

**The Daily Mail**

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Fredericton, N. B., March 16, 1910

**THE PUBLIC DOMAIN ACT**

Every thoughtful man who has the welfare of New Brunswick at heart cannot but regret that the government has failed to put the Public Domain Act into operation. Every year makes the necessity for this act more apparent. The province is a large holder of forest lands and is dependent for nearly a third of its revenue from the public domain. Up to the present time we have little information as to the real value of this vast territory. Lumber cruisers and scalers go over it and make vague reports but there is really no exact knowledge. The Public Domain Act contemplated a thorough survey of all Crown lands and their division into lands that were fit for settlement and those which would be more valuable to remain as forest for all time. The act also contemplated the protection of the sources of the water supply for the streams and rivers of the province that would ensure permanent waterways. The cost of procuring this information is estimated at half a million dollars, but it would be money well spent.

Since the Public Domain Act was passed two important railways have been run through our forest lands. The International, which crosses the northern section of the province, opens up what has been reported as the finest agricultural lands in the province. Up to the present time there has been no effort to settle these lands, all of which are under lease to lumbermen. If it is not possible to survey the entire province the lands along this railway and the Grand Trunk Pacific should at least be surveyed and their settlement encouraged. The province has a large interest in the International Railway at least and should spare no effort to make it a commercial success. There are several schemes of colonization before the government. No one outside of the executive and the promoters has any great knowledge of the details of these propositions, but it should not be difficult to originate a plan that would settle the best lands along the railway.

Agricultural development in New Brunswick has been slow. We do not produce enough of the staples to supply our own wants. The old government adopted a system of aiding the dairying industry which worked out very successfully at the beginning but which has not worked so well in recent years. The money spent by the government was not without results, however. There has been a vast improvement in the quality of butter and cheese made in this province in the last twenty years. Then the rule was bad butter, now bad butter is the exception, no matter whether it is made in factories or the home dairy. In a measure the success which has attended the home dairy since the introduction of the separator has been responsible for the waning interest of the farmer and his wife in the co-operative factory.

After the dairy industry had been placed on an excellent basis, the old government next encouraged the growing of wheat by farmers for local consumption. It seems remarkable that in a country where wheat grows so well that the farmers should still continue to purchase western flour. There are now mills in almost every county of the province where New Brunswick wheat can be ground into flour of as good quality as any that can be purchased. Yet the wheat crop is not increasing and the acreage is less than it was some years ago. The trouble has been apparently that the farmer has concluded that there are other crops that pay better to grow. The farmer has never looked upon wheat growing from the practical and economic side. He has not realized that the expenditure of a few days' labor and the use of a small section of his land would make him independent of the western millers and that instead of paying out cash for flour he could have the flour of his own growing and the cash to buy other things with. All will admit that New Brunswick cannot compete in the flour market with the prairies of the west, but this is no reason why the farmers of this province should not grow enough wheat for their own use. If they did

millions of dollars which now go to enrich the farmers and millers of the west would remain in New Brunswick

A survey of the crown lands under the Public Domain Act would set at rest all questions as between lumbermen and settlers. It would afford the greatest protection to lumbermen to have the line drawn down closely as to where settlements were to be placed within their limits. Everyone will admit the undesirability of placing a few settlers on lands in the middle of a forest. It is bad alike for the settler and the leasee of the timber limits and against the best interests of the province as well. The Public Domain Act would most certainly assist in the settlement of the agricultural lands of the province and also increase the revenue from the Crown lands, and give greater protection to the great lumber industry.

**THE MILITARY CANTEN**

The coroner's jury in the case of Russ, who committed suicide by shooting, has raised a very important question in their verdict. It is there asserted that liquor is supplied to civilians at the canteen attached to the non-commissioned officers mess of the military establishment in this city. This should not be. The canteen is established for the convenience of the military corps and the military corps only. It was never intended that a military canteen should be an open grog shop, where all who entered could be served. There are stringent regulations for the management of canteens and they should be forced. It has always been recognized that the canteen is an essential part of the equipment of a military corps, but it should not be abused, and it is clearly the duty of the officer commanding to see that it is not. There have been rumors in circulation regarding the management of the canteen here under the control of the non-commissioned officers, that do not reflect credit on their judgment in the selection of those permitted to enjoy its privilege. The publicity caused by the death of Russ will, no doubt, have its effect in curtailing the freedom of the canteen to outsiders.

**DO NOT WANT INVESTIGATION**

There was no meeting of the Public Accounts Committee today. In the House on Friday last, Mr. Hazen said the government courted the fullest enquiry into their expenditures. Mr. Morrissy said they had nothing to conceal and on Monday told the legislature how he had concealed the expenditure of road money in St. John county for election purposes. The accounts of the public works department, revealed by the auditor general's report, show a condition of affairs that demands the closest scrutiny. In many instances structural superintendents are paid more than the cost of labor. This condition of affairs certainly requires explanation. The government has none to give and their answer is to attempt to burke the enquiry in the public accounts committee. This policy will not be permitted to succeed. The opposition may not have time before the House rises to go in to all the accounts, but they will certainly demand information regarding those which look worst. The same thing occurring this year occurred last when many pages of the auditor general's report were never considered at all.

**TORONTO'S APPALLING TYPHOID RECORD**

Toronto, March 16.—According to the records in the City Clerks office there were nineteen deaths from typhoid fever in this city during the first fifteen days of this month, making an average of more than one death a day from the disease.

**Bijou**  
TO-DAY

2 Big "Imp" Pictures  
"Never Again"  
Comedy  
"Rose of the Phillipines"  
In which the popular Mrs. Jones takes the leading role  
MR. DUPLISSIE, (Pianist)  
MR. CARSON, (Soloist)  
MR. KNIGHT, (Drummer)  
Daily Matinees every afternoon, 3 to 4.15

**GASPE MAY BE  
A WINTER PORT**  
Canadian Northern Railway said to be interested in the Scheme—International Railway Also.

Campbellton, March 14.—It is believed here that Gaspe (Que.) will within the next few years be a winter port of Canada. A large number of north shore capitalists and, it is thought, the Canadian Northern railway, are interested in roads now being built to Gaspe, and there is no doubt that the harbor there is one of the finest in the world. Free of ice and water, it is deep enough to make dredging unnecessary.

The expectation is that the freight and passenger business of Canada during the winter months will have to come that way, because the ocean voyage from the old country will be shorter and the railway haul to Montreal and the west so much reduced that competition will be stifled. A company known as the Canadian Railway Company is constructing a line of railway to Paspébiac. Already the road from Paspébiac to Newport is completed and in use. Newport to Gaspe is graded, and bridges constructed, with ballasting partly done, and in two years it is expected to be completed. About seventy-five miles of rails are yet to be laid in this section—Gaspe to Newport. The road formerly constructed by the Atlantic & Lake Superior railway from Paspébiac to Metapedia, about ninety-seven miles, will, if possible, be purchased by the new Canadian Railway Company, and on completion of the International Railway this summer between Campbellton and St. Leonards it is intended to join by a new bridge across the Restigouche river at Campbellton to the Atlantic and Lake Superior line. This would give the new road connection with the G. T. R., the C. P. R., and the I. C. R. and make it a link in at least two transcontinental systems. It is claimed by the promoters that in this way the winter railway haul to Montreal would be shortened by 300 miles, and that a considerable reduction could be made in the steamship route between Canada and Great Britain.

One of the incidental features of the scheme, as outlined, is to make Campbellton a distributing point for mails east and west, giving prompt delivery of mail matter for both sections of the country. The idea of making a winter port of Gaspe is not by any means a new one. At various times in years gone by the matter has been brought up.

**ELECTROCUTED NEAR COBALT**

(Special to The Mail.)

Cobalt, March 15.—Almost the first current sent over the transmission lines to Cobalt by the Matabichewan Power Company killed E. Lavert, painter of Verner, Ont. He was engaged painting a roof from a platform on Brady Lake sub-station, and must have touched the wires carrying 22,000 volts. He immediately fell to the floor and when picked up was dead. Lavert leaves a widow, and seven children.

**OLD-FASHIONED  
TEA MEETING**

The ladies of the Methodist Church will hold a Supper in the Vestry on

Wednesday Eve., Mar. 16th.

All the good things of the Season provided, including Turkeys, etc.

**DON'T FORGET THE DATE!**

Supper From 5 O'clock  
TICKETS - - 50c.

*Chestnut*  
says

OUR IMPERIAL COLD CREAM  
is the best cure for chapped face, lips and hands. Wintry winds dry up the natural moisture of the skin. Our IMPERIAL COLD CREAM supplies just the right bland moisture that is needed to make your chapped skin soft and pliable. Price 15 and 25 cents.

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572 Queen Street

March 16th 1910

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New Fancy Linens    New Fancy Gingham  
New Cotton Pongee    New Cotton Repps  
New Cotton Musildas    New Cotton Sherettes  
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We are Headquarters for everything new in COTTON GOODS  
Call and see our finely assorted stock.

**JOHN J. WEDDALL & SON**

Standard Patterns, Regnier Gloves, Northways Celebrated Suits.

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When you look over your supplies for sugar making you will no doubt find that you will require something new this spring

We have a Complete Stock of

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Scotch Pots  
Soldering Sets  
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And in fact everything that is required for Making Sugar  
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Babbitt Metal—"Magnolia" and "Copperine"  
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Rubber Belt procured on short notice  
Belt Lacing---Cut 3-8 in. and 1-2 in.  
Saw Shanks and Bits---Hoe & Disston  
Oils---Red Engine, Mineral Castor, etc.  
Lath and Shingle Ties---Consumer's Cordage Company's

**R. Chestnut & Sons**

WHOLESALE AND RETAIL HARDWARE