

The Daily Herald.

VOL XII

FREDERICTON, N. B., THURSDAY, MARCH 21, 1907

NO. 67

The Herald Job Printing Department is thoroughly equipped and employs only first class workmen.

THE WEATHER.
Decreasing northwest to west winds, fine today. Friday moderate variable winds, fine and milder.

E. A. O'Brien & Co

Just Open

A Complete line of

Ladies Suits, Skirts, Coats, &c.
Ladies Silk Waists, Ladies Silk Skirts.
Ladies Whitewear in the very faintest styles and Medium Prices.

This Department is on the Second Floor, in charge of Competent Young Lady.

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Sole Agents for Fownes Kid Gloves in Ladies or Misses sizes.

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Opposite Soldiers' Barracks.

R. G. LEE & Co.

-Roger and Gallett-

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TOOTH PASTE

GEO. Y. DIBBLEE,

PEOPLE'S DRUGGIST - opp. City Hall.
Fredericton's Leading Drug Store.

Chestnut
says

"The CAMERA FIEND will find much to interest him at our store. We aim to keep in touch with all the doings in Amateur Photography. Of course we have the chemicals used in developing, and the various things he needs in following his hobby."

"THE QUALITY STORE,"

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Don't borrow time from your neighbors. The old clock that has stopped has probably served its time.

We have a full line of Kitchen, Dining Room and Parlor Clocks, also Nickel Alarm Clocks, from \$1.25 up.

F. E. BLACKMER

Opp. Normal School

Fredericton, N.B.

THE BUDGET SPEECH.

Premier Calls Attention to the Increased Aid Given to Public Services.

MR. HAZEN CHALLENGED TO TEST THE HOUSE ON HIS DECLARATION.

That New Brunswick Should not Have Accepted the Federal Subsidy Increase.

CENTRAL RAILWAY WILL BE TAKEN OVER BY GRAND TRUNK PACIFIC

In the legislature Wednesday afternoon, Premier Pugsley resumed the budget speech, and will conclude it this afternoon.

He said: "Yesterday I called attention to the exceedingly satisfactory position of this Province by reason of the readjustment of the subsidy and also to the attitude of the leader of the opposition, who stated that if he had been in Ottawa he would have refused to consent to receive this sum."

I think it most fortunate for the Province that he was not in power when this matter came up because he would have committed an act most disastrous to the future of New Brunswick, which would have deprived us of a revenue of \$130,000 a year for all time to come. This sum is equal to four per cent on an addition to our capital of \$3,250,000 which would be a large sum for this Province to pay for the privilege of having the honorable gentleman as premier. At three per cent, and I have no doubt that before many years we will be able to float a loan at that figure it would mean an addition to our capital of \$1,900,000.

Now I repeat the observation which I made yesterday. If the leader of the opposition is sincere and thinks that we have entered into an unjust arrangement, he owes it to himself and to his party to table a resolution formal expressing his disapproval of the arrangement we have made. Should he do so I have no fear of what the verdict of this house and of the country will be.

LIBERAL PROVISION.

I stated yesterday that we had a more liberal provision for the public services this year than we did last year and I will call attention to some of the items.

One of these is \$14,000 for steam navigation which is \$2,000 more than was estimated last year. Last year we gave subsidies to the Grand Manan steamer, to the Senlac running from St. John to Halifax to the Deer Island and Campbellbell Steamship Company, the Miramichi Steam Navigation Co., the Fredericton and Woodstock boat, the May Queen running to Grand Lake, Millidgeville Ferry, the Dalhousie and Campbellbell Co., the Gondola Point Ferry, the Steamer Clifton, the Hopewell and Dorchester Ferry, the Steamer to Red Bank, the Steamer Springfield and the Chatham ferry. In addition to those we have been pressed to give aid in other directions. It is proposed to place a steamer on the route to Shippegan and Miscou, and we feel that as these people have no railway they are entitled to assistance and we have decided to give them adequate aid. Then there is the Shepody Navigation Co., which is asking for help and so for these and other services we have decided to increase the vote by \$2,000.

There is an increase of \$6,000 in the amount given for education, and there is also an increase for public works. We put down the sum of \$190,000 for interest not chargeable to special funds. Besides this there is \$2,200 on account of provincial hospital and \$10,000 on public works account, making the whole interest account \$202,200. From this we should deduct the sum of \$26,400, the amount of interest we receive on the balance in the hands of the Dominion government. The sum of \$175,800 of additional subsidy, which we are receiving would leave only a balance of \$70,000 of interest to be paid by us even at the comparatively high rate now prevailing. But if we refund the amount of our debt at 3 per cent, this \$170,000 would practically wipe out our debt of \$39,835. This includes the amount put down for agriculture for our entire interest account. We sum of \$13,000 for exhibitions, some of which were during the year just ended. This will cover our advances on that account. Some members have indulged in criticism of the amounts paid for the encouragement of dairying, farmers' institutes, and other educational matters along agricultural lines, but in my judgment, no money that is devoted to

agriculture has been better expended than this.

THE DAIRY INTEREST.

We have abundant reason to congratulate ourselves on what we have done in the interests of dairying. It was my fortune to introduce the first bill for the encouragement of dairying in this province. The opposition had nothing but ridicule for my proposal, but the result has been in the highest degree satisfactory. In 1896 the total value of the butter factories amounted to only \$76,131. Last year the amount was \$373,000, an increase of 50 per cent. The conditions of the dairying industry are changing to a considerable extent, since the introduction of the hand separator. Instead of drawing the whole milk to small cheese factories, at a large expending, it is becoming the custom to separate the cream at the farm, and either manufacture the butter at home or send the cream to large central creameries. This is gradually reducing the output of cheese and increasing the amount of factory butter. A large number of illustration orchards have been established, and these orchards are causing much more interest to be taken in the cultivation and care of fruit. A provincial fruit growers' association has been started and good results are following from the discussions carried on at their meetings.

COLD STORAGE.

There is one matter that I wish to emphasize, and that is the great need that exists for cold storage warehouses for the preservation of fruit and other perishable goods. I mentioned yesterday that a cold storage plant had been established at Woodstock. I am glad to be able to state that a movement is on foot for establishing a large cold storage warehouse at St. John. This enterprise will be assisted both by the provincial and Dominion governments, and will be of incalculable value to the farmers of this province. Another enterprise which we hope to encourage is the establishment of such factories which have proved of great value in Aroostook County, Me., for the utilizing of potatoes that are not of the first quality. We think there is a good opportunity of establishing such factories in Victoria County and in Carleton County, as well as in other parts of the province, and we propose to bonus these factories by the results output. I am not oblivious to the fact that in the past two or three years there has been an increase in the production of potatoes in the up river counties. But the starch factories would not interfere with this trade.

PROVINCIAL ASSETS.

I wish to call attention to the provincial balance sheet on page six of the auditor general's report. Among our assets we have put down the New Brunswick Coal and Railway at the sum of \$1,150,000. I do not think that is too high an estimate and as the Govt. owns this railway its value ought to be placed among our assets. In considering the assets of the province no account is taken of either the public buildings or the bridges because they are not revenue producing although they are valuable public works and represent a large expenditure. But it seems to me that the Crown lands might fairly appear in the Auditor General's report among the assets. The province owns very nearly 7,000,000 acres mostly timber lands for which a low figure would be \$2 an acre or \$21,000,000 in all. I doubt if there is any province in the Dominion which in this respect could make a more favorable showing. We also might count among our assets the value of our fisheries which are increasing in productivity year by year. I have not noted some references in the press to what was said in the Public Accounts Committee that the Intercolonial Railway was not placed among the assets of the Dominion government. I do not see why it should not be so placed, for the time will come when this road will become a revenue producing asset. We do not count among our assets the 48 steel bridges

es the province has built because they are free to the people. I am proud to say that the only toll bridge in the province was wiped out the other day by the general acquiescence of everyone in the House. A few years ago the New Brunswick Coal and Railway was run at a loss. Now, there is a surplus of revenue and this surplus will increase from year to year. There are 60 miles of railway, 60 of main line, and 9 of branches fairly well equipped and I think the line is worth at least \$20,000 a mile. The lowest tender for the Grand Trunk Pacific from Chipman to Moncton a level line with only 1 steel bridge, was \$20,000 a mile and this did not include rolling stock.

GRAND TRUNK PACIFIC.

The Grand Trunk Pacific as now located is to pass right through the village of Chipman and I have every expectation that our road will be either sold or leased to that great line within a few months to be operated as part of it. I make this statement knowing its great importance, but I can appeal to the members of this House to say whether we have ever made a statement that has not been realized. We said that the eastern extension claims would be paid and we were disappointed for saying so, but we were paid and our words were made good.

It was the same with regard to the readjustment of the subsidies, according to the Quebec plan of 1887. We were laughed at for expecting to have these subsidies readjusted. The leader of the opposition's face lit up with joy when the Hon. Mr. Scott stated in the debate that he was opposed to any readjustment.

Yet our hopes in this respect have been realized and now I say with the utmost confidence from conversations I have had with the premier of Canada, with the minister of railways, with the railway commissioner and with the manager of the Grand Trunk Pacific that this road will be taken over and form part of the Grand Trunk Pacific. There may of course be annoying delays, but our hopes will be realized in the end.

We all feel disappointed that this line is not to be built down the fertile valley of the St. John, but Chipman is only 78 miles from St. John, and if two trains were to start, one to St. John and the other to Halifax, the former would be on the wharf at St. John ready to be unloaded before the Halifax train had reached Memramouc. We do not press that this railway shall be sold or leased at a smaller sum than we put into it, and we have the concurrence of the leader of the opposition in that view. Last session we had an offer to lease this railway for \$21,000 a year, which would be the interest on \$700,000, at 3 per cent. The hon. member from Charlottetown moved a resolution that this offer should be accepted, and he was supported by the Hon. Mr. Tweedie. I differed from the premier, and took the ground that the property was worth more and the leader of the opposition

FORTIFIED MY ARGUMENTS VERY STRONGLY.

by pointing out that a much larger amount of government money had gone into the road. He claimed that including Dominion subsidies and provincial subsidies, the road had received \$1,200,000 of public money. I often read that speech with the greatest of pleasure, for it fully justified us in putting down this railway as an asset of the province, worth \$1,150,000.

There was a time when we were not sure that the G. T. P. would go to Chipman or near it. One line that was located went 20 miles north of Chipman, and another went south of it and had either of these lines been adopted our railway might not have been taken over. When we found that the surveys were like the Hon. Mr. Tweedie's, Senator King showed what a great Ottawa and urged that there should be a new survey. We pointed out that if this road was carried wholly through wilderness and touched no central business there would be great disappointment. In urging a new survey we were seconded by the Minister of Railways and as the result of our efforts a new line was located and goes right through Chipman, which is only 78 miles from St. John.

THE PUBLIC DEBT.

Some hon. gentlemen opposite say that we ought not to be paying 5 per cent on a part of our debt which is in the shape of treasury bill but these gentlemen have not studied the subject. We could sell our debentures now at 4 per cent, but we do not think it prudent to do so. The present is not a favorable time to make loans. Large amounts of Canadian money are being invested in South America, and in Mexico and there is also a great industrial development in Canada. The rate of interest is now higher than it has been for many years. On Saturday last British Columbia Consols 2 1/2 per cent, redeemable in April 1923 were quoted at 85 and five sixteenths, which would be about three and five eighths per cent interest on an investment. Our three per cent loan a few years ago sold at ninety-six or about three and a fifth per cent interest. This shows what a great change has taken place in the condition of the money market in recent years. The great railways are not now issuing bonds, but are borrowing money at 5 per cent on temporary notes until the money market shall become easier.

ROADS AND BRIDGES.

Among the liabilities incurred by

THE CHILDREN SAFE.

Tots Reported Lost Near Moncton Turned Up All Right.

RAILWAY MEN SAY STORM WAS WILDEST IN THEIR EXPERIENCE--J. C. R. BLOCKADE PARTIALLY RAISED.

Moncton, March 21.—(Special.)—

This morning brought joyful tidings to John Keenan and his family that his two little girls, last night reported lost in the storm going from the school on the Irish town road, were safe at the home of a neighbor.

The children fortunately sought shelter near the school or they would have surely perished. They were found by the anxious parents and friends at the home of Mr. Belliveau, near the school. Mr. Keenan, who was in the city, was unable to reach home until the storm had abated last night, and was then under the impression that his little girls had perished. His feelings when he learned that they were safe, therefore, may be well imagined.

Other school children in Humphreys Mill District were unable to reach home and took shelter with the neighbors. Parents were anxious about them, and were kept in anxious suspense until late at night, when the storm broke.

Nearly a hundred girls employed in

Campbell Clad Co. factory were unable to reach their homes at the close of their work, a number being compelled to stay in the mill all night.

The damage to the cotton mill and machinery by the roof blowing off was about a thousand dollars.

Some idea of the fury of the storm in this city may be had when it is stated number of business people living in back sections of the city remained in their stores all night, rather than take the risk of being over- come and lost in the storm. Quite a number ladies, also, remained in the stores all night, their comfort being looked after by the neighbors.

The blockade on the northern division of the I. C. R. was practically raised this morning and the express trains are now moving.

Yesterday's Maritime Express, after being stalled all afternoon and night at Kent Junction, was moved this morning.

Railway men report that it was the widest storm in their recollection. 7

LIQUOR MAN TRIUMPHS.

Supreme Court of Canada Uphold Habeas Corpus in Moncton Dealer's Case.

Ottawa, March 21.—(Special.)—

Judgment was given today in the supreme court, upholding writ of habeas corpus discharging Placide Richard from imprisonment for an offense against the Canada Temperance Act at Moncton.

(It will be recalled that Richard,

was given a fine of \$200 or one month in jail. He went to prison, and was released on a habeas corpus order of Judge Duff at Ottawa, whose order is now sustained by the full bench of the Supreme Court of Canada. The ground of the application was that the fine imposed was excessive.)

MAKING HISTORY.

Transvaal's First Constitutional Parliament Opened in Kruger's Hall.

Pretoria, Transvaal, March 21.—

(Special.)—The first parliament of the Transvaal colony, under the new constitution, met this morning in the hall in which Kruger presided for many years over the sittings of Upper Volksraad of the South African Republic.

In the speech at the opening, Lord Selborne, high commissioner for South Africa, said:

"My ministers are determined that the employment of Chinese in the mines of the Transvaal shall cease at the earliest possible moment."

the board of works was an advance on what was formerly the bye-road account. This advance was necessary, because the money collected in the several counties for highways, was not available. Of course, if the chief commissioner had pursued a rigid policy, he might have kept down these expenditures, but the public services for roads and bridges must be maintained and few people realize how great our responsibilities are in that respect. We have in this province 3,838 bridges of over ten feet span which have to be kept up. These bridges have a total length of 384,184 feet or upwards of 70 miles long enough to reach St. John and several miles beyond it. The total length of the roads which have to be kept up by the province is 13,108 miles.

I often wonder how it is possible for us to do so much with such limited means. In Nova Scotia their roads are largely kept up by the municipalities. If you go to Montreal or to Ottawa, and propose to drive a few miles into the country,

you are confronted by a toll gate. In Ontario not only the roads but the bridges are kept up by the municipalities although the government makes a few special grants. We have no toll bridges in this province, everything is free.

Hon. Mr. Pugsley will conclude his speech today.

The House adjourned at 5.30.

FARMER PERISHED.

P. E. Island Man Victim of the Great Storm.

Charlottetown, P. E. I., March 21.—(Special.)—This morning, Oliver Mason, a prominent farmer and horse dealer, aged 52, of Moncton, near Charlottetown, was found dead in a field near his home, having perished in last night's storm.