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PROVINCIAL LEGISLATURE

Continued from 5th page.

the right direction and hoped that a competent man would be chosen regardless of party politics. Referring to the proposed bridge he said he would not give his support to any measure for increased expenditure until the finances of the province are placed on a sound basis. For the past ten years the roads in the New London district have not been so bad as they are at the present time.

At six o'clock the House adjourned. THURSDAY, April 20.

House met at 10.30.

Mr. Campbell resumed the debate on the address. He contended that there was no sufficient data before the House regarding the bridge and that its construction was not being proceeded with in a businesslike way. Where were the minutes of Council bearing upon the matter? What was to become of the wharves on each side of the ferry after the bridge was built? Would they not have to be maintained for commercial purposes? He believed that the Hillsborough ferry, if properly managed, could be made self-sustaining. The only information they had regarding the ferry was the figures given by the hon. member from Murray Harbor. It was estimated that the average expenditure on the ferry was \$15,000 a year for 25 years. But what are the facts? During the seven years that he (Mr. C.) had control of the ferries the expenditure averaged \$7,700 a year. It is said that our proportion of the bridge is not to exceed \$12,000. Is the Dominion Government going to keep the bridge in repair? The whole country will have to pay for this bridge, and the House is entitled to the fullest information regarding it before being asked to vote the people's money. Taking up the paragraph regarding the fisheries decision Mr. Campbell wanted to know what right they had to say that such meant that we would get a share of the fishery award. They say the decision gives us the fisheries. Where do they get the authority for this? The fact is the fishery award is gone, although the other claims are extant. He would hail with delight the settling of these vexed questions and the placing of the finances of the province in better condition. What have the Government done to accomplish this latter end? Where are their promises? They have vanished as the Government will vanish as soon as the people get a chance. He hoped the Government would not vote \$10,000 or \$12,000 a year before the present unjust tax act was re-cast and made more equitable. He was in favor of a bridge, but before voting such a large sum it was necessary to equalize revenue and expenditure. When this is done then let us have the bridge. He agreed with the Leader of the Government that we should guard with jealous care our fisheries rights as laid down by the decision of the Privy Council. He was surprised to see no reference in the speech to the delegations to Ottawa. He was also astonished to see no reference to Mr. Wise's mission to England. He thought a change was badly needed in the Road Act. Roads had been located for party purposes, and the service prostituted to serve the ends of the party in power. The supervisors in his district had actually offered the late Rev. P. A. McElmeel \$100 to grade the grounds of the church if his parishioners would support the government. The supervisor of

Hope River district made a road to serve his own interests, and his action should not be sustained. It is not surprising, in view of the abuse in this regard, that a Road Act is to be introduced. Proceeding, Mr. Campbell condemned the cutting off of the teachers' supplements. He regretted that there was no grant for exhibitions this year. Exhibitions, he held, should be under the control of the government. Although farm prices have decreased, interest is still high in this country. The Government can borrow money at 4 p. c., yet the farmers have to pay 8 p. c., or on gilt edge security of 6 p. c. Mr. Campbell then took up the question of prohibition. The Government had spent \$250,000 on the plebiscite, but when the people voted for prohibition they failed to get it from the Government. The political temperance men have dragged the standard of temperance in the mire. He asked the Leader of the Government to be consistent, and urged him not to allow his party to lead him astray.

Mr. Wise was bound to see so many farmers in the House because they are well acquainted with the wants of the country. It is well to have lawyers and merchants, but the farmers should preponderate. They may be relied upon to legislate in the best interests of all. He did not believe the farmers here were as prosperous as was thought. Here the farmer and the money lender are dependent upon one another. He held that in a province like this, with only agriculture to depend on, the rate of interest should be lowered by at least 2 per cent. and a resolution to this effect should be brought in. He considered the appointment of the Earl of Minto a good one, and believed he would make a worth successor of Lord Aberdeen. Speaking of the increased interest that was taken in horticulture and agriculture he expressed the belief that this province was capable of producing the best fruit. But all farmers could not avail themselves of fruit-growing. The dairy output, he contended, would not pay for the flour that was imported this year. The value of labor is not equalized. The farmer is always kept under. So far as he is concerned the motto of all Government's seems to be "keep quiet." The same is true of all Premiers. When they are not leaders they promise the farmers everything, but when they are elevated to the Premiership their advice to the farmers, if asked for anything, is "Keep Quiet." The farmers were blamed for buying buggies. But they had to buy them in order to keep up with the times. He was glad the Government was about to appoint a dairy inspector or instructor. The Danish people are taking the lead in butter in the English market, and this is the outcome of proper instruction and inspection. They are also ahead in pork. The construction of the Hillsborough bridge was an old promise, and he had lost confidence in both governments. However, if a bridge were built, tolls should not be imposed. Two years ago we were promised arbitration regarding our claims. The promise was renewed last session. But arbitration is as far off as ever. He had no hope of getting it. Hon. Mr. Fielding told him that Nova Scotia also had strong claims and they have had no arbitration yet. He believed our fishery claim was a just one, and if we had able and determined men behind it it might be obtained. He hoped the fisheries matter would be seriously considered. Our fisheries have been practically ruined. Ten years ago two lobstermen would fill a can; today it takes twelve or more to do so. There is

no money in our fisheries compared with former years. Are we to take back our wharves and keep them? He was favorable to permanent public works. He saw them in the other provinces, and they were very little more expensive than the ordinary kind. The Road Act should be amended. Supervisors should be abolished. The roads could be improved and well attended to for less money than they now cost. Mr. Wise then spoke of his trip to England and as a delegate. As a shipper of stock he felt it to be his duty to undertake the work. He believed from his experience that our cattle were not properly shipped. He visited London, Liverpool and Derby. He found a good friend in Sidney Richardson, who gave him much assistance in getting information. He hoped to submit a detailed report of his visit in a few days. He thought the tax act did not bear equally upon all. He paid 6s. an acre while his neighbor paid about half that amount. Besides, although a farmer's land is mortgaged he has to pay the interest and all the taxes. Legislation should be brought in to remedy this. He thought the Government did not act right with the contractor or for the asylum annex. He, the contractor, should be given a chance to test the matter in the courts. The Government should not hang up his property.

Mr. M. McKinnon was the next speaker. He dealt with the record of the Government referred to the actions of the Hon. Mr. Peters, first as leader then in leaving the Fort Augustus district, and then returning on the Sabbath to take his seat when he was not a resident of this Province.

After recess, Mr. McKinnon continued his speech on the Address, first dealing with the proposed road reforms showing that many very necessary improvements should be made. In regard to the Government's boast of what they had done for agriculture he pointed out that the Conservative Government established a chair of agriculture in the Prince of Wales College and otherwise showed an active interest in the farmer's welfare—not like the present administration who boast, but fail to perform.

Hon. Mr. McLean followed. In replying to the charges brought by the hon. member from New London he said that if putting the roads and bridges in proper shape is boodling then, the Government is guilty. While doing this work the money was spent judiciously. The supervisors in the places referred to by Mr. Campbell are Messrs McKinnon, McGaigan and Lamont—three competent honorable men who could scorn anything in the shape of dishonesty or boodling. The roads under their supervision are in capital condition. In short, the roads throughout the Province are in an excellent state. The leading roads are all turpiked and the bridges are in as good repair as possible considering the material of which they are built. In connection with Mr. Campbell's charges of boodling Mr. McLean submitted a statement of what happened while Mr. Campbell was Commissioner of Public Works which he claimed, showed that many works were let without contracts and that in some cases the contract price was exceeded. Besides these there were big sums charged for horse hire. One hundred and twenty-three jobs were let without any contract at all when the member for New London was Commissioner. In regard to the statement that the leader of the Government had written a circular to the supervisors respecting the public works, if the leader did so he evidently believed he was acting in the best interests of the

Province and was desirous of keeping down the expenditure as far as possible. It was the desire of the Government to serve the people well in all departments. The road machines were introduced to reform the road service. He regretted that when there was a Professor of Agriculture here the people did not take that interest in the matter, it was thought they would. He hoped to see agriculture taught in the college, and the teachers throughout the province teaching it to the school. He hoped in time to receive our fair share of the fishery reward and a material increase to our revenue. When the matter came before the Government no doubt Mr. Lewis, who takes such a deep interest in this province, will be able to settle our rights. It is to be hoped in the near future there will be no more deficits.

Mr. DesRoches took exception to the paragraph in the speech congratulating the country upon a prosperity which did not exist. The Province has a debt at present of half a million and we are asked to contribute towards the building of a bridge which will fasten another half million on us. This is not good management. The revenue and expenditure should be made to meet. He did not believe the Dominion Government were in earnest in regard to the bridge. It was merely a political dodge. Why do they not build the bridge themselves? It is the people's right. In regard to the reference to the fisheries he said he was interested in this matter and considered the provisions made by the Federal Government respecting over-sea fishing were not right and just. He wanted to know how the Provincial Government proposed controlling and protecting our fisheries if they are handed over to us by the Dominion.

Hon. Mr. McDonald congratulated the member from Miscouche on his maiden speech; but he was at sea regarding the two subjects he took up, namely the Hillsborough bridge and the Fisheries. When a resolution is submitted regarding the former it will be seen that this province will not be asked to pay one cent—only the interest on the difference of the cost of a railway bridge and combined railway and traffic bridge. It is not proposed that the Province shall assume the protection of our fisheries. This will still lie with the Dominion government. Continuing Mr. McDonald congratulated Mr. Reid, the mover of the address, on his very excellent and moderate speech. That hon. gentleman is certainly an acquisition to this House. He (Mr. McDonald) regretted the insinuation of hon. leader of the Opposition with the respect to Mr. Wise's trip to England and his behavior while there. Taking up Mr. Campbell's statement that he, as Commissioner for the government, did not spend more than \$7,000 a year on the ferry he said, Journals of the House for 1883 disposed of that hon. gentleman's statement. This report shows that \$13,433 were spent for that year. This he thought, showed that no reliance could be placed on Mr. Campbell's figures. Proceeding, Mr. McDonald said he would prove that the present ferry system cost more than the proposed expenditure for a bridge over the Hillsborough. In regard to Mr. Campbell's charges against the supervisors, the Attorney General held it was a personal matter that was at the bottom of these.

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