

# CONSERVATIVE ROUND SCORED IN THE BUDGET DEBATE

(Continued from Page 11)

**Prince County Jail**

I might also refer to a few things that are happening in the Prince County Jail which I think should be brought to the attention of the Attorney General. My hon. friend, in his speech on the Draft Address, stated that the conditions in the jails were quite different to what they used to be in the time of the Stewart Government; that they are no longer enjoying themselves in jail; that they are not getting all they want to eat and drink but are kept strictly on prison fare. But let me tell you, Mr. Speaker, that if you visit the Summerside jail you will find placards or signs giving instructions to visitors, and these visitors are permitted to call and make



MR. A. E. ARSENAULT

themselves quite at home provided they are there within certain hours. More than that, I am told of good authority that a few weeks ago they had to call plumbers into the jail. It appeared that the sewer pipe got clogged and they examined it and could not find the trouble. They had to take up a considerable amount of piping and destroy the flooring of the building, and they finally found that the trouble had been caused by an empty taddy of rum that had been put there by one of the inmates of the jail. I do not know whether the Attorney General has received any knowledge of that, but such are the facts.

**Hon. Dr. Grant:** How could it be an empty taddy of rum?

**Mr. Arsenault:** That is what they called it. Perhaps my hon. friend might know more about it than I do. But that is what caused the trouble, so it appears. Mr. Speaker that there are bootleggers right in the jail. The Premier stated that there were twenty-one prisoners in the jail. I have enquired and I am informed on good authority that there were twenty-one in the jail at the time that statement was made by the leader of the Opposition.

**Premier Saunders:** Prohibition, offenders, he said.

**Mr. Arsenault:** Well, there were twenty-one in the jail, and they were mostly prohibition offenders.

**Premier Saunders:** There were only six prohibition offenders.

**Mr. Arsenault:** There must be a lot outside. (Laughter). At any rate, there were twenty-one in jail.

**Premier Saunders:** That is perfectly right.

**Mr. Arsenault:** So that after all the administration of justice in Prince County has not been up to the standard it was when our good friend Mr. Stewart, now leader of the Opposition, was Attorney General. We never heard of those complaints about these prosecutions before this Magistrate, or of such conditions existing in the jail. Perhaps I have said enough to put the Attorney General on his guard, and he will watch the department more closely next year. We do not wish to criticize him too severely at present. His attention being called to these matters, he will no doubt endeavor to have the conditions remedied.

### Public Works Department

I shall deal for a few minutes now with the Department of Public Works in his place, and it will be a good chance for me to say a few words to him. It may be dangerous to tackle such a huge Minister, but I shall seek your protection, Mr. Speaker, should he get as cross as he did this morning, when the members of getting light wines and beer was refused him. He seemed to be very much annoyed about that.

Let me first congratulate him on his taste in furniture. If you visit his office you will find that his big chair is a replica of President Hoover's chair; only it is tested to carry a much heavier weight. (Laughter). Let me first examine the record of the Minister of Public Works since he assumed power in

August 1927. The first thing he did was to dismiss all those road patrol men we had and appointed new men who had no experience at all. He got them to drag the roads, and it took them two weeks to get started. As a result, of course, the roads were without being dragged for two or three weeks, or a month, and at that time of the year, when the roads get rutted very quickly, it meant poor roads all that fall. He wanted to do something great, and he started immediately by formulating a plan to procure these great monster machines. He gave an order for \$91,000 worth, and he borrowed \$100,000 on the credit of this Province to buy these machines. He did not spend all the money; he still had \$9,000 of it. What has he done with the balance? It has gone into current revenue. I believe, to be spent on other works. That, Mr. Speaker, was a direct violation of the statute which authorized him to borrow that money for those machines.

### Costly Repairs

We find that the repairs to those machines for the first year amounted to \$1,926.91. Then the parts, or extras, cost this province \$8,337,709; or in all an additional expenditure of \$8,264. And, Mr. Speaker, those were new machines! New equipment! and they cost that much the first year. What will they cost the second year, or the third year, or the fourth year? We know that a new automobile does not cost very much in repairs and extras the first year; in fact, practically nothing. But the second year you begin to spend a little money in garage bills, and repairs, and the third year quite a lot. In the fourth year you spend very much more. In fact a good many automobile owners think it advisable and profitable to exchange their old cars after the third season and buy new cars. So that we can foresee our Ministry trying to exchange these machines in two or three years; calling up Saint John again for a trade. (Laughter and applause).

And what about the quality of the roads so constructed with those machines? It was certainly laughable to see certain portions of the roads, the way they were turned up, and how deep the drains were made. My hon. friends did not seem to want to drag the roads at all. They were scandalized if you mentioned it to them. "Oh, no we have done away with the drags. We are keeping them out of sight. We don't want to see any more of them." But what happened? Pieces of road that were constructed by those heavy machines were impassable for months owing to the fact that they were not dragged after construction and after every rain to keep them from rutting. The condition of those roads was terrible for quite a few weeks. If you do not believe me, I am sure the Liberal members on that side of the House will substantiate my remarks. What does the Patriot say about it? I think those quotations were given to you already. The Patriot does not believe in the system inaugurated by our Minister of Public Works: "We still believe that a few men with horses and shovels and carts,—that is Statute labor,—should keep many places that are notoriously out of repairs in very fair condition." That is what the Patriot says. That is what we had and I believe it is the only system for this Province; to get back to Statute labor; get the men in every section of the Province to come out on the roads early and fill the holes then drag the roads and make them passable, instead of waiting for the big machines to come from Charlottetown. Those machines cannot travel at such a speed referred to by my hon. friend from Summerside; they are slow moving instruments in the hands of a slow moving Minister; and the men should come out early and drag those roads at the proper time. This was what the Patriot suggested, and I congratulate the Patriot on speaking his mind on the question.

### More Liberal Criticism

The Liberal organ says further: At present it is nearly as bad as it has ever been." That is some recommendation for our good Minister! They go further and say: "What is needed is a sort of patrol or roving of the bad places without the delay of taking in great stretches of roads which are generally in fair condition."

That is exactly the course which we had adopted, and which the present Minister should have followed from the first.

Apparently our good friend at the head of this Department is not suitable for this Province. He should order the patrol to be established and maintained for at least two weeks at the beginning of the season to repair our roads, open up the drains and drag the roads thoroughly. I think it is a waste of money to use those machines as they were used last year without the patrol work which

is so necessary for their maintenance.

Our lateral roads are not receiving the attention they should receive, and the Patriot on May 31, 1928, took a strong stand against the Minister on this point. They said: "The approaches to the city are in a state of disgrace, annoyance and danger." "We have advocated the employment of a proper road maker. No such person is engaged in road making in this Province." "A reasonable exercise of common sense would remedy the whole matter in a very short time. Perhaps there is too much red tape and too little necessary practical work."

Again, in another issue, they say: "If it not often possible for us to agree with The Guardian,—but they do on this occasion when it says: 'The humpbacks raised on some of the roads must be levelled off and the whole road system must be smoothed, otherwise it will be impossible to have decent roads.'"

Yet my hon. friends did not want to use the drags. They did not want to remember anything about them, because the system was started by the Conservative party. We saw that the Bell Government had constructed roads to the extent of \$450,000 and had neglected to inaugurate a system of upkeep, so that most of the money that was borrowed and expended on those roads was being wasted. The Patriot seems to have been aware of this, for after quoting The Guardian on the dangerous condition of the roads under my hon. friend's administration, it said: "This is correct, and it is no use for any man, engineer or otherwise, to attempt to treat it lightly. The roads are positively dangerous." Certainly, because if you make the ditches twice as deep you are going to narrow the road considerably. That is what happened in this Province last year.

### "What is the Trouble?"

We take it that the Minister, when he started without authority from this Legislature to get those machines, without knowing whether the Government would sanction his action or not, was a hard man to handle. He was stubborn, and he was going to have his own way about it. And the Patriot says: "What is the trouble that the people cannot be listened to in this regard? Although we have given advice repeatedly and the Patriot Office has been beset with complaints, yet the humpbacking of the roads is persisted in." And they conclude: "We write strongly about this matter, because the public are insisting upon the trouble being remedied."

Now what has our Minister to say about that? It evidently made him think, because we see that he is now calling for tenders to construct two or three hundred drags. It is true he let the drags that we had rot and be carried away and destroyed in the different districts. He thought they would be no good now, with these miraculous machines, and he did away with them. Now he is constructing new ones. I have not seen a sample of them, and they may be something like the wonderful machines suggested by my hon. friend from the Second District of Prince, who used to twit us for not getting a machine that would take the whole width of the road, with a big tractor in front and to or three drags behind. That machine, he told us, would go at the rate of thirty-five miles an hour. I presume they will have something of this kind in operation and they will have to close the road in advance and put up a sign: "Mr. McIntyre's machines coming now. Twenty-four hours' notice: Keep off." Then they would open up and let the traffic come through. (Laughter).

### Road Graveling

I wish to make a few remarks about the graveling of the roads. That was one of the big schemes of the Minister of Public Works. He wanted to borrow \$500,000. I believe, but we kept him down. The Opposition, through repeated fights and logical arguments, got him down to \$300,000. And of the \$300,000 authorized to be borrowed, he has now used \$150,000; and again the amount spent on graveling the roads is only \$83,000. Where has the remaining \$217,000 gone? Into current revenue and expended there in order to allow them to show a small deficit of \$150,000. That is the way they did it.

The manner in which that graveling was distributed was very amusing to me. I might state that they "punctuated" the whole road system with gravel. When you come to a "comma" you have to pause. You travel along the road and strike a little patch of gravel; you slow the car down, going very slowly, and then, a few chains further, you strike another patch of gravel; another patch, then another patch a little further on. You imagine that there is a lot of gravel being put on the roads, because you have to slow down

so often. But we find that with all this \$150,000 of borrowed money they only gravelled twenty-five miles of road. We have in this Province 4,000 miles of road, and at that rate it will be some time before they are gravelled. He did twenty-five miles the first year, and I presume he intends to do the same thing next year, borrowing another \$150,000. At that rate do you know how long it will take him to finish his program of graveling the roads? 160 years. And how much will it cost?

**Hon. Dr. Grant:** You needn't care. You won't be here then.

**Mr. Arsenault:** But I am looking to the interests of the future generations. I am not looking forward to what will happen to these generations when I am dead and gone. We don't want to reap all the fruits of our labor. It will cost my hon. friend \$24,000,000 to gravel the roads at the rate he is going; and I am not mentioning the cost of the machinery, \$100,000 worth, he says, is good for ten years; so that during those 160 years he will have to renew that machinery 16 times and spend in all \$1,600,000 for machinery. And this does not include all the long distance phone calls to Saint John. (Laughter). Now you see how ridiculous is that borrowed program, that we have now gravelled twenty-five miles with borrowed money. We will find that the remote sections of the country will have to pay road tax instead of commuting their taxes. They will have to pay that in cash for the next 160 years if my hon. friend stays in power; and these good men will say: "Never mind, pay the tax and in 150 years from now we will see some gravel on our roads."

My hon. friend the Premier says he takes a holiday every thirty-five years. So in that time before our roads are gravelled, he will have four vacations. (Laughter).

### No Permanency

Now, Mr. Speaker, you see how ridiculous that programme is. And it is being done with borrowed money. You can figure out for yourself where that gravel will be at the end of those years. It will be sunk; you will never see a trace of it; because there is, after all, no permanency in graveling roads. We cannot afford to continue that extravagance with borrowed money. We shall have to get down to a policy of graveling a few chains or miles out of ordinary revenue. We should stop immediately unless we can gravel the roads from the money we are now receiving from the increased license fees and from gasoline tax. Let me say, Mr. Speaker, that it was the intention of the Stewart Government to do this. We made a beginning in graveling roads out of ordinary revenue. It was our intention to apply a large portion of that gasoline tax and the auto license fees above the amount required to meet our sinking funds for highway purposes, for the purpose of graveling low lying sections. At the present time the Minister of Public Works is receiving a large source of revenue from the automobile owners of this Province, as the following figures from the Public Accounts will show:

In 1925 we were only getting from license fees \$79,987, and last year they received \$99,496; or an increase of some \$28,000. Now \$23,000 spent in graveling would make some show, and the people would not be so frightened of the extravagance of the system, because it would be money that is paid in every year, and we could afford to spend it on the roads where we derive the revenue.

From gasoline tax we got \$22,225 in 1925. Last year they received \$35,624; or an increase of some \$22,600. With the \$28,000 received from the auto license fees in excess of what we received in 1925, this would make a total of \$50,000 that they could spend every year on graveling our roads. This is the way in which the work should be carried on, and not on borrowed money. I think I have shown, Mr. Speaker, that the present system is entirely too extravagant and too expensive to be continued in this Province.

### Patrol System Needed

Continuing the debate after recess, Mr. Arsenault said:

I was dealing with the Department of Public Works and showing the fallacy of the large programme of the Minister of that department in graveling our roads with borrowed money. At the rate that he is now going it would take 160 years to do it; it would cost \$24,000,000 and at the end of his term—if he remained in office that long—he would have no permanent works left behind him. What we require in this Province is what the Stewart Government inaugurated; a road patrol system. It is true that during the first year of our regime this system was in an experimental stage; it is true we found that the sections assigned to each

patrol man were perhaps too large, and the following year we reduced them to sections of about six miles to each patrol man. As you are aware, Mr. Speaker, owing to the condition of our soil there is no material to build roads of any permanent nature. It is necessary that we should give constant attention to our roads; that after every shower of rain the roads should be thoroughly dragged; every small rut should be filled and the surface dragged so that at least for a few weeks we may have good, smooth roads to travel over.

Now this system was discontinued, to the great disadvantage of our people. The car owners are paying sufficient money into the treasury to permit them to have better roads. There is enough revenue collected from the auto license fees and the extra gasoline tax to give our car owners better service. Their system of patrol, if I can call it such, is entirely wrong. They have assigned to each of their twenty-five section or road supervisors—who I suppose they mean should correspond to our patrol men—140 miles of road to look after. That is entirely too much. It is quite impossible for a supervisor to look after those roads. The most they did last summer was to see that Liberals and Liberals alone, got on those roads to do the work; and that kept them busy. But we claim that the patrol men should have small sections of five or six miles each that they can look after and devote their time to profitably. They would then be able to perform their work on these roads immediately after a spell of rainy weather, when the soil is plastic and dragging would be of great benefit.

Now we find that outside of the graveling programme undertaken by the Minister of Public Works there has been great extravagance in the ordinary yearly expenditures which are made on our roads. For many years the amount expended on those works was very much below the amount expended by him during 1928. We find that in that year—the first full year of his administration—he spent the sum of \$199,915 on roads. In 1928 the amount we expended was \$122,539. In other words, his department spent \$77,426 more on the roads than we did during our last full year in office. This does not include his extravagant programme of graveling wherein he borrowed \$150,000 and only spent \$33,000 for the purpose for which the statute was passed.

We find also that he spent more money on Falconwood Hospital than we did in 1925.

### Doyle's Bridge

Strange to say, Mr. Speaker, the Minister of Public Works abused us very severely for starting the building of Doyle's Bridge. He charged us with undertaking this big bridge for the purpose of getting a few votes—half a dozen, or so, he stated. Yet we find that in his first year in office he completed that bridge at a very large expenditure and moreover he admits that beautiful project so much that he had a photograph taken of it and inserted in his report on Public Works for last year, along with his road machinery and all the grand and noble works that he boasts about.

Neufrage Bridge, another big project which he construction and which is featured in the Public Works report, was begun. It seems, for the purpose of buying a few votes yet he takes great credit for it. It is somewhat of an elongation of his personality; and it must be a big bridge to correspond in any measure with him.

### Grand River Ferry

There are many other things for which I could criticize my hon. friend. For instance, the handling of the Grand River ferry last fall. I am informed that that ferry, which rendered a very useful service in that part of the country, was hauled on to the eel grass on the 3rd of December last to await the high tide of December 12th in order to be hauled on the shore. The service was disrupted a long time before the ice made and was hauled in several days before the tide was expected. I am informed, also, that there were half a dozen or more hungry Liberals along the shore after the ferry was on the eel grass, looking for the job of brushing the ice though there was no sign of ice in the harbor.

Again, I think my hon. friend has been extravagant in the supplies of firewood to the Prince County jail. My attention has been called several times to the appearance of a big yard of firewood lying back of the jail, the most of which resembles what we call bean-poles. Perhaps they intend to go into the planting of beans in the vicinity of the jail; or perhaps those are the alder bushes that my hon. friends cut on the

Western road. (Laughter). I think the Minister should give us some information in regard to that.

### Mr. McIntyre Hanging Back

In case I might annoy my hon. friend too much I will leave his department for the present, but I may say that I do not think we have been treated fairly on this side of the House. As you are aware, Mr. Speaker, the Minister of Agriculture has been seriously ill, and consequently could not be in the House to give us some information about his department, which we require and should receive for the purpose of debating the motion now before the House. The Department of Agriculture is a very large one, second only to that of the Department of Public Works. We on this side should have had the opportunity of hearing our Minister speak on those departments. There was certainly no excuse for my hon. friend the Minister of Public Works. He should have given us his plans for the coming year. I do not think that he feels as big as important, as he did last year when he launched out into that program of road machinery, or he would have at least have spoken on the Draft Address and given us some information. We are here to criticize and watch his actions, and every opportunity should be given the Opposition of doing this in the interests of the Province. He has not yet spoken, either on the Draft Address or in the present debate. Is he hanging back until it is too late for any criticism to be made up his remarks. Does he wish to remain in his seat and let the Opposition members exhaust their constructive criticism, and then get up when nobody can correct him, and make as many mistakes during the coming year as he has made in the past? He certainly could not blame the Opposition then, but the people expect him to express himself now so that if there is anything wrong the Opposition will have the chance of correcting him.

### Educational Plebiscite

Now I wish to say a few words on the Department of Education, and I trust that you will allow me to go back a few years to the period when Premier Arsenault introduced a plebiscite for the purpose of carrying on education in this Province. That plebiscite, introduced in 1919, was abused and misrepresented by the Liberal candidates contesting that election; and where it was opposed and criticised it was defeated; as in Prince County, for instance, where Premier Bell stated on many platforms that if the Arsenault Government would only practice economy, if they would reduce the large number of useless officials in the Provincial Building, and so forth, they would have ample revenue at their disposal to pay the teachers more money. That plebiscite, which was on a sliding scale of from two to four dollars, gave the Government a chance to put on a tax in order to satisfy the teachers' demand. It was voted on favorably in Kings County, where Mr. Bell and his supporters did not oppose it; but it was defeated in Queen's and Prince Counties where it was strenuously opposed. If that plebiscite had carried Mr. Speaker, this present administration would not have been visited with this awkward situation that arose here lately. So after all, we find that so far as foresight in educational matters is concerned, the Conservatives, for many years back, have been the leaders. They have been the ones who could study and appreciate the difficulties in that department, and who could solve the problem of teachers' salaries when solving was required.

We remember that a few years ago when Premier Bell came into office, he was faced with the same situation as my hon. friends were faced with this year. The teachers were clamoring for more money. They knew that Mr. Bell was responsible for having this plebiscite defeated, and they came back and said: "We shall have to get more money, or we quit." And what did he do? He paid them more money, but he did so by increasing the taxes on the people. He did not, as he promised, go to Ottawa to present our claims and receive assistance. He chose the more easy course of increasing the taxes. He increased the land and income taxes, put on a poll tax, and in that way collected from the pockets of the people of this province an additional amount of \$170,000 a year. With this amount he was able to pay the teachers more money; but we give the Liberal administration of those days any credit for solving the educational question of the time? I claim, Mr. Speaker, that we cannot.

### Conservative Increase for Education

I might go into a few figures to show what has been the attitude of Conservative Governments towards

the teachers and education generally. We find that in 1910 prior to the coming into power of the Mathieson Government, the teachers were getting \$181,000 of the grand total that was paid for education in this Province. The Mathieson Government came in in 1912. In 1915, after Premier Mathieson had proceeded to Ottawa and had got additional revenue, the teachers were getting \$260,000 a year; or in other words about \$81,000 of an increase. The Bell Government came in in 1919 and they expended on education \$359,000. The Stewart Government, in 1925, increased that amount to \$452,000. We find also that the teachers were better satisfied under the Stewart Government. There was a better attendance. For instance prior to 1915, the average attendance was only 11,000 pupils a year. During the Mathieson Government it increased somewhat, despite the fact that it was War-time, and the older brothers being called away the younger children had to stay home to do the farm work. Therefore we did not have the same chance to make a showing in those years; nevertheless the average enrollment was increased.

We find, under the Bell Government, when everything was normal again, that the enrollment was lower than during the Mathieson regime. It increased again under the Stewart Government to 17,424, or an average attendance of 12,000 instead of 10,000 as under the Bell administration, and the average per centage of attendance for each pupil was 70.3 as against 63.3 during the Bell regime.

### Teachers Satisfied Under Stewart Government

Our teachers, I repeat, were satisfied under the Stewart Government. They paid more attention to their schools and the pupils liked them better. The condition generally in the educational department was bid under the Bell Government; and history seems to be repeating itself with respect to Liberal administrations, for what happened this year? The teachers went to the Saunders Government with a definite request: "We want more money; we are not sufficiently paid. We give you twelve months to get this matter fixed up and get us an increase in salaries." They came back again this year, and the Premier did not have the money, but he told them he was trying to get increased subsidy from Ottawa, and when he secured that he would give the teachers first consideration. We have asked him to table the correspondence in connection with this matter, but the reply he gave us was that "it was not in the public interest" for the people to know. The teachers did not take that excuse, and when he could not produce anything on paper to show that he was trying to get that money they gave him the ultimatum that they were going to strike on Tuesday after Easter.

Even in the Speech from the Throne the Premier announced that he could not do anything for the teachers. He was told before that they wanted more money, and when they pressed him it is rumored that he told them to go to Mr. Stewart, and see what he could do for them—a fine way to try to get the good will of our teachers, by turning them down flat and telling them to go and see the leader of the Opposition! Those teachers felt that if the Stewart Government had been returned to power we could have given them more money with the revenues at our disposal, by practicing economy and not embarking on these big graveling programmes, by reforming the law of this Province and getting the revenues that were available from the Prohibition Commission, and which this Government could have taken had they wished to do so. But no! not one dollar from this source would these gentlemen accept. "Rather have the teachers dissatisfied—rather close the schools altogether—than take one dollar from that Commission! We will feed the offenders in our jails; we will give them more groceries than they ever got before; we will supply them with meat, and lots of it, even on Fridays; but we dare not touch one cent of that money which has been derived from the sale of liquor." And yet their Liberal friends at Ottawa are deriving millions of revenue from that source and expending it, and properly so, for the benefit of the country.

### The Threatened Strike

The teachers say that my hon. friends were getting \$28,000 more from the collection of the Road Tax; that they were getting \$28,000 in Gasoline tax; that they were getting increased revenue in license fees owing to the large number of cars purchased in this Province; and is it any wonder they were dissatisfied with the answer of the Premier?

This threatened strike, and the fact that they had to go on strike even for one day, has had a bad effect on the children of the generation, if not of the next generation as well. It is easy for us to see our eyes and think that children do not notice these things. That is if from being the case. Those children are at the impressionable age when incidents of that kind make a great impression. Imagine them returning to school and hearing that the school has been closed because the teachers were not paid. They go home, or some of them hear their parents or posing the teachers, some of the favoring them. The child, who is supposed to love and honor his teacher, is being told to enter his heart and to a teacher, who is supposed to be a mentor and an example to the child, loses his influence. In that way an incalculable wrong has been done to the pupils, and it will take years for that wrong to be righted. And you gentlemen are responsible. (Applause).

The idea of going to your district calling meetings and giving a notice as you would an auction sale in the press! I have in my mind one such notice written by one of the members from the Second District of Prince and I shall read it to you:

### TO THE ELECTORS OF THE

#### 2ND DISTRICT OF PRINCE

At the coming session of the Legislature, which opens on March 19th, the demand from the teachers for increased salaries must be considered and dealt with in some manner. The demand, if granted, will cost the tax payers \$78,000. As one of your representatives I wish to know what your desire is in regard to this matter. Shall we grant the demand and increase the taxes to that amount? Let me know your wishes by letter or petition.

Our present land tax amounts to \$71,000.

Or in other words—he didn't say it; he is a very astute man,—but he left the people to draw their own inference that if they gave the teachers their increase it would mean doubling the land taxes on every farmer. That is what he meant them to believe.

**Mr. W. H. Dennis:** Is that signed?  
**Mr. Arsenault:** That is signed by William H. Dennis. (Laughter).  
It simply means this: "Don't give me instructions to increase their salaries, because you will have to pay twice as much as you are now paying." What about other sources of revenue? The gasoline tax, the automobile fees, the road tax that you are now collecting? What about succession duties that have added a great deal of revenue to the Province this year? Not a word about that, or about this \$30,000 that you are giving towards a Sanatorium!

**Hon. Dr. Grant:** Why didn't you increase their salaries?

**Mr. Arsenault:** We were not running this show.

**Hon. Dr. Grant:** You ran it for four years.

**Mr. Arsenault:** We ran it for four years, and during that time the teachers were teaching. (Applause). I gave a statement showing the attendance during our term of office, and if you were listening and could understand it you should know that we ran it to the satisfaction of the rate payers. We did not give out such a statement as this, that if the teachers asked us for a raise we would double their taxes. (Applause).

It is rumored, too, that the hon. member from Bedeque called a meeting at which only a few attended, and he was told, I understand, to go back to the Legislature and use his own judgment. That was what they elected him for. So my hon. friend didn't get very much encouragement there, and I am proud of that, for the sake of the district.

**Mr. Horace Wright:** It showed they had confidence in their representative.

**Mr. Arsenault:** I think they told him: "What did we get a representative for, if you have to come and ask us what to do. We might, as well send a gramophone record there! And of course he didn't like to be compared to a gramophone record so he came back. (Laughter and applause).

### Mr. Dennis Committed

The strike has been settled temporarily, but what is the position of my hon. friend from the Second District of Prince? He is bound to oppose any increase of salaries to the teachers. That is the position he is in today. He is committed to the stand although the question is admittedly a problem that must be studied from all angles before it can be settled.

We are told that at the meeting at which a settlement was arrived at the hon. member from Rustico played quite a part in settling the