

YORK MUNICIPAL COUNCIL.

Only One Man Voted Against G. T. P. Resolution.

COUNCILLORS WANT AUTOMOBILES SUPPRESSED.

And a Chap from Prince William Doesn't Relish the Herald's Criticisms.

COUN. GROSVENOR SCORED COUNCIL FOR WASTING TIME.

Concluding Business of the Semi-Annual Session.

THURSDAY MORNING.

The county council met at ten o'clock with Warden Scott in the chair.

Coun. Cliff resumed the debate on the Grand Trunk Pacific resolution. He regarded the resolution as one of the most important dealt with by the council since confederation. There was no doubt in his mind but that the road would be built from Winnipeg to Moncton. He had hopes that the road would pass through rich coal fields at Chipman, and take over the Central Railway on which the local government was to expend \$250,000. He was surprised that the citizens of Fredericton had not taken a more active interest in the matter, as the road would mean much to the city as well as to the river counties. There had been some talk of utilizing the I. C. R., but this could not be done as the terms of confederation required that the I. C. R. should be operated as a government road. Coun. Cliff spoke of the excellent grades offered by the valley route and thought the G. T. P. would be made one of the best roads in America. He had been talking to Mr. Carvell, M. P. for Carleton, who assured him that if a strong pull were made there would be a road course of getting the valley route adopted. Mr. Carvell was a Liberal member, and stood well in the councils of the party. Every effort should be put forth to have the river route adopted. He did not know as it was advisable to send a delegation to Ottawa, but he believed that an engineer should be appointed to lay the advantages of the valley route before the commissioners. He had been much pleased to hear the warden say that he would be willing to go to Ottawa and pay his own expenses if he thought that it would do any good. The question was one of the greatest importance to the county and city, and the people should be alive to their own interests.

Coun. McManiman was of the same opinion as his honorable friend, Mr. Cliff. He was heartily in favor of the valley route. There was good timber land in the centre of the province, but it would not be benefited by a railway. They had a railway at Stanley which served the people, and they did not want another traversing the wilderness section. Even through the proposed railway would go with in seven miles of his own door. He was strongly in favor of the valley route being chosen, as he thought it would benefit a greater number of people. As a representative of the parish of Stanley he was prepared to give the resolution his hearty support.

Coun. Simmons would like very much to see the railway come down the river, as it would be a source of convenience to a very large number of people. He thought the council could well afford to send a delegate to Ottawa and pay his expenses. He did not believe a road built through wilderness land would confer any great benefit on the people.

Coun. McNally spoke of the great need of railway accommodation along the St. John River. The people of that section were now isolated eleven months out of the year and certainly needed a railway very badly. He would give the resolution his hearty support.

Coun. Brooks thought if the city council of Fredericton and county council of Carleton send a delegation to Ottawa, it would be only right for the York county council to send one also. He thought the council should take steps to secure the support of the local government in the movement. He had always understood that the late Commissioner Wade was favorable to the Central route through New Brunswick. He did not think that if built by the central road would be the means of opening up any great amount of farming land. He understood that the owners of land along the central route were not anxious to have the people of the river route very anxious to have the road built through their section.

Coun. McMullin said that he was in favor of the valley route, but did not want the council to go to the expense of sending a delegate to Ottawa. The thought the council should pass the resolution and forward it to our representative at Ottawa.

Coun. McManiman wanted the road to come down the valley to accommodate the people. The council in 1869 had voted \$30,000 of the people's money for a railway, and the people of the present day were still paying interest on it. The land along the central route was owned by wealthy lumbermen who would not sell it for love nor money. He would vote for the valley route and

hoped that his colleagues would do likewise.

Coun. Hinchey said that he would stand for what was right even if he had to stand alone. The country from Boiestown to Chipman did not have a heavy grade as alleged, but was almost like a Manitoba prairie. He had been over that country and knew what he was talking about.

Coun. McFarlane said that he had only referred to the report of the engineers. The distance was thirty miles, and it would be necessary for the road to run fifty to make it. Coun. Hinchey defended the members of the council in 1869 who had been instrumental in giving the people their first railway communication. If the river route was so excellent why had it not been adopted by some railway long ago. He was satisfied that the road would be built through the centre of the province.

Coun. Robison said that it looked as if the whole council with the exception of Coun. Hinchey favored the river route. He did not understand why the central route should be selected or why Moncton was to be the terminus. The road would traverse a wild country, which probably never would be settled. He believed that seven-eighths of the people were favorable to the valley route.

Coun. McKeen was glad to see so many members of the board favorable to the St. John River route. While he had every faith in our member, Mr. Crockett, it must be advisable to send a delegation to Ottawa, but he believed that an engineer should be appointed to lay the advantages of the valley route before the commissioners. He had been much pleased to hear the warden say that he would be willing to go to Ottawa and pay his own expenses if he thought that it would do any good. The question was one of the greatest importance to the county and city, and the people should be alive to their own interests.

Coun. Forbes was strong in favor of the road coming down the St. John valley, but did not think that it was necessary to send a delegate. Coun. Cliff pointed out that the resolution made no mention of sending a delegation to Ottawa. The warden thought that even if a delegate was sent to Ottawa at the expense of the county it would be no killing matter.

Coun. Brooks said that he interpreted the resolution to mean that if it was found necessary to send a delegation to Ottawa one should be sent. Personally he favored sending the warden as a delegate. He would move a resolution to that effect if necessary.

Coun. Grosvenor said that the council had expended a lot of hot air yesterday, and by prolonging the session for another day had put the county to an expense of \$75. The resolution was very plain and should be adopted. The matter of sending a delegate could very well be left to the committee. Had the council cut off the hot air yesterday they could have saved \$75 almost enough to pay the expenses of three delegates to Ottawa. After doing that they could quibble over a matter of such vital importance to the county as the Grand Trunk Pacific.

Coun. Hinchey again rose to speak, but was told by several members of the committee that he was out of order. The councillor was told by the warden to have his say and sit down. He accordingly spoke a few words, and concluded by telling the warden that he was out of order.

The vote was then taken on the resolution, and it was carried by a vote of 23 to 1. Coun. Hinchey alone voted nay.

The warden appointed Couns. Robison and Grosvenor to act with him on the committee.

ABOUT AUTOMOBILES. Coun. McManiman brought up the automobile question by moving that the council petition the government to widen the highway roads of the county, or to take steps to prevent the running of automobiles outside the city limits.

Coun. Forbes seconded the resolution. Coun. McManiman said that there already had been two accidents from automobiles, and it was necessary that some action should be taken to prevent loss of life.

Coun. McMullin announced that he would support the resolution.

Mr. Bliss said that under the law automobiles had a right to go over any country roads at a rate not exceeding eight miles an hour.

Warden Scott regarded automobiles as a nuisance to the country, and it was the duty of the government to protect the people. The road between Fredericton and Woodstock is in many places too narrow for teams in pairs, to say nothing of automobiles. An automobile visited his parish a few days ago, and had to be shoved home. They were needed in his parish, and he did not think the owners needed them.

Coun. Forbes would go in for stopping automobiles altogether.

The vote was then taken on the resolution, and it was carried unanimously.

On motion of Coun. Murray, Miss Agnes Jackson was appointed deputy secretary treasurer of the county. It was approved.

Coun. Cliff said that as a large amount of work devolved upon Miss Jackson on account of the road tax, he would go in for remunerating her. He moved, seconded by Coun. Murray, that she be paid \$50 per year.

Warden Scott, in putting the motion, spoke very highly of the service rendered by Miss Jackson, and was glad that the council had decided to remunerate her.

The motion was adopted.

THE REPORTERS.

Coun. Cliff moved that the reporters and constables be paid the usual fee allowed them for July meetings.

Coun. McMullin, who usually has more to say than any other two men at the board, and whose words have very little weight, moved a resolution at this stage, which was the means of placing him in a most ridiculous position. It was in effect that the council should allow no fee to the representative of the Herald. He claimed that the Herald had criticised the council in January last because of the action they had taken in regard to the hospital, the auditorship, and the highway act. The paper had even went so far as to say that he (McMullin) was scarcely able to read the resolution on the highway act, which he presented, and which was promptly given the three months hoist. He did not think it was right that the council should buy a whip to beat themselves with. He claimed that the council had dealt very generously with the Herald and deserved better treatment from it.

Couns. McManiman and Hinchey very properly characterized the motion by Coun. McMullin as displaying a very narrow and partisan spirit and unworthy of the serious attention of the council.

Warden Scott said the report of the proceedings published in the Herald was correct and nobody could take exception to it. The Herald's criticism of the council had appeared in the editorial columns.

Coun. Brooks said the Herald reporter had given a fair account of the proceedings. The people did not have to read the editorials to get at the business of the council.

Coun. McMullin's motion, which was seconded by Coun. Forbes, was voted down by a large majority, only the mover and seconder supporting it.

OUR POLICE COURT.

Coun. McFarlane complained of the inconvenience caused to people of the country who had business before the Fredericton police court. At present His Honor Judge Marsh, did not open his court until eleven o'clock in the morning, and it was his custom to hold a very short session in the afternoon. People who came into town as witnesses, found this a source of expense and inconvenience. Coun. McFarlane also complained of the action of the police magistrate in relieving offenders

from punishment on condition that they leave town within an hour. He thought objectionable characters should be more severely dealt with by the police magistrate.

At twelve o'clock the council separated until 2.30 p. m.

AFTERNOON SESSION.

The council held a short session on Thursday afternoon and finished up the business.

On motion of Coun. Murray, the secretary-treasurer was authorized to procure legislation to close the market slip at the court house.

ROAD MAKING.

On motion of Coun. Cliff, the rules of order were suspended to allow a discussion on road making.

Coun. McFarlane said that the split log method was revolutionizing road making in the west. The method was so simple that people would be slow in taking it up. He realized that it was difficult to get people to make any change in road making, although there was little doubt that a change was badly needed. We have not money enough at present to macadamize our roads, but they should be put in such shape that it would be easy to haul heavy loads over them. A good road should be oval, hard and smooth so that it would shed the water. Roads of this kind had been made with the split log drag. The speaker next told of experiments made with the log drag, and of the difficulties the inventor first had to contend with. The time to use the drag was after a rain storm. It would fill all the holes, level the road and the cost would be seventy-five per cent. less than the old method. The parish of St. Marys has one of the worst pieces of roads to be found in the province, and it was not because they did not expend money upon them. He believed if every farmer would look after his own piece of road with a split log drag the country would have good roads.

Coun. Morgan said he did not quite understand the new method. Coun. McMullin thought it was rather a dry subject, and the councillors were not much interested.

Coun. Forbes contended that the roads of St. Marys were not as bad as stated by Coun. McFarlane.

MISCELLANEOUS.

Coun. McMullin thought the building committee should have the rooms in the court house fitted up.

Coun. Murray said that the committee performed their duties the best they knew how and at the least expense. He remarked for the benefit of Coun. McMullin that people who found fault were usually the first to raise a howl when expenditures were made. So long as he remained on the committee he intended pursuing the policy followed by him in the past.

Coun. Brooks thought the prisoners sent to jail should be compelled to saw wood used in the institution. Warden Scott said he had brought the matter up on a former occasion, but nothing had come of it.

Mr. Bliss said that before prisoners could be made to work, the sentence must embody hard labor.

On motion of Coun. McFarlane it was resolved that the assessors for the parish of Douglas receive \$160.

The secretary treasurer read a draft of the minutes of the meeting, and it was approved.

Coun. Estey said that his term as councillor was done, as he did not intend offering for re-election. He had been at the board four years, and had always been treated with the greatest kindness and consideration, and would return his thanks. He was sure that the warden would be returned, and hoped that the others would be equally as fortunate.

Coun. Cliff, on behalf of the council, thanked Coun. Estey for his kind words.

The council then adjourned sine die.

Preaching and Practice.

Jinks—I'm ever so much obliged to this favor, and if I ever have a chance I'll do as much—Hello, here come Binkins! Let's dodge into an alleyway Binkins—Don't you like Binkins? Jinks—He did me a favor once, and the fellow may want me to return it.

His Model.

Baron—Then the obstreperous beggar whom you turned out of doors was coarse and abusive. Valet—Abusive my lord! He might have been your lordship himself!

Fame is the perfume of heroic deeds—Socrates.

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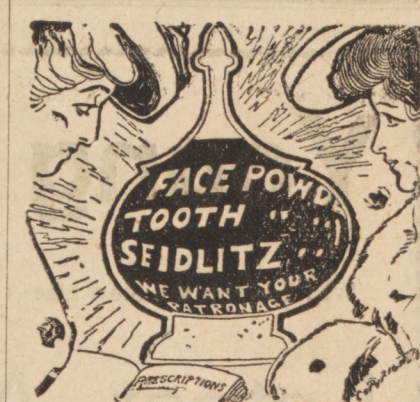
Consumers of City Water who have not yet taken out their Permits for the present term, are hereby reminded that the rate on all Water Rents is increased twenty per cent.

That Consumers who take out Permits before the first of July and January in each year, will be allowed a rebate equal to the increase.

It is desirable that you take out Permits at once, as if postponed until the last of the month, it will be impossible then to attend to all.

ALEX. BURCHILL,
Superintendent.

Fredericton, June 15, 1905—dtf



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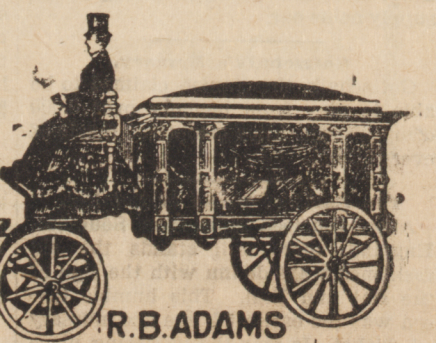
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