

Alarming Situation Revealed

Continued from page 5

SPENDING THE MONEY

DR. MCMILLAN: Oh yes; because, he said, it would be a "revenue earning investment." He was talking about his policy of hard-paving the roads, and he left the impression, at least on men, that it would be all right to borrow money on a larger scale than ever before. We know that they have borrowed a tremendous amount of money since they came into power. They are known as the "Debt and Borrow Government." They never knew any way of getting money except by borrowing it. They have enjoyed large revenues, larger by over \$350,000 a year than we enjoyed. They received \$600,000 from the award of the Duncan Commission, over and above the revenues that we had. Then look at the increase in the motor vehicle receipts. These receipts in 1923 amounted to \$48,332. Here are the figures showing the increase under both Governments:

In 1924, \$51,646
 In 1925, \$58,277
 In 1926, \$67,441
 In 1927, \$74,391
 In 1928, \$90,513
 In 1929, \$106,029
 In 1930, 138,000

In other words, they received last year more than double the amount of revenue from this source that we received in 1926.

Then look at their gasoline receipts. In 1924 we got \$9,593; in 1925, \$19,694; in 1926, \$27,000. They got from this source \$33,000 in 1927, \$55,624 in 1928; \$108,753 in 1929; \$129,000 in 1930.

In addition they got a large increase in succession duties. Succession duties in 1923 were \$9,165; in 1924, \$8,088; in 1925, \$15,288; in 1926, \$18,787; and in 1927, \$8,586. In 1928, in their first full year, they got \$17,122 from this source; in 1929, \$29,325; in 1930, \$25,945.

In three years they got an average revenue from succession duties of over \$24,000 a year, while in three years our average was about \$13,388.

Notwithstanding these large increases in revenue, they have borrowed more money than any Government in the history of this Province.

In this connection I might quote an editorial from their own organ, dated August 10, 1927, when they assumed the reins of power:

"The new Government takes office under peculiarly favorable circumstances. As a result of the recommendations of the Duncan Commission our finances should be in a satisfactory condition and there is no doubt will be ample funds to carry on and give that consideration to public utilities, Education, etc. that are so consistently demanded in these times."

That is the opinion of the Government organ, and with all due respect to the members on the other side of the House, I have just as much respect for its opinion on matters of that kind as I have for theirs.

In his speech in this debate the Minister of Public Works endeavored to show how their capital expenditure could be defended. He stressed the point that they built three ferry boats which, I would assume from his remarks, the Stewart Government should have built. But I submit that those ferry boats were not condemned under the regime of the Stewart Government. If they were condemned under the present Government they had a perfect right to rebuild them. That is a matter of ordinary house-keeping that falls within the duties of every Government. We do not criticize them for expending money to build those boats; but the money borrowed and spent for travelled roads I say was not a capital expenditure, and cannot be defended, because I think it is a sound principle that the work into which borrowed money is put should last at least the length of the borrowing period. We know that that is not the case with the roads travelling work under this Government, because the Minister admitted himself that the gravel must be renewed every two years. In fact, he might have gone farther and said that it must be renewed every year. Anyone who has dealt with gravel knows that it is not of any permanency whatever, and that you can put down \$100,000 or \$200,000 worth of it every year, and unless you follow it by an equal amount in the years to come your first expenditure is lost. It is not a

GRAVELLING UNDER STEWART GOVERNMENT

The Minister of Public Works has made the statement repeatedly that the Stewart Government gravelled only two miles of road during the time they were in power. In this connection I would like to draw his attention to the report which is issued by his own department. On page 27 of the 1925 report he will find, among highway improvement contracts accepted and entered into during 1925, and paid for:

Gravel, Blakeney & Co. \$ 248.15
 Gravel, Moncton Supply Co. 1,001.88
 Gravel, College Bridge Construction and Trading Co. 1,000.00
 Gravel, Alva Allen 290.00
 Gravel, John B. Girior 150.00
 Gravel, Daniel Ferguson 316.00
 Gravel, Sydney Minna 220.00
 Gravel, Fred Polier 172.05
 Gravel, W. B. McNeill 177.32
 Gravel, J. T. McNeill, Ltd. 614.38
 Gravel, Frank Boudreau 193.38
 Gravel, E. Boswell 68.00
 Gravel, Wilfred McDonald 75.00
 Total \$4,900.16

HON. MR. MCINTYRE: That might have been for concrete culverts.

DR. MCMILLAN: For gravel, in 1925; and according to the Minister's own estimate on the floor of this House when speaking in this debate, \$1,500 will gravel a mile of road. According to the figures I have submitted from the Provincial reports there was enough money spent in 1925 to gravel over three miles.

HON. MR. MCINTYRE: I was speaking about maintenance.

DR. MCMILLAN: He said the road out by the Jail and Wright's Bridge was gravelled by them at a cost of \$1,500 a mile. I want to know when that road was gravelled first.

HON. MR. MCINTYRE: Not in your Name.

DR. MCMILLAN: Yes, in 1925; and it was re-gravelled in 1926, every bit of it between Charlottetown and Wright's Bridge. Does he know how far that is?

HON. MR. MCINTYRE: A little less than two miles.

DR. MCMILLAN: It was re-gravelled again in 1927. Now I will refer him to the report of the Department of Public Works for 1926 at page 12, in which it is stated:

"In addition to this work (road machining, draining and grading the low places, and placing steel culverts in order to make the roads up to the required standard under the Canada Highways Act) considerable graving was done on the roads approaching Charlottetown and Summerside, which seems to be the only way in which the approaches to these places can be kept up. Other stretches were done at Victoria and a small portion at Miscouche and Souris Beach."

I will refer the Minister also to the Public Works report for 1927, at page 12:

"During the past summer the bulk of the gravel was obtained from the Moncton Supply Company and the College Bridge Gravel Company, while small quantities of beach gravel from Nova Scotia were brought in by schooners. The total amount of gravel imported was 7,000 tons, which surfaced about eight miles."

MR. MCINTYRE SQUIRMS

How does he say that only two miles of road were gravelled by the Stewart Government, under their regime, when the proof to the contrary is in the reports of the department over which he presides? (Applause). What is the sense of responsible Minister of the Crown getting up and making a statement that can be contradicted by the reports in his own department? Doesn't he make himself ridiculous when he makes a statement of that kind, which can be proven to be absolutely without foundation. (Applause)

HON. MR. MCINTYRE: I made the statement that you gravelled two miles in 1924, 1925 and 1926. The gravel you are referring to now was used for concrete culverts.

DR. MCMILLAN: Your statement was that during the term of office of the Stewart Government only two miles of road were gravelled, and you repeated it three times in the course of your speech in this debate. Now, if my hon. friend wants to squirm, it is his own lookout. (Applause)

My hon. friend spent \$300,000 for gravel. He entered into a contract, in his first year, to import gravel at \$2.75 a ton, and in the second and third years at \$2.70 a ton. He explained that this expensive road machinery had to be put in, and that he could only get a contract for three years. But we find that in the last year it was possible to gravel between twenty-four and twenty-five miles of road with land, gravel and we find also that it could be done at the rate of \$1.50 a ton within a radius of seven miles of the pit. How does that compare with the price that he has paid for

three years to someone outside the Province?

HON. MR. MCINTYRE: It is only 40 per cent gravel.

DR. MCMILLAN: What is the other 60 per cent?

HON. MR. MCINTYRE: Foreign matter.

DR. MCMILLAN: But the point is that \$300,000 was spent for gravel. He says it was permanent work because it was put into capital expenditure account; but we know just how permanent it is. Even the Premier, speaking at a Board of Trade meeting, admitted that the Government could no go on with that policy, that it was economically unsound and that some more substantial scheme would have to be evolved.

ASSISTANCE FROM BENNETT

And so we come to the point where we have the McIntyre Highway. The great question is whether you should thank the Minister of Public Works, or the Hon. R. B. Bennett for that stretch of highway; because it was built out of the \$90,000 that was voted to this Province for unemployment. You would not think those were the same gentlemen who appeared on every platform in the Province last summer, condemning Mr. Bennett's policies.

HON. MR. MCINTYRE: My hon. friend got his picture taken on that highway last fall.

DR. MCMILLAN: It is quite true that I stood alongside of the Minister last fall, in front of the camera; and I am very much disappointed that those pictures were not printed. I have been given to understand that they turned out so badly that even the Minister of Public Works, in whom you would not expect there was very much modesty, would not allow them to be printed.

HON. MR. MCINTYRE: If you were not there I would have.

DR. MCMILLAN: Probably that was the reason. At any rate, the McIntyre Highway was built at a total cost of \$27,000. The Province paid half the bill, and my hon. friends on the other side say we must not criticise the Minister if he spent a few thousand dollars more than was necessary. What is the difference? It does not matter, according to the Minister, because someone got the benefit of it. Of course they did—and the Province pays for it. This Government is not worrying. They are the great borrowers; when they run short of money then can always borrow some more.

The minister submitted figures to show that our per capital debt was the smallest in Canada. He said: "Aren't we in a great position to borrow money?" Well, Mr. Speaker, if he is in power very much longer, our per capital debt will not be the smallest in Canada! (Applause).

CREDIT WHERE DUE

As I have said before, it is to the Prime Minister of Canada and his Government that the credit should go for the grant of \$90,000 which this Province received for unemployment. My hon. friends on the other side of this House appeared on public platforms last year and said: "Unemployment? Why there is no unemployment in Prince Edward Island." I ventured to dispute that statement; I said I knew of unemployment, right in the city of Charlottetown; but they took very same stand that the late Premier of Canada took when he said, at the beginning of the campaign, "There is no unemployment." A little later Mr. King admitted: "Well, there are rumors of unemployment," and later still he said: "I believe there is some unemployment, but it is not very much." During all the time he was dealing with this question he had letters and telegrams from all parts of the Dominion, informing him of the serious unemployment conditions. We have had the same thing repeated in this Province. I do not know whether the Minister of Public Works made the statement or not, but I have heard the Premier himself declare that there was no unemployment in Prince Edward Island. As soon as the election was over, however, as soon as Mr. Bennett came to implement his promise, as soon as the special session of the Dominion Parliament was called and \$200,000 was voted for unemployment and this Province was apportioned \$90,000, it did not take those gentlemen very long to take those gentlemen very long to take themselves to Ottawa and take full advantage of the grant, which, of course was the proper thing for them to do, even after all their misrepresentations in the campaign regarding the conditions throughout the country.

The Minister of Public Works says that he was advised not to go to Ottawa, because it would injure the credit of the province. But he went, at any rate, and got \$90,000 or unemployment, and as a result

of that money coming to his Province he was able to begin the following undertaking:

Asphalt pavement, Malpeque and St. Peters Roads, estimated cost \$60,000.
 Concrete road, approaches to Summerside on Bedeque Road, \$15,000.
 Placing steel culverts, Queens County, \$5,000.
 Repairs to wharves in Queens County, \$5,000.
 Repairs to Bridges, Queens County, \$10,000.
 Clearing and widening highways in Queens County, \$3,000.
 Clearing and widening highways in Prince County, \$3,000.
 Clearing and widening highways in Kings County, \$3,000.
 Placing steel culverts in Kings County, \$5,000.
 Placing steel culverts in Kings County, \$5,000.
 Building and repairing bridges in Prince County, \$15,000.
 Building and repairing wharves in Kings County, \$5,000.
 Banking local gravel in various places, \$5,000.
 Widening and graveling Borden road, \$5,000.
 Restoring of Government House property, \$10,000.
 Restoring Confederation Chamber, \$2,000.
 Bridge work, Kings County, \$14,000.

MR. A. E. MACLEAN'S STATEMENT

As a result of the Bennett Government grant he has begun undertakings with an estimated cost of \$170,000. Do you think, Mr. Speaker, that the \$90,000 apportioned to this Province is going to be of any benefit or not. There is absolutely no question but that it is going to be of very real benefit. But we find that Mr. A. E. MacLean, the federal Liberal representative for Prince County, getting up in his place in the House of Commons and condemning that expenditure. Mr. MacLean is reported in Hansard of April 17 as saying:

"Speaking for our own province of Prince Edward Island, I find that the assistance given has not been of very much help to us. It came very late in the fall, and no work of any importance was carried on. . . . This assistance may have been of advantage in some of the larger centres, but as regards the relief of the unemployment situation in Prince Edward Island it was not very beneficial."

Isn't that a nice commentary upon what has been done for this Province by the Dominion Parliament, of which the member is a representative, and particularly for the County which he represents? (Applause)

The Minister of Public Works, in enunciating the benefits derived from the expenditure on the McIntyre Highway, said that I benefited personally, because a man had been injured on that job; he had a fractured ankle and I attended him; I fixed him up to the best of my ability and I charge: I used fee and was paid. He says I benefited; and of course I did, but I gave my services for it. I do not suppose he has any objection to that.

HON. MR. MCINTYRE: None whatever.

DR. MCMILLAN: Because he is about the last man who should urge a criticism on that score.

HON. MR. MCINTYRE: I didn't criticise; I said it added to the cost of the road. (Laughter).

DR. MCMILLAN: That is even worse. (Laughter). However, I don't mind because if there is any characteristic about my hon. friends opposite it is the faculty of looking after themselves. When this Government was appointed to power it did not take them very long to get all their own relatives, their daughters and nieces and sons-in-law into public offices. And as for the Minister of Public Works, if you leave him in power very much longer he will have the whole McIntyre family installed in government jobs. (Loud laughter).

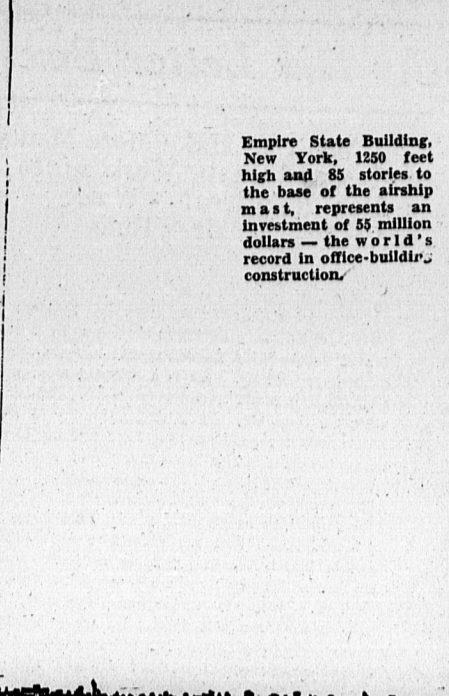
HON. MR. LEPAGE: Some of your own cousins are here.

DR. MCMILLAN: One of them; that is quite true; and he was appointed nearly fifty years ago by a Liberal Government.

HON. MR. LEPAGE: We didn't dismiss anybody, anyway.

DISMISSAL OF OFFICIALS

DR. MCMILLAN: The Premier made the statement that there was only one man in this building dismissed. I wonder if that is true. We had a messenger employed in this building; what happened to him? We had a keeper. We had another keeper employed in the Court House, another in the Prince of Wales College Hall and still another in the Agricultural Hall. You will not find them in the services of this Government. They didn't die, nor did they resign. There is also a school inspector by the name of Mr. Smith, another by the name of Mr. Gallant. They are not in the employ of this Government.



Empire State Building, New York, 1250 feet high and 85 stories to the base of the airship mast, represents an investment of 55 million dollars — the world's record in office-builder construction.

The RECORD SPEAKS for ITSELF

THERE'S no question about the superiority of the record-makers. Whether it be the height of an office building towering to the clouds, or the popularity of a mild and fragrant cigarette like Turret, the record speaks for itself.

After all, nothing can replace good, honest tobacco; grown and ripened right out in the field under nature's own sunlight—nothing artificial about that—and the quality is "inbred".



Mild and Fragrant Turret CIGARETTES

What happened to them?

HON. MR. MCINTYRE: Superannuated.

DR. MCMILLAN: They were not superannuated; they were dismissed. What is the use of denying it? That is one of the great differences between my hon. friends and us. We dismissed officials in our times, and we have never denied doing so. My hon. friends have done exactly the same thing, and they try repeatedly to deny it. It is a silly argument to put but because it can be refuted so easily. But that has always been their attitude; they like to pose as the Simon Pures in politics, when everybody knows that it is just a pose—just another political gesture.

MORE HELP FROM BENNETT

So far as this department is concerned, it has been most extravagant, the Minister says: Look what we did to this Chamber, look how we cleaned the faces of the portraits on the wall, look how we cleaned out the building from cellar to attic. Well, we made certain improvements in our time, also. I think we painted some rooms and did other cleaning and renovating, but I suppose we did not go far enough in the light of the ideas that the present Minister entertains; we didn't buy enough easy chairs and fancy carpets.

They say the Confederation Chamber is a credit to me. Is it? Did they put up the money for it or did they only put up half of it? You must give the other half of the credit to Premier Bennett and his unemployment grant.

They say it is a proper thing to rehabilitate Government House. Of course it is; we are not criticising that; but where is the money coming from? Half of it is coming from the Bennett Government. It is a good thing, isn't it, that Premier Bennett has begun to implement his promises—the man who has been criticised most unfairly in this Legislature because he has not done everything within six months? He has not repudiated any statement that he made in the election campaign. He has said that he neither seeks to evade nor deny his promises; that he will take full responsibility for everything he says. That is something that my hon. friends find it difficult to understand, why a man should want to keep his election promises. I think it was the junior member from Summerside who laid down the doctrine the other day that if you make a promise, and find that it is foolish or inadvisable to keep it, then don't keep it! That is how the Stewart Government should have dealt with its election promises.

DR. MCMILLAN: They should never have been kept because they were foolish promises. We took a different viewpoint, however. We regarded them in the light of a contract which we had made with the people. We said that if elected we would do certain things; the people approved of our platform, and we did those things that we promised to do. Should we have stuck to that bargain or not? If you make a contract with the people, and that contract is embodied in the platform you issue on the eve of the election, are you going to keep to that contract or not? That is the question for public men to answer. It is quite easy to turn around, after the election, and say: "Oh, that promise we made was foolish, and it would be more foolish for us now to keep it, so we are ignoring it. . . . We do not believe in that doctrine on this side of the House. We had promised, for example, that we would abolish the poll tax; and when we came into power we took that tax off the statute books. We did so at once; we didn't wait until four years to do it. We didn't make a political gesture of it, as my hon. friends are making of, every important piece of legislation before this House this year. (Applause).

STATUTE LABOUR

In the report of the Department of Public Works for the past year I find the following statement:

"The work of road building thus carried on has displaced the man power formerly used to make absolute the Statute Labour system which was abolished in this Province in 1928."

I would like to know what explanation the Minister of Public Works has to make for that statement, in view of the legislation respecting Statute Labour introduced into the House at this session. Why has Statute Labour been re-enacted, and why is it to be put in the hands of twenty-five road superintendents to pick and choose whom they shall employ? There is only one answer; it is a political move, pure and simple. If statute labour was obsolete, if the money was paid out, as they say, without benefit being received by the Province, why go back to it? Why this retrograde movement? Why this denial of their principles? And why do it on the eve of an election? There is just one object—to try and gain a few votes; because they were told in no uncertain terms, in the by-election which they held a few months ago in that banner Liberal District of Second Prince, that they had made a mistake. Now they are going back to it—or rather they are pretending to do so.

I believe, also, that they are going to put through a vote of 10,000 for

the breaking of winter roads. Why is that? I will tell you the reason—because there has been so much dissatisfaction on the part of the electors; there has been so much picking and choosing in giving summer work to favorites of the Government, that it was impossible to get men to turn out in the winter and do the work for nothing.

EXTRA EXPENDITURE

I would ask the Minister how it happens that in the report of his department on bridge work—for which he takes great credit—payments are made on contracts and also on material. For example, a man gets a contract for construction \$440, and he also is paid for material and additional labor, \$239. Why is that on another bridge the builder is paid \$500 on his contract, and gets \$15 additional. In another place there is a contract for \$500 and additional labor \$29. Dr. MacMillan cited several instances of this discrepancy.

HON. MR. MCINTYRE: That is easily explained; the bridge is in the contract but the approaches are a different thing.

DR. MCMILLAN: What is the use of having a contract?

HON. MR. MCINTYRE: For the bridge alone.

DR. MCMILLAN: That gives you an idea of where the money goes. They contract for only part of the work, and they pay as they like for the rest of it. That is an example of the way in which the expenses of this department are climbing up, year after year.

(To be continued)

Mortgage Firms Plan To Work Oklahoma Land

Rehabilitate Farms for Cooperative Method During Depression

OKLAHOMA CITY, June 15. (U. P.)—Oklahoma investment companies holding scores of eastern Oklahoma farms surrendered through foreclosure during the acute agricultural depression have started a program of rehabilitation along cooperative farming methods.

In informal business meetings officials of various investment and mortgage companies have outlined plans and engaged expert supervisors.

The method was described to the United Press by Lester B. Gum, Oklahoma City investment company official.

in comfortable living condition. Thousands of acres are being terraced and considerable fertilizer being applied to the depleted soil" Gum said.

"The first objective is to attract desirable tenants. These tenants would be placed under a supervisor or who will act as the agent of the corporate investor in farming the lands for the greatest profit pending disposition of the lands when real estate prices become normal and the depression is over."

Gum said that tenants would be paid a certain percentage of revenue so that initiative would be challenged.

He distinguished between his proposed plan and that of corporation farming.

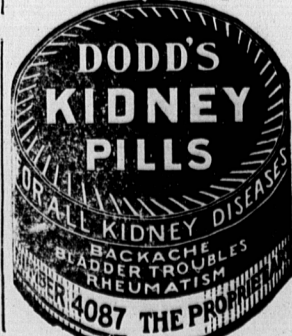
Corporation Farming

"Corporation farming, organized and operated for continual operation and profit, should not be considered in the same light as farming a large number of farms by a corporate investor who has acquired these lands under foreclosure of a mortgage and is desirous only of farming these lands until such time as they may be disposed of to some individual farmer."

"Corporation farming is a bit faddish and has more or less of an antagonistic appeal to the average American. No one, however, familiar with the difficulties encountered by investors in disposing of farm lands acquired under foreclosure will object to an investor's farming such lands until agricultural conditions improve and a definite market is established for land," Gum said.

OLD LUMBERJACK POLICE CHIEF

GRAND HAVEN, Mich., June 16.—William L. Andrea was known as a two-listed fighter during the lumberjack days here 45 years ago when he served as city marshal. At the age of 70 he has again been called on to head the police department.



Each farm is being closely supervised. Buildings are being placed

THE BIKE SHOP
 123 GREAT GEORGE STREET
 SPORTING GOODS
 BICYCLES, MOTORCYCLES
 Let Us Sharpen Your Lawn Mower.
 PHONE 941.
 5182-6-11-thurst6L