

BUDGET SPEECH.

(Continued from third page.)

we have good laws and we have freedom in the highest degree. We therefore should stand by our province and do our best to advance its interests, feeling confident that it will always be a not unworthy member of this Canada of ours.

The House resumed at 8 o'clock on Thursday evening.

Mr. Whitehead introduced a bill to amend the act incorporating the Fredericton Boom company.

JUDICATURE ACT.

Dr. Pugsley introduced a bill entitled the Judicature Act. He said he would move to refer it to a special committee to be named by Mr. Speaker, which would hear the committee of the Barristers society, and all others interested. The fullest opportunity would be given for suggestions from all quarters. The principal provisions of the bill were: "It provides for the establishment of Supreme courts of judicature, with appeal and trial division, three judges in each division. The appeal judges will hear all appeals from other courts and other applications now heard by the full court. The local judges who will hold circuits will not sit in appeal except in exceptional cases, what are known as equity cases or business require special treatment, in contradistinction to common law cases. In England there is a chancery division to which the clerk transfers all cases he thinks are equitable causes. This important branch will be a feature of this act. We propose the Chief Justice shall try all chancery cases, other sections assign one of the appeal judges and provides for the continuance of the machinery of the courts. A very large portion of the bill is taken up by the rules, which are copies of the English rules. The bill abolishes the present Supreme court and necessitates the re-appointment of the present occupants of the bench to the new courts. He had no doubt of the constitutional power of the legislature to adopt this bill.

Dr. Pugsley informed Mr. Fleming that the Premier had been unavoidably detained and could not be present at the opening of his (Fleming's) speech, but he would take his seat at as early a moment as possible.

MR. FLEMING'S ADDRESS.

Mr. Fleming said. In rising to make some observations with respect to the financial state of the province, I feel that the duty is not altogether a pleasant one, as it would be more agreeable to me to take the public accounts and there find something good, cheerful and consoling, rather than to act the part of the critic and expose rugged and disagreeable facts. I have listened with much pleasure to the speech of the Hon. Mr. Tweedie, a speech I regarded as above the average, but along with most members of the house, I was forcibly struck with the manner in which the premier passed over the question of the provincial finances, as if he felt he was treading on perilous ground. I heartily agree with Hon. Mr. Tweedie as to the necessity of preserving the public domain and conserving the great wealth of our Crown lands. This was a matter in which the government could rely on the fullest support of the members on the opposite side of the house. While I propose dealing freely and somewhat fully with the financial situations, it is not my object to say the province of New Brunswick is bankrupt. It is not bankrupt, because even the extravagance and misuse of the government, cannot prevail against the increasing wealth of our Crown lands.

Diseases of Women
OFTEN DUE TO
Deranged Kidneys

When the Kidneys are Weak it is Impossible for Any Woman to be Happy or Healthy.

If the girls and women who are silently suffering with what they suppose is "female trouble," would look to their kidneys they would soon find the source of their ill health.

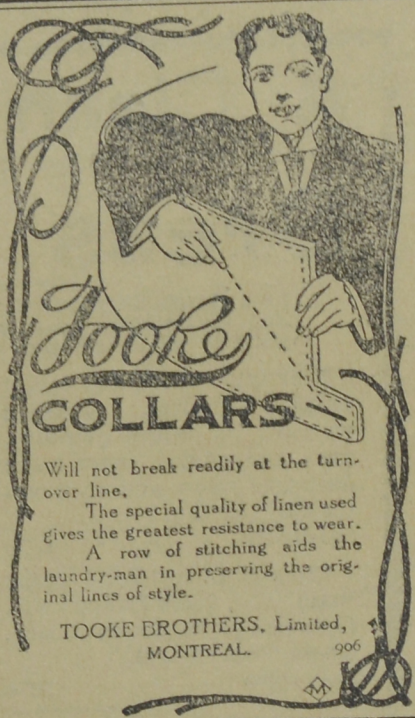
The kidneys are very closely allied with the female organs and if the vitality of the kidneys is in any way impaired, great suffering is sure to occur.

No better medicine is known for the kidneys than Dr. Hamilton's Pills of Mandrake and Butternut; they stimulate and strengthen the kidneys and thereby assist the other organs to do nature's work. Instant benefit and certain cure are guaranteed in every case.

Sufferer, don't wait, begin treatment with Dr. Hamilton's Pills at once; they will cure you as they did Mrs. A. B. Coburn, a well known resident of the town of Portland. Read her experience:

"For two years past I have been sickly and weak. My color was dull and sallow, and I felt exhausted and weary, as if all my strength was being eaten up with some hidden trouble. I heard of Dr. Hamilton's Pills and decided to use them. The change in a few days was surprising. They regulated my kidneys and bowels and cured all my suffering; today I am perfectly well."

Every woman can take Dr. Hamilton's Pills with safety and benefit. Their occasional use keeps the system in healthy, well regulated order. No medicine more gentle or more prompt in results. Now is the time to get Dr. Hamilton's Pills, 25c. per box or five boxes for \$1, at all dealers, or by mail from N. C. Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.



and the general advance of the resources of the province. Nor is it my purpose to condemn the government for all its acts. I have no sympathy with the man who cannot see the smallest good in his opponent's policy, and I trust that I will deal with each item as I take it up in an open and fair minded spirit. Last night as I listened to the premier's long explanation of the condition of the Central railway, and its financial entanglement, I could not help recalling that last year we were told the road was in good condition. One member assured the house he could ride over it with as much ease and comfort as if he were travelling on the Intercolonial railway. But last night we were shown by the report of the engineer appointed by the government to examine the road that it was studded with dangerous bridges and rotten sleepers.

Dr. Pugsley—The statement that it was as good as the I. C. R. last year was confined to the section from Chipman to Minto.

Mr. Fleming—No. You referred to the section from Chipman to Norton. The fact that the Premier told the engineer to go over the whole road and inspect it, shows he had little or no confidence in the statements of his own supporters. Last night the Hon. Mr. Tweedie, said it was a most commendable thing for the government to seek to develop the mining resources of the province. That is a policy the opposition can heartily endorse but I ask the government to tell us how in taking over this road they had in any degree developed the coal wealth of Queen and Sunbury counties. Why the company put no money in the road, yet we find the government buying the Central railway which had been built by the people of the province and which the company actually offered to sell for the princely sum of one dollar. If the government were asked to assist in building roads to these several mines and refused, then they would be open to censure, but in this case the roads were actually open to the mines before the government made the purchase. The road cost \$450,000 and last year when the government proposed to borrow \$250,000 more the senior member for Charlotte county, said it was making a mistake in not asking for half a million as that amount would be done too great to thoroughly repair and equip the road. As a matter of fact this \$250,000 was largely used up before it was voted.

The government had lent the company \$50,000 without the least authority. According to the statements made by Dr. Pugsley and others, the liabilities had reached the high figure and the extinction of the outstanding indebtedness, the refitting of the road and the providing of new locomotives and rolling stock would exhaust the full loan, so that the government would have to come back to the house to raise more money, thereby justifying the prediction of Hon. Mr. Hill that it would take half a million to square the account. I think the provincial secretary passed over his statement of revenue and expenditure very easily.

I would not criticize the public finances if this were true but it is a statement as far from correct as anything possibly can be. Take the public accounts: a more inaccurate, misleading conglomeration of figures was never compiled by a body of sane men. I will prove this statement. Ordinary expenditure and receipts show \$8,782,70 deficit. That is utterly misleading. On page 4 of the public accounts on the liability side of the provincial hospital, we find due to the Bank of New Brunswick over draft \$24,670.40. Then I find in the report of the commissioner of public works, advances to road superintendents for 1906, in some cases more than the revenue for 1905. Hon. Mr. Labllois said \$54,686.82 had been advanced to superintendents, but you can't find it in any blue book or report of last year. This brings up the deficit to \$113,167.82 instead of \$8,762.70 as stated by the premier. Why are these expenditures not charged in 1905? Why will the government persist in misleading and mistifying the people? But that is not all. Their financial statement is the most extraordinary I have ever seen. From the end of the year to the opening of the House there have been great expenditures,

especially on high roads for which as a rule in winter little or no money is needed. We find for great roads \$1,319.46 for great bridges \$50,518.82 for road superintendents \$17,758.29, permanent bridges, \$19,215.48. At least a considerable portion of this expenditure was in 1905 and should have appeared in the public accounts of that year. Taking only half of this expenditure swells the deficit to over \$150,000. I ask in all seriousness why have we not a true statement of the finances instead of these misleading figures. On page 5 of the public accounts we are told that \$57,761.40 was the expenses of the provincial hospital. Yet in another part of the report we find the expenditure to be \$77,193.17 and the receipts \$12,000, leaving a total of over \$65,000 as the actual expenditures. These conflicting statements show the absolute inaccuracy of our public accounts. The public works expenditure is put down in the public accounts at \$223,784.61 but you cannot rely on it, as over \$30,000 is set out as expended by road superintendents which expenditure is given in another place as over \$80,000. What faith can the people of the province put in such statements? There seems to have been a remarkable system adopted in paying these road superintendents. We received the impression they got ten per cent, the highest pay given to the old officers but this is not the fact and looking through the report I find some places where the commission is 10 per cent, exactly while in Carleton some get as high as 30 per cent, not commission but allowance in lieu of commission. I will not give names but I find the average in Carleton Co., to be over 16 per cent. If the government expect to make the act altogether popular it should abolish this extravagant commission.

Mr. Pugsley—Will you kindly furnish the name of the party who received 30 per cent, allowance in lieu of commission?

Mr. Fleming—Yes, Mr. Sharpe.

Mr. Pugsley—Are you aware Mr. Sharpe runs a road machine?

Mr. Fleming—There are more expensive machines run by this government than road machines. There are in many cases charges for commission and for personal service, but this is a case, see page 89 public accounts, where it is in lieu of commission. As usual the debt of the province has increased. It's the old old story the increase of interest on the debt. A newspaper today lauds the government for the saving it asserts was effected by the temporary loan raised for paying off high interest bearing debentures. But this plea is largely misleading, paying an increase of \$28,000 a year interest for all time is not a matter of congratulation and the annual interest charge of the province stands today at over \$205,000. In connection with last year's expenditure we find the sundry payments on bye-road accounts. But there were no bye roads in the province in 1905, they having been abolished by the new highway act. All these expenditures of over \$49,000 were by bye-road commissioners who had ceased to exist. The explanation lies on the surface. These payments were held back until after the end of the year to bolster up the accounts and keep down the long tail of deficits and expenditures. It is a remarkable thing that the Premier whom we all know to be a very clever man, will each year snuggly assure the House that he is only a little behind in his estimates and that the deficit is after all a small one.

I now come to the cost of the revision of the Statutes. When I first entered the House this revision was strongly advocated and we were asked to vote \$20,000 for it. The member for Albert (Orman) supported it. He always supports government bills and measures. I was a consenting party and voted for the \$20,000 but what do I find?

The expenditure has trailed down for some years with annual payments until it has now reached a total of

\$11,770. The point I want to make is that some more accurate information as to the cost of such work should have been given to the house. We should have had the result of some better judgment. Once started the work had to go on irrespective of the amount of the ultimate cost. The subject of game protection is one in which the people of the whole province are interested. I am not going to criticize the expenditure, but I do find serious objection to the way it is covered up in the public accounts, figures for one year being made to do duty for another year. The very large payments to members of the government deserves more than a passing notice. The travelling expenses are again very heavy, all the cabinet ministers, the premier at their head seeming to be good travellers. We appreciate what we buy dearly and there is no denying the

fact that the attorney general came very high last year. We find he received \$200 on account of Sunday legislation. He drew a salary of \$2,100, his travelling expenses amounted to \$775, his sessional duties allowance \$500, legal services only \$4,625, for succession duties \$535. When I saw that last item I felt it could not be right for collecting \$12,000, and investigation showed that my suspicion was well founded, a large portion of that account having been held back for over a year to deceive the people. In all over \$11,516 was paid to Dr. Pugsley, a record that the attorney had never before approached.

Mr. Hazen—Wait till you see him next year.

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Mr. Hazen—Wait till you see him next year.

Mr. Fleming—I will now deal with agriculture, which the government seems anxious to pass

especially on high roads for which as a rule in winter little or no money is needed. We find for great roads \$1,319.46 for great bridges \$50,518.82 for road superintendents \$17,758.29, permanent bridges, \$19,215.48. At least a considerable portion of this expenditure was in 1905 and should have appeared in the public accounts of that year. Taking only half of this expenditure swells the deficit to over \$150,000. I ask in all seriousness why have we not a true statement of the finances instead of these misleading figures. On page 5 of the public accounts we are told that \$57,761.40 was the expenses of the provincial hospital. Yet in another part of the report we find the expenditure to be \$77,193.17 and the receipts \$12,000, leaving a total of over \$65,000 as the actual expenditures. These conflicting statements show the absolute inaccuracy of our public accounts. The public works expenditure is put down in the public accounts at \$223,784.61 but you cannot rely on it, as over \$30,000 is set out as expended by road superintendents which expenditure is given in another place as over \$80,000. What faith can the people of the province put in such statements? There seems to have been a remarkable system adopted in paying these road superintendents. We received the impression they got ten per cent, the highest pay given to the old officers but this is not the fact and looking through the report I find some places where the commission is 10 per cent, exactly while in Carleton some get as high as 30 per cent, not commission but allowance in lieu of commission. I will not give names but I find the average in Carleton Co., to be over 16 per cent. If the government expect to make the act altogether popular it should abolish this extravagant commission.

Mr. Pugsley—Will you kindly furnish the name of the party who received 30 per cent, allowance in lieu of commission?

Mr. Fleming—Yes, Mr. Sharpe.

Mr. Pugsley—Are you aware Mr. Sharpe runs a road machine?

Mr. Fleming—There are more expensive machines run by this government than road machines. There are in many cases charges for commission and for personal service, but this is a case, see page 89 public accounts, where it is in lieu of commission.

As usual the debt of the province has increased. It's the old old story the increase of interest on the debt. A newspaper today lauds the government for the saving it asserts was effected by the temporary loan raised for paying off high interest bearing debentures. But this plea is largely misleading, paying an increase of \$28,000 a year interest for all time is not a matter of congratulation and the annual interest charge of the province stands today at over \$205,000. In connection with last year's expenditure we find the sundry payments on bye-road accounts. But there were no bye roads in the province in 1905, they having been abolished by the new highway act. All these expenditures of over \$49,000 were by bye-road commissioners