political body. I think the bill as proposed will be in the best interests of the province but if the amendment were adopted it would kill the bill. It is out of all reason to expect the government to collect the bye-roads money and hand it over to the council. Under the direction and guidance of the chief commissioner I feel better results will be attained.

Mr. Smith—I resent most strongly the attacks made on the county councils, and I do not believe the arguments made against them have been sound. It has been charged that the bye road commissioners have not been competent in carry-

ing out their duty, but I find in Carleton county that 19 of these commissioners were appointed by the government. The amount appropriated for roads in Carleton county is \$4,400. Last year only \$812 was expended on bye roads and the rest was expended on great roads and bridges. I think that the new bill is going to be a mighty machine in the hands of the government for election purposes, and I take much pleasure in supporting the amendment.

Mr. Hazen—I had no party purpose whatever in view when I moved it, but my desire was that the people of the county should get the value of their money. One purpose of the bill to do away with the distinction between highways and bye ways with this section I heartily agree as the necessity for the distinction has long since disappeared. Another purpose is the abolition of statute labour. While I feel that this measure in the imposing of a direct money tax will be a great hardship on the poor people yet it will be a great advantage if the money is properly expended. In many cases the statute labor was not performed and the county got nothing in return for the tax. The government now proposed to place a tax on the residents of the province, a poll tax of \$1.50 as well as a special assessment on real estate. It is proposed that this money shall be collected by the municipality and paid into the county treasury, and there it will be drawn by the chief commissioner and the people will have nothing to say in regard to its expenditure. This is the part I take exception to and claim it is unjust to the people. How can the members justify the levying of a direct tax on the people and denying them the right to have the money expended by their representatives. I propose that the money collected shall be expended by the superintendent, who shall be appointed by the council and also that the money expended by bye road commissioners shall be spent by the same superintendent. It is necessary the work on bridges be looked after by the chief commissioner. Last year I think only the sum of \$12,000 was expended on great roads.

Hon. Mr. Labilliois—I wish to correct the hon. gentleman in regard to the expenditure on great roads last year. The total was \$17,464 and composed of an expenditure of \$12,475 with a special expenditure of over \$4,000. The general average, however, is about \$20,000.

Mr. Hazen's amendment was then lost on the following vote.

Yeas—Messrs. Hazen, Fleming, Smith, Grimmer, Morrison, Loggie, Morrissey and Hartt—8.

Nays—Hon. Messrs. Tweedie, Pagsley, Labilliois, Farris, Sweeney, Hill, Messrs. Whitehead, Osman, Carpenter, Campbell, Johnson, Barnes, Ryan, Roddick, Tweeddale, Purdy, Barnes, Young, Goggin, Lantallum, Poirier, Burgess, Legere and Martin—25.

After further discussion on other sections of the bill progress was reported.

F. AND D. ASSOCIATION.

Business at This Morning's Session—The Enrolment.

[Last night's proceedings on first page.]

At this morning's session very instructive addresses on the selection, feeding and housing of beef cattle were delivered by Mr. A. B. Kitchen of Ottawa, and Mr. Duncan Anderson of Rugby, Ont. A brief discussion followed in which Robert Robertson, W. S. Tompkins, Donald Innes, W. W. Fawcett, and others took part. At the close of the session a handsome Clydesdale stallion, recently imported from Ontario by President Rogers, was exhibited in front of the hall, and Mr. Spark gave a brief lecture on the animal.

The enrolment up to noon today was as follows:

C F Alward, Havelock
W D Albright, Sussex
Geo E Baxter, Andover
F C Brown, Southampton
Hunter Boyd, Wawa
A Bowden, St Mary's
N W Brown, Southampton
Alex Brown, Woodstock
J J Bull, "
David Curry, Tobique
J J Carpenter, Chipman
Wm Cameron, Fredericton
J L Christie, Keswick
A G Dickson, Chatham
George J Dickson, Chatham
Hon J B Snowball, Chatham
R Lennox, Richibucto
Chas Moore, Scotch Lake
E Mesereau, Blissfield
W H Moore, Scotch Lake
W J McPail, Kincardine
W J Owens, Tracy Mills
T A Peters, Fredericton
D C Parent, Granite Hill
P O Powys, Fredericton
H H Patchell, St John
H Palmer, Wilmet
C F Rodgers, Woodstock
F N Russell, Chatham
H F Scholey, Centreville
D H Schriever, Southampton

D E Smith, Blissfield
J W Smith, Prince William
Hon A T Dono, Musquash
Donald Innes, Tobique
McIntyre Bros, Sussex
C B Colwell, Simonds
Hon L P Farris, White's Cove
B M Fawcett, Sackville
W W Fawcett, Sackville
J N Foshay, Jemseg
J Good, Jacksonville
C H Giles, Fredericton
D Griffiths, Stanley
Barton Gandy, St John
W W Hubbard, St John
Cail Hanson, New Denmark
G T Hayes, Grand Bay
E N Hamm, Grand Bay
O J Jensen, Salmonburst
W S Tompkins, Meductic
G R Vincent, St John
R R Violette, St Leornards
J H Vroom, Middleton, N S
W J Visser, Grand Bay
N J Webb, Centreville

A Fair Proposition.

With fair weather "The Fair of Days" at the Old Kirk on the afternoon and evening of March 24th, promises to be a very pleasant affair. Fair bargains from fair maidens will be part of the bill of fare, and a more than fair patronage is expected as it is the farewell entertainment of the Ladies' Aid Society for the season.—d.

Fancy Biscuits.

G. T. Whelpley has opened today delicious biscuits consisting of Saltines, Butter Thin, Cheese Sandwich, Log-Cabin Brownies, Orange Slices, Coconut Macaroons and other varieties.—d.

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Plans and specification may be seen at the Station Master's Office at Kemp, and at the office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

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General Manager.

Railway Office, Moncton, N. B.,
18th March, 1904
Mar. 22—d101

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Total Assets	Correspondence solicited.
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