

MR. COPP IN BUDGET DEBATE.

An Able Defence of the Government Against Opposition Criticism.

MEMBER FOR WESTMORLAND MADE A SPLENDID IMPRESSION BY HIS SPIRITED AND ELOQUENT ADDRESS.

Speaking in the budget debate in the Legislature, Wednesday, Mr. A. B. Copp of Westmorland said: "I feel that this session has given more food for thought than any other in which I have taken part. When the House first convened we had Mr. Snowball as governor and we all must feel that his lamented death was a calamity not only to his family and friends, but to the whole Province. It was a high honor to the County of Northumberland that a resident of that section was appointed to succeed him, a man who for many years had been a member of this government, and who for the past seven years was at its head.

His successor (Dr. Pugsley) is a gentleman who has been in the front of our political battles and one for whom we all feel admiration and regard. Indeed I may say as a member of this House that no one could have been chosen as leader of the government, who is more agreeable to me.

I was also proud to see that he took into the councils of his party a gentleman who has been a member for the county which I represent for many years, and who is universally respected, having filled the position of Speaker with honor and dignity. When the office of Speaker was made vacant I was glad to see the gentleman from my neighboring County Albert elevated to that position.

I think it is the duty of every member of this House to discuss and take into consideration some of the public matters with which this House has to deal. Just criticism is a benefit to anybody. We do not expect

GOVERNMENTS TO BE PERFECT.

for the persons who compose them are but men and liable to make mistakes. Therefore when members of the opposition criticise the government honestly and fairly they are entitled to credit for their action, but when they take up the time of the House hour after hour in stating what they allege to be facts which are not facts, and giving reasons which are not reasons, then we must refuse them credit.

The member for St. John who spoke last, read a statement to the effect that for four months last year no coal was carried over the New Brunswick Coal and Railway Co's road. This was an entire misstatement and surely he could have told the plain truth about the matter.

A great deal of the criticism of the opposition has been directed against the Auditor General's report. The member for Charlotte said it should be so arranged that a cursory glance would give all the details. I am not an expert in bookkeeping, but I do say that from their own mouths the opposition stand condemned for it is from the Auditor General's report they have obtained all the figures with which they have assailed the government, and predicted financial ruin. They seem to think that the Nova Scotia report is superior to ours, but I hold that blue book in my hand and I am prepared to leave it to any two members of this House to say whether our report is not the better one. It also compares favorably with the report of the Province of Ontario and of the Dominion of Canada.

The member for Carleton and other members of the opposition have taken up much time in speaking of the attorney general's change of faith. I am prepared to welcome that gentleman to the Liberal party and extend to him

THE RIGHT HAND OF FELLOW-SHIP.

They say that the attorney general was nominated for St. John for the purpose of demoralizing the Conservative party, but what can they say of the opposition member for St. John who was the first lieutenant of Dr. Pugsley at that time. They contend that a man should always vote the same way and if he does not he should be held up for ridicule. If that should be the case, how do the opposition ever expect to get into power. It will take hundreds and thousands of votes of men who change their political faith to accomplish that object. The h.p. member has laid down a proposition very dangerous to his own party, when he claims that a man should always vote the same way.

Further than this the members of the opposition have gone out of their way to criticise the Liberal party yet they are now going all over this province repudiating the Montou convention and asking for Liberal votes. They hold out their gloved hand of friendship, but I say to all true Liberals, beware of it, for they have no good will to the Liberal party.

The member for Carleton referred to the unsuccessful attempt made by the government to prevent the representation from being reduced and he

seemed to rejoice because they failed but I maintain that the government did the right thing in carrying this question to the highest court in the empire. All that has not been lost in that case for the time will come when some change must be made to protect the interests of New Brunswick in this respect.

Another objection to the government's policy has been with reference to

THE INCREASED SUBSIDY.

The opposition tried to figure out that we were paying more than we were receiving. But I lay down this proposition, that if we did not receive this subsidy, we would be paying the same amount that we do now. We are not paying one cent more of increased taxation on account of it and if the money did not come to us it would be spent elsewhere.

The member for St. John also attempted to criticize the government with reference to the St. John dry dock and accused them of neglecting this great work. I think that the government has done well in the assistance it has given to the dry dock, but what if the hon. member of the opposition from Charlotte, who has been circulating a pamphlet praising up the Harbor of Letang and stating that that of St. John is not fit for a ship to anchor in. A great deal the members of the opposition care for the St. John dry dock or for the member of the House who is promoting it and who, I hope and believe, will live to see it completed.

It would be a poor opposition speech which did not make a reference to the public debt of this province. The most of this debt has been made up by subsidies given to railways years ago under acts passed by a Conservative government. We can see the mistakes that were then made in giving aid to railways, but the time has passed when we should give subsidies to railways. The time has come when something must be done to make the branch lines of this province

PART OF THE INTERCOLONIAL RAILWAY SYSTEM.

I regret that the public debt has increased but I would rather see it increased than have our public services neglected. I will not admit that our debt has placed the province on the verge of ruin. Let the opposition show any items of the debt that should not have been contracted. Let them tell us what bridge should not have been built, what hospital should not have received aid, what road should not have been made. Let them put their fingers on one individual public work during the last six years that should not have received public money.

The member for Charlotte in a mild way criticized the amount paid for criminal prosecutions last year. He said that we paid some seventeen hundred dollars over and above the salary of the Atty. Genl. and Sol. Genl. But let them look at Nova Scotia which they are always lauding as an example for us, last year that province paid its Atty. Genl. a salary of \$3,200 which is as much as out Atty. Genl. and Sol. Genl. both receive and in addition to that \$8,000 were paid for criminal prosecutions.

The opposition are greatly worried in regard to the overdraft of the Public Works Dept. and they seek to make out that the sum of \$69,000 included in this overdraft will be taken out of the money available for the work and let this money be lost? I tell them that we must give further aid and protect our property. The member for St. John has said that this road would not sell for \$4,000 a mile yet he voted last year against leasing the line for \$21,000 a mile which is the interest on \$700,000 at 3 per cent is that consistency or even common sense? The whole opposition voted against leasing this road and they have said by their votes to the people of this country that this road is worth \$700,000 or \$400,000 more than the member for St. John now said it was worth.

Another subject of criticism has been the International railway. Here is a railway which is being constructed in the north from one side of the province to the other. I will always stand for any expenditure of the public money for the good of the people and therefore I voted for this road. We in Westmorland are reaping the benefit of large expenditures on railways and we have splendid railway

VOTED FOR THE FIRST GUARANTEE OF BONDS.

and some of them for the second guarantee and when \$450,000 had been extended on this road would it have been reasonable for us to abandon the work and let this money be lost? I tell them that we must give further aid and protect our property. The member for St. John has said that this road would not sell for \$4,000 a mile yet he voted last year against leasing the line for \$21,000 a mile which is the interest on \$700,000 at 3 per cent is that consistency or even common sense? The whole opposition voted against leasing this road and they have said by their votes to the people of this country that this road is worth \$700,000 or \$400,000 more than the member for St. John now said it was worth.

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accommodation and I would be ashamed to refuse to assist a railway which will open up a magnificent country in the Northern part of the province which is now lying waste and useless.

The member for St. John talked of bleeding the poor farmers white but he did not say anything of the POOR WAGE EARNERS OF ST. JOHN.

who I think are more entitled to sympathy. Our farmers are a most independent and prosperous class and no people in this province are more happy and contented. The farmers of New Brunswick have faith in this Govt. and as I look across the house I fail to see one farmer in the ranks of the opposition while we have several on this side of the house. The opposition will have to change their policy materially before they will be able to send a farmer to this Legislature.

The highway act is another object of opposition criticism, but this act is a credit to the government, and will be highly successful. The leader of the opposition himself admitted that the old law was disgraceful. He agreed that we should get down to dollars and cents, abolish statute labor and do away with the distinction between by-roads and great roads. The only important difference between him and the government was that he wanted the money to be expended on roads in the hands of the municipalities. I would agree to that proposition as a representative of the people, but as a citizen of Westmorland I will never consent to it.

If we did the municipalities would have to take the responsibility of keeping the roads in repair. In the event of any great emergency, such as the carrying away of a bridge, by a freshet, would have to bear the loss. Another matter of importance is the question of immigration.

STANDS SECOND TO NONE.

The west with its monotonous stretches of level land is not to be compared with New Brunswick with its hills and dales and running brooks. No country offers a better chance to young men than this province and the opposition advocates of blue ruin should call a halt in their shameful policy of destroying their own country.

The member for Carleton ridiculed and derided the oil industry which we are seeking to establish in Westmorland and Albert. Yet I doubt whether speeches like his will be popular in these two counties or that such criticism as his will be received there with any degree of pleasure.

The member for St. John, referring to the railway subsidies, said the Beersville railway had received from the province \$16,500 and that we had only received in royalties \$307.00. If he had turned over the next page he would have seen that the amount received from royalties was \$673. Was this an attempt on his part to deceive the people. He should also have told the House that the province had received from the Beersville railway \$16,500 and that we had only received in royalties \$307.00. If he had turned over the next page he would have seen that the amount received from royalties was \$673. Was this an attempt on his part to deceive the people. He should also have told the House that the province had received from the Beersville railway \$16,500 and that we had only received in royalties \$307.00.

Another inaccuracy or attempt to deceive the public.

by the member for St. John in his reference to the amounts given to railways by New Brunswick and Nova Scotia. He stated that while New Brunswick had given \$4,577,638 to railways, Nova Scotia had only given \$3,789,947. Why should we regulate our pace by that of Nova Scotia? What does he say to the case of Manitoba, which, with no larger population, has guaranteed \$25,000,000 worth of bonds to railways.

If the member for St. John had desired to be fair he would have told the House that \$2,450,000 of this money given by New Brunswick in subsidies to railways was given under an act passed before Confederation with which the government had nothing whatever to do and that practically all the other railways received their subsidies under an act passed by a Conservative government. Twenty-five years ago which the present government had to carry out. The member for St. John also forgot to take into the account the amount of money \$10,000 a mile, which the government in Nova Scotia has loaned to railway companies. It is interesting to observe that the St. John Globe praises Nova Scotia for doing this, while it condemns this government for giving assistance to railways.

In conclusion, let me say that I am pleased with the tone of this House and am grateful for the friend

ARTISTIC HOMES

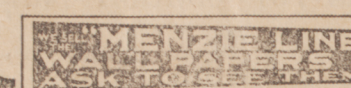
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ly manner in which I have been treated by hon. members on both sides of the House. I hope that this will always be the case and that we shall one and all, without distinction of party politics, or environment, strive to promote the prosperity of the province and place it in the forefront of the provinces of the Dominion of Canada. (Great applause.)



THE SHIRT BLOUSE OF SMART LINES.

Now that the shirt blouse is so necessary to every woman and girl, the designs for this garment must be as varied as possible. A waist which will not fail to please the particular women has a stole yoke which is completed at each side with tucks of becoming depth. The yoke appears in back and two groups of tucks lend further adornment and tapering lines. Together with the long sleeves, those of three-quarter length are also provided for and may be finished with natty little cuffs of the same or a contrasting material. While simple, the waist is one of unfeignedly good style and for wear with the suit or alone will prove most fetching. Any reasonable fabric may develop it. The medium size calls for 3 1/2 yards of 27-inch material. 6721-6 sizes, 32 to 42 inches bust measure. The price of this pattern is 10c.

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ORANGE SHERBET.

Put two cups of sugar with two cups of boiling water. Stir to dissolve and cook five minutes. Cool, add the juice of six oranges and two lemons and strain into a freezer. When half frozen add the whites of two eggs beaten until frothy and finish freezing.

ORANGE CAKE.

Slice three oranges in the bottom cups of sugar and beat light. Add one cup of water, and then stir in three cups of flour. When a smooth batter is made, add three well beaten eggs, and when these are well mixed in scatter over the top four level teaspoonful of orange flavoring. Beat well, turn into three layer cake pans and bake.

ROSY CHEEKS FOR PALE GIRLS.

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MAILS CLOSING.

In effect, October 1, 1906.

6 a.m.—For St. John, etc., St. Stephen and Charlotte Co., Carleton, Victoria and Macdowall Counties, and United States.

7:00 a.m.—Woodstock and Gibson Branch Stations, daily.

WAY MAILS—East Side St. John River.

7:00 a.m.—For Keswick Ridge, Southampton, etc., Mondays and Thursdays.

West Side St. John River.

7:00 a.m.—For Springhill, Kingsclear, Prince William, etc., Mondays, Wednesdays and Fridays.

6:30 a.m.—St. John River via Steamer—For Oromocto, Shefford, Gagetown, etc.

9:15 a.m.—St. John, etc., C. P. Railway stations, East, Nova Scotia and P. E. Island.

10 a.m.—For St. Mary's Ferry, Gibson and Maryville.

WAY MAILS.

2 p.m.—For Nashwaakias and St. Mary's Ferry, daily, Nasonworth, New Maryland, Hanwell, Lower St. Marys and Royal Road, Wednesdays and Saturdays.

4:15 p.m.—For Gibson, Maryville, Boiestown, Doaktown, Blackville, etc., Chatham, and I. C. Railway Stations, north and south.

4:45 p.m.—For St. Stephen, Woodstock, United States, Montreal, Toronto, Ottawa and North West West Provinces.

8:15 p.m.—For St. John, etc., Nova Scotia and P. E. Island.

4:30 p.m.—British mails via New York, Mondays and Thursdays.

MAILS RECEIVED.

6:30 a.m.—From St. John, etc., and Nova Scotia.

From Hamtown, Royal Road, etc.

11:00 a.m.—From Nasonworth and New Maryland, Wednesdays and Saturdays.

12:00 noon—From Montreal, Ottawa, Northwest Provinces, etc., and United States.

1:20 p.m.—From I. C. Railway Stations, North Shore and Quebec.

St. John River via Steamer.

5 p.m.—From Oromocto, Shefford, Gagetown, etc.

9:05 p.m.—From Woodstock and Gibson Branch Stations, daily.

3:20 p.m.—From Nova Scotia, P. E. Island and St. John.

WAY MAILS.

7:00 p.m.—West Side River, St. John.—From Meductic, and Way Offices, Tuesdays, Thursdays, and Saturdays.

St. John.—From Woodstock and Way Offices, Tuesdays and Fridays.

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