

A GOOD FIGHTING SPEECH.

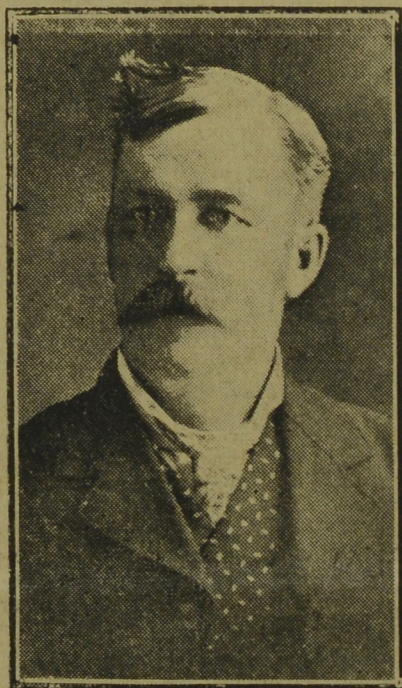
Mr. Tweeddale, the Popular Member for Victoria, in the Legislature.

Made Effective Reference to Causes that Led to Late Government's Defeat—New Highway Bill Criticized.

Mr. Tweeddale, the energetic member for Victoria, contributed an important speech to the budget debate in the Legislature on Tuesday last. He exposed the hollowiness of many of the canvasses used against the old government in the recent election, and claimed that the change was largely due to the opposition who had misled the people by their false charges. Before dealing with these matters he said he wished to refer to the late Chief Commissioner, Hon. Mr. LaBille, who in his recent campaign had had more malicious charges to meet than in any other

previous fight, but his people had vindicated him and he was here to answer every charge. The Hon. gentleman had long held a cabinet position with honor to himself and for the good of the people, because, first of his industry and ability, and second because he represented a large intelligent and industrious element, the Acadians of New Brunswick.

Let me say with all due reference to the gentleman who now represents the Acadians in the government, that the name of Hon. C. H. LaBille, does today and will in the future history of the province reflect the greatest credit upon the people of his race.



MR. J. F. TWEEDDALE, M. P. P.

THE HIGHWAY ACT.
The principal canvas used against the late government, was the road act, called by the Provincial Secretary, an iniquitous act. The Provincial Secretary and his colleagues were inconsistent in condemning the highway act because, except for a few amendments they were just as responsible for it as the government.

The only points of difference were that the property right of the highway should be tested on the land owners and that the money should be expended through the municipal councils. The act as first introduced vested the property right on the crown but it was afterwards amended and the right was vested in the land owners. It was understood by the government in the Legislature that there was to be no politics in the Highway Act. Yet Opposition speakers assailed the Act which they had helped to frame and hurled the whole blame for it upon the government. It had been intimated by the Provincial Secretary in the County of Victoria, that a portion of the highway money had been misappropriated. He defied anyone to prove that one dollar of the road money sent in Victoria County had not gone to the upkeep of roads and bridges. He charged that Hon. Mr. Fleming, in campaign speeches in Victoria County had entirely misrepresented the acts of the late government. He would take up the auditor general's report, and attempt to show from it that \$20 per mile had been appropriated for roads and bridges. His intemperance would lead people to draw the inference that that \$20 was supposed to be expended on a reasonable road, which was a very reasonable proposition. He said no account of the money expended on

government. He quoted from the debates of the session of 1904, to show that the then opposition had made themselves responsible for the act which they afterwards condemned. It was also a most unfair canvas to say as had been said by opposition speakers that the cause of the over-expenditure in the Public Works Department was due to the plundering officials. The many washouts and broken down bridges which had to be fixed, were the causes and the government should have been commended instead of condemned for spending money to repair them.

One of the opposition candidates in Victoria in the late election, in discussing the road act, said that it reminded him of a small boy undertaking to carry water from a brook in a bucket. Of course the water leaked out, and in the case of the road act the money leaked out in the payment of officials. All that he (Tweeddale) had to say was that the new road act enlarged the meshes of the basket, so that the boy would not be able to get sufficient water from the brook to fill it.

The new act proposed a large increase in salaries of highway officials. It created a highway board, which would have to be paid in addition to officials now employed. In fact, the act would take forty per cent of the whole expenditure to pay officials, and only sixty per cent would be available for the roads. He took issue with the provincial secretary who yesterday stated that the salaries of the highway board would not be a tax upon the people. In support of his contention he quoted the section of the new act dealing with the matter.

In regard to statute labor he quoted Hon. Mr. Fleming as saying that he believed that \$1 expended on the roads in money would go farther than \$1.50 expended in statute labor.

THE LAND PURCHASE.

There was also gross misrepresentation in the late campaign in regard to the provincial debt. From the Premier down to the provincial secretary there had been a deliberate attempt to deceive the country. The provincial secretary had also misrepresented the over-expenditure on the current year's business. Much of this over expenditure had been to the great benefit of the province, as in the case of the purchase of fifty thousand acres of New Brunswick railway lands for thirty-eight thousand dollars. This was a matter with which he (Tweeddale) was thoroughly familiar. It was largely through the efforts of himself and his colleague (Burgess), that the government was induced to make this expenditure, and it could be justified from every standpoint. Before they could get the government to act they had to satisfy their supporters in the province that it was a bona fide business transaction that would accrue to the great advantage of the province. It was only because the government held a leverage on the New Brunswick Railway company, that it was possible to make the purchase. The revenue derived from stumpage on this land last year totalled \$6,000, and in six years at that rate the province would be reimbursed for the entire outlay. He would say further that he believed that if the Crown Land department were to advertise this 50,000 acres of land in the Royal Gazette, it could be sold for \$5 an acre and would yield a total of \$250,000 to the province. But, of course, it would not be advisable to do that.

Under the regulations for settlement upon New Brunswick Railway Lands, it was almost impossible for the settlers to get to them, or for the government to make roads to the settlement. By the present arrangement, there were fifty thousand acres of good land in one block, which would afford an outlet for the young man growing up in the settlement adjacent. He and Mr. Burgess had dictated the regulations governing the disposal of this land and no better regulations existed. The settler bought the land, paid his hundred dollars and when he had shown his bona fide intention to improve the land he got his grant. This was far better than obtaining land under the Labor Act.

SETTLEMENT REGULATIONS.

In answer to a question by Mr. Smith, he said the land which had not been surveyed into lots was leased for lumber. The late Surveyor General had wanted the area put up to tender, but he had arranged that mill owners in Victoria County who depended upon the lumber from this land, should get the licenses and pay seventy-five cents per thousand more than for lumber cut on other crown lands.

Answering the Attorney General, he said he thought it would be unfair and unwise to compel the men holding these licenses to pay mileage because they were already paying a increased rate of mileage.

Continuing, Mr. Tweeddale said that the legislature in the past had always protected vested rights. The mills in the vicinity of these lands had been erected and supported by leases from the New Brunswick Railway Company. He had urged upon the late government that the correct policy was to allow the millmen in Victoria County who held leases to continue them rather than have the logs go to mills further down the river. Considering the facts that the lessees paid 75 cents per thousand in excess stumpage it was not right to charge them mileage in addition.

Mr. Smith thought there were mills below Victoria County which were to some extent depending upon the lumber from this land.

Mr. Tweeddale did not think so, and continuing said, that nothing had been concealed in regard to these lands or the lumber upon them and it was most unfair to criticize the late government for increasing the debt by the purchase of this land. Although the then opposition had decried the credit of the Province, it was possible even at the time of a business crisis to float a loan at five per cent at nearly par.

Referring again to the Victoria County Land purchase he said it would be traversed by the G. T. Pacific and settlers there could have all the advantages of civilization. They would be close to roads, churches and electric power, while the products from their farms would amount to millions of dollars.

Replying to a question of Mr. Smith as to who got the Timber License on the land, he named Carter Edgar, Three Brothers, Frank Saddler, Pokio, Stream, Mr. Grant, Little River, and the Perth Milling Co.

PROVINCIAL FINANCES.

The old opposition had made it a practice to misrepresent the financial condition of the province and picture it as being on the verge of bankruptcy. Yet notwithstanding the tightness of the money market last season, the government was able to float four per cent bonds for the land purchase at a fraction better than 96. At the same time the hon. solicitor general, who was mayor of Fredericton, would have financed a

large loan of \$5 had the citizens not rebelled against it.

He claimed that the Premier in his campaign speeches had misrepresented the financial condition of the country. He had placed the liabilities of the province at \$9,000,000, and had included in the total the bond guarantee of \$15,000 per mile to the St. John Valley railway, knowing at the time that no such liability had been incurred. The provincial secretary on the other hand managed to keep the debt down to the vicinity of \$4,000,000.

A HUNGRY PROPOSITION.

Great things would be expected of the new government, and he feared there would be great disappointment. The speech from the throne was the hungriest proposition he had ever seen put up to the country. The government now had the benefit of the increased subsidy of \$130,000, an increase in revenue due to the Hon. Wm. Pugsley, the most abused man in the country.

He claimed there was no excuse for the premier and surveyor general running off to Ottawa to arrange for fire protection and fishery business, which had been all arranged by the late government.

The late government should not be condemned but commended for what it had done for the Central railway. The treasury had not been robbed in connection with that road. It was a good road. It had only cost the province twelve thousand dollars a mile, and could not be replaced for twenty thousand dollars a mile. Even Dr. Daniel, the federal Conservative member for St. John, had commended the road. It was a necessity, and would have a large earning power in connection with the construction of the Grand Trunk Pacific. He saw no special necessity for building the road from Minto to Gibson through a country where no man lived but Barney Breen. He thought it would be far better to build from Minto to Jemseg, and tap the proposed St. John Valley road there.

The government's policy seemed to be to discourage the building of a road down the valley by taking away an important feeder. The Central road, if extending to Jemseg, would not only prove a feeder to the proposed Valley railway, but would be a great accommodation to the people living along the shore of the Grand Lake.

The Cold Storage plant in St. John had been condemned by the late opposition. In his opinion cold storage was necessary, not only in St. John but at all central points throughout the province, and if the department of agriculture wished to demonstrate its usefulness to the country, it would arrange for a complete system of cold storage throughout the province. He wondered why the hon. member for St. John in the government, and with the report of the Royal Commission on prohibition, that nothing was done towards temperance legislation.

The hon. member for St. John (Maxwell) at previous sessions, and the hon. mover of the address had protested against succession duties, and he (Tweeddale) had expected to see a paragraph in the speech abolishing succession duties. Yet in place of that we find no protest against the iniquity of succession duties, which deprived the widows and orphans of their bread, an octopus, to quote the hon. mover of the address, reaching beyond the boundaries of the province for estates upon which to fasten its succulent maw. (Applause.)

State of Ohio, City of Toledo, Lucas County, SS:

Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said state will pay the sum of ONE HUNDRE DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure.

FRANK J. CHENEY
Sworn to before me and subscribe in my presence, this 6th day of December, A. D. 1886.
(Seal) A. W. GLEASON,
Notary Public

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NOTICE OF LEGISLATION

The City of Fredericton will apply at the next session of the Legislature of New Brunswick for an Act to authorize the said City annually to present the University of New Brunswick a medal for competition among the students.

(Sgd) J. W. MCCREADY,
City Clerk.

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