

BOOM COMPANY'S AFFAIRS.

Bill of Increased Tolls Has Been Stood Over Until Wednesday.

The Fredericton Boom company's bill to provide for an increase of tolls was further considered by the Corporations' committee of the house Thursday afternoon, and stood over until Wednesday next to hear argument of counsel.

Mr. Lewis Bliss addressed the committee on behalf of the Boom company and gave an emphatic denial to some of the statements made by Mr. Gregory. He presented a detailed statement of the company's receipts since 1884, showing that between that year and 1905, the company had operated at a loss of \$3,470. He explained that the men were given part of Saturday afternoon to offset the long hours which they worked the remaining five days of the week. On all days except Saturdays they began work at six o'clock in the morning and knocked off at 7.30 in the evening. If they did not let the men off on Saturday afternoons they would not be able to get more than half a crew to work on Monday morning. It was hard for the company to get experienced rafters, and factory enabled them to give employment to about a dozen of the best men the whole year round.

In reply to Mr. Hazen Mr. Bliss said that the farmers living along the river could pick up and raft whatever logs they saw fit. They usually picked up the big logs and allowed the small ones to go, as there was no obligation on their part to hold them. Any man of experience, he said, could distinguish between a raft put together by farmers and one made by the Boom company. A few years ago when the Boom company received 75 cents a thousand for rafting the farmers were glad to do the work for 50 cents; now they were paid 70 cents.

In reply to Mr. Gregory, Mr. Bliss said that only the most experienced men were retained in the company's employ during the winter. He further stated that Mr. Randolph was treasurer of the company, and all the provisions used were purchased from A. H. Randolph & Sons. The company had one tug chartered from Mr. E. L. Jewett. The work of rafting was never put up to tender, neither were tenders asked for boom poles, pins, wedges or provisions.

Mr. Parker Glasier was next called upon and gave some information in regard to his work as a freighter for the Boom company. He gave some particulars in regard to the season of 1904, when the company had to hold over about thirty million feet of logs. He said that the logs came into the booms late in the season, when there was no time to raft them. He did not think the company was in any way to blame for this. So far as he knew the company employed the best men they could get, but in a crew of 500 or 600, it was hard to have every man just what he should be.

Mr. Gregory said it was reported to him that crews of six or seven men were sent out to do one man's work and were without a foreman.

Mr. Glasier said that such was not the case.

Mr. Skinner said that the accounts showed that the company paid for sacking above the shear boom last year, \$292, for 234 days work. There could not have been much loss in this amount.

Mr. W. P. Hanebry agent of the Fredericton Boom Company answered a number of questions put to him by Messrs. Skinner and McCready. He said it was his duty to hire the men for the company. He hired the very best men he could get, and saw to it that they attended to their duties faithfully. The company's operations lasted from the middle of April to the last of October. Since he entered the company's employ in 1884, he had inaugurated many improvements in the methods of rafting, several of which he described. The company had 15,000 ft. of shear booms, eight thousand being located above the city. He regarded the plant at St. Mary's as a great benefit to the company. They were able to make pins by machinery, and did a lot of blacksmith and repair work.

Mr. Gregory closed for the lumber men in a brief speech. He said that if he had been wrong in any statements made in the morning, it was due to lack of knowledge, rather than any attempt to deceive. The lumbermen had held a conference with the members of the company since the morning session and had offered to pay them six per cent. on their indebtedness and take over the business. The company replied with a counter proposition which in effect was that the lumbermen take a lease of the property and pay the company ten cents on every thousand feet of logs rafted. Between one hundred and forty and one hundred and sixty million feet of lumber would pass through the booms this season, which would mean that the company would receive from \$14,000 to \$16,000. This would be more than twenty per cent. on the capital stock. Mr. Gregory explained that the lumbermen were willing to take a lease for one, two, three, four or five years on the terms suggested. As the representative of the estate of the late W. H. Murray, he was willing to donate his stock to the company and as he did not consider it worth anything under the present management. According to Mr. Bliss' statement, he said, the company has operated since 1884 at a loss of \$3,470. Yet in spite of that from 1886 to 1900 they paid an average dividend of six per cent., which means that ninety-six per cent. of the capital has been paid back to the stockholders. It was contended by the company that their plant is now worth \$150,000, which if so, means that it has been improved to the extent of \$70,000. It looked to him that there was something wrong with the company's method of book-keeping.

Mr. Randolph explained that the companies losses had largely accrued since 1900. He would admit that the company had paid dividends at times when they were not justified in doing so. The company's indebtedness was now \$55,000.

Recorder Skinner said that he would like to have an opportunity of addressing the committee in support of the bill.

Chairman King said that he would like to have an opportunity at some future time of addressing the committee in support of the bill.

On motion of Mr. Hazen it was agreed to postpone further consideration of the bill until Wednesday morning, when arguments of counsel will be heard.

"ABSOLUTELY FALSE."

Are the Words the Attorney General Used in Characterizing a Statement of Mr. Hazen's New Organ.

A SILLY CHARGE COMPLETELY REFUTED--MR. OSMAN'S ADDRESS ON THE BUDGET.

The House met at 4.30 o'clock on Thursday afternoon.

The Hon. Mr. Pugsley in answer to Mr. Clarke's inquiry as to whether the attention of the government had been called to the charge made in the Gleaner that close friends of the government had obtained the sum of \$150,000 in connection with the Central Railway and as to what steps the government proposed to take to disprove the charge of corruption thus made, said:

The attention of the government has not been called to these charges except through the inquiry that has been made in this house. My own information with regard to the charge is that the statement is absolutely false. It is absurd on the face of it for the total amount paid by the New Brunswick Railway Company was \$180,000 and to assume that \$150,000 of this was given away to the friends of the government is too absurd for serious consideration. As to how the money given to the New Brunswick Company was disposed of last session, the government furnished the fullest information to this House. It also insisted on a thorough audit of all the accounts of the railway and two experienced auditors were selected to do their work. One of these was Mr. P. S. Sharpe, who has since died, and after his death Mr. Corbett, another experienced accountant, completed the work. In that way the government satisfied themselves that everything was bona fide. For a further answer to this question I may say that when the members supporting the government

authorized us to go to the limit of \$250,000 for the purpose of putting this road in order, it was made a condition that before any of that money was expended there should be a thorough audit. The government after a complete examination of the accounts advanced the money and has thus taken every possible means of ascertaining the whole truth in regard to this road. I have not the slightest hesitation in saying that no statement could be more false than that made by the Gleaner.

Hon. Mr. Pugsley laid on the table statements of the debt of Chatham and the bonds of the school trustees.

Mr. Leger presented the petition in favor of a bill to incorporate the society of St. Jean.

The House went into committee of the whole Mr. Copp in the chair and agreed to the bill, respecting the Association of the United Baptist churches of New Brunswick and the bill to authorize the appointment of a temporary speaker when the speaker and the chairman of the committee of supply are both absent.

THE DEBATE RESUMED.

Hon. Mr. LaBilloy in reply to Mr. Clarke's inquiry, No. 32, said:

In addition to the sum of \$5,926 appearing on page 24 of the report of the chief commissioner of public works, there was a further sum of \$1,000 expended in the county of Charlotte during the past year by the superintendents.

In nearly every case the superintendents received ten per cent. com-

mission, except in some special cases where the personal services of the superintendents who were running road machines were paid for by the day.

Hon. Mr. LaBilloy, in reply to Mr. Clarke's inquiry, No. 30, said: The character of the work done on Wawoit bridge, in the County of Charlotte, for which an expenditure of \$578.90 was made, as appears on page 29 of the report of the chief commissioner of public works, consisted in a new flooring on this bridge.

The work was done by Wesley Robinson, former supervisor, under the day's work system.

The details of the expenditure are as follows: Paid the DeWolfe Hardware Co. Ltd., for three kegs of spikes at \$2.65 a keg \$ 7.95 Frank S. Beck, for 132 bolts at 4 cents 5.28 James Murchie's Sons Co., 248-867 feet of 3 inch plank at \$17 per M. \$422.74 682 ft. timber at \$20 13.64 436.38

Albert Gilman, 9 1/2 days' labor at \$2.50 per day \$ 23.75 Horse labor 6.00 Repairs during summer on bridge 5.00 34.75

W. J. McFarlane, 9 1/2 days' work at \$1.50 per day 14.25 Arthur McFarlane, 9 days' labor at \$1.50 per day 13.50 Chas. Gilman, 3 days' labor at \$1.50 per day 4.50 1-1/2 M. logs at \$6 9.00 13.50

O. W. Leeman, lettering signs on bridge75 \$526.36

Commission at 10 per cent. \$ 52.63

Total expenditure on bridges \$578.99

This amount was paid to Wesley Robinson at the request of Hon. Geo. F. Hill.

Hon. Mr. Pugsley, in reply to Mr. Hazen said:

Balance due to Bank of B. N. A. on 31 January, 1906 \$305,346.04

Receiver General's account secured by bonds 435,702.50

Chief Supt. of Education account not secured by bonds 88,184.38

Board of Works, not secured by bonds 204,000.45

Board of Works, permanent bridges secured by bonds 11,507.38

Balance due to Bank of New Brunswick 31st January, 1906:

Provincial Hospital not secured by bonds 41,325.21

Due to Credit Foncier, 31st January, 1906:

Loan N. B. Coal and Railway secured by bond 250,000.00

Balance due from Bank of B. N. A., 31st Jan. 1906:

N. B. Coal and Railway account 52,175.64

Supreme and Probate Court fund 9,651.06

In the balances of the Bank of British North America by the receiver general and the board of works, the following payments on account of capital expenditure have been made and are included, being authorized by legislative provision for issue of bonds:

Permanent bridges, 3 Ed. 7, Cap. 13 and 5 Ed. 7, Cap. 12 \$311,507.48

Redemption of P. C. bonds, 1 Ed. 7, Cap. 25 100,500.00

Railway subsidies, 54 Vic., Cap. 11 35,202.50

Also there is legislative provision for issue of bonds for \$250,000, N. B. Coal and Railway, 5 Ed. 7, Cap. 16.

Hon. Mr. LaBilloy in reply to Mr.

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25¢

Clarke, said: No. 29. The by-road statement published on page 43 of the public works report will show the different amounts that were advanced during the year 1904 and charged to 1905, in which the county of Charlotte appears for \$1,134.21. This statement includes all expenditures advanced during the year 1904, as well as balances due the old regime of by-road appropriations.

This expenditure was made in the county of Charlotte at the request of Hon. G. F. Hill, H. Vaughan Dewar and Geo. M. Byron.

The order of the day being called Mr. Osman said:

I heard last evening with the greatest satisfaction of the offer that has been made to lease the Central railway and the leader of the opposition must have heard of it with equal satisfaction unless he looks upon this railway as a magazine from which to attack the government. To gentlemen on this side of the House it is most gratifying to find that after the steps taken by the government, the importance of this enterprise has been recognized by capitalists who are ready to invest their money in it. The revenue of this province is comparatively small, but the government has endeavored to keep up the various services out of it. The auditor general's report has been attacked, but in my opinion it is a truthful record of the financial position of the province. It might perhaps be more full in some departments, but it follows a system which has been in existence for years and has given general satisfaction. The members of the opposition have been indulging in very pessimistic views of the condition of the province. The members who are supporting the government, occupy a position of independence which is gladly accorded to them and we criticize what is being done from time to time for we are not servile followers. I must

(Continued on seventh page.)

Weak Kidneys.

A change in the weather--the slightest imprudence--and O! what excruciating pain in the back. A cold flies to the weakest spot. And Kidneys that take cold easily, prove weakness--perhaps disease. A slight weakness soon becomes a serious disease in such vital organs as the Kidneys. Heed Nature's

confess it was with disappointment, I observed that nothing was said in the speech from the throne in regard to the reestablishment of the government house, but I hope the government will yet see its way clear to do this. It is estimated that it could be put in good condition for \$10,000 and furnished for another \$10,000 and that the annual outlay upon it after that would not exceed \$7,000. I am proud to support this administration and I have never asked a favor from the government, but if I am as successful in this matter as the mon. Mr. Jones has been in making the Hartland bridge free, I will be satisfied.

I was pleased to listen to the eloquent utterances of members on both sides of the House, but I regretted to hear some statements from the other side which were not accurate. For instance it has been affirmed that the debt of the province is \$5,000,000. The actual gross debt is only \$4,327,724, and there are assets to the amount of \$834,605, so that the net debt is only \$3,493,118. This is a small debt for a province with the resources of New Brunswick. Indeed it is smaller than the debt of the city of St. John. Of this debt, the sum of \$2,166,902 has been expended in subsidizing railways. This policy of subsidizing railways is one that has been recognized by every government in this province. The balance \$1,326,000 represents the debt that has been incurred for all other purposes including permanent bridges. I think that this is an extremely favorably showing.

The member from Carleton whom I am sorry is not present did not I think do himself justice when he cast ridicule on illustration orchards, as if the government was to be censured for pointing out to the farmer a means of increasing his income. He also spoke in disparaging terms

(Continued on seventh page.)

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