

The Daily Mail

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MORTGAGING THE FUTURE

A great deal is heard from Hazen government speakers in regard to the increased amount of stumpage which has been collected of late years as compared with former times. And, of course, each government man who touches upon this subject is careful to declare that the increase has been due entirely to the superhuman energy and supernatural honesty which characterizes the Crown Land Department since it came under Hazen control. To make such a declaration is part of the Hazen campaign to win favor with the people by making glowing statements. However, there are some interesting facts to be borne in mind in connection with this Crown Land business.

By the Crown Land Department's own figures stumpage was paid in 1907 on 132,000,000 feet of spruce, pine and fir. That was under the former ministry. In 1908, the first year of Hazen rule, the stumpage was paid on 131,000,000 feet or one million ft. less than in 1907. However, in 1909 stumpage was paid on a much greater amount, namely, 173,000,000 feet and in 1910 the amount on which stumpage was paid was 240,000,000 feet. These figures, it should be remembered, are from the department's own reports.

But the Hazen government claims that there was no more timber cut on Crown Lands in 1910 than there was in 1907. The increase of stumpage they say, has been due to an honest collection by the Surveyor General and his officials of all the stumpage due the province. If stumpage could be collected in 1910 on 240,000 feet, without any increase having been made in the cut since 1907 there must be the department's own figures, still be stumpage uncollected not only for 1907, when the former government was in power, but also for 1908 and 1909, when this careful, honest Hazen ministry had the seals of office. Yet the government has made no effort to collect this stumpage which, according to their own figures, is still due the province. Why has nothing been done? These's a reason somewhere.

Is the reason to be found in the fact that under the regulations of this government the size of saw-log has been reduced and many more feet of timber are being cut every year, despite the protestations of the ministers to the contrary? If the reason to be found in the fact that the cutting is being carried on ruthlessly under these new regulations as to the size of the log and the forest wealth of the province, our greatest asset, is being depleted at an alarming rate? Unfortunately, there is every reason for believing that these questions must be answered in the affirmative. There is every reason to believe that the increase of stumpage is not due to any unusual energy on honesty in the Crown Land Department now, but to the dangerous fact that the forests of New Brunswick are being stripped without regard for the future under the present regulations. There is grave danger to the future of the province in this very fact.

It is estimated that there are about 4,000,000 acres of good land for spruce and pine, etc. Each of these acres would probably give about 1,000 feet to the acre while the natural annual growth will be not more than three per cent., according to the figures of expert foresters. By a very easy calculation it will be seen that the natural annual growth of these lands must be less than the number of feet of lumber, 240,000,000 on which the government collected stumpage last year. The situation can be seen at a glance. There is grave danger to this province if the

government adheres to its present plan of allowing small logs to be cut. The Crown Land forests of New Brunswick are the greatest asset of the province. Today we are not merely using the natural yearly growth, which might be called the interest on the inheritance, but we are cutting into the capital when we take more timber off the lands than is reproduced naturally each year. At the present rate a few years hence will see our forests greatly depleted and our income materially lessened. Where will our necessary revenue then come from?

The situation is a serious one. It is one which should make the people of York county eager to protest against the course of the government. The future of the province is being mortgaged to gain a present revenue for the Hazen government. The people must look to the future. The government should be rebuked for its course in respect to this as in respect to so many other things. York county people will have the opportunity next week to register an emphatic protest against this great injury which is being done the province by the policy of the government in regard to our Crown Lands. A vote for Dr. Morehouse will be a vote in favor of the dissipation of our forest wealth and the mortgaging of our future.

THE PEOPLE'S OPPORTUNITY

On Thursday of next week the people of York will vote for or against the construction of the Valley Railway and its operation by the Intercolonial system.

The Valley Railway project will be the great issue in the contest in which Mr. G. F. Burden and Dr. O. R. Morehouse are the candidates. The people by their votes will declare themselves for or against the building of the line.

Will the people by voting for Dr. Morehouse declare themselves in favor of the Hazen-McLeod policy of delay and obstruction or will they by voting for Mr. Burden declare that they are in favor of the construction of the road by the Quebec and New Brunswick Railway Company and its operation when completed as a part of the Intercolonial?

No question of such momentous importance has ever been before the electors of York. It is their own interests that will be at stake.

Yesterday the Dominion Parliament passed a resolution presented by the Minister of Railways, which, in brief, declared that the federal government should be authorized to enter into an agreement to lease and operate the proposed road as a part of the Intercolonial. Despite attempted obstruction by Mr. Crockett of York, and his colleague, Dr. Daniel, of St. John, the resolution was passed.

More than this: When the resolution was passed a bill based upon it was at once introduced and given its first reading. The measure will now be put through the Commons as rapidly as possible that the construction of the road may be brought quickly about.

In a word, the Dominion government stands ready to lease the road when constructed and to operate it for ninety-nine years as a part of the Intercolonial with trunk line connections and the Quebec and New Brunswick Railway Company is prepared to sign a contract with the Hazen government to undertake the building of the line on these terms, giving necessary security for the completion of its contract.

So far Premier Hazen and Hon. Mr. McLeod and their colleagues have shown no evidence of an intention to depart from their attitude of the past, the attitude which has been to block all attempts to give the people a high grade line with trunk connections and operated on a rental basis by the Intercolonial. But the people now have the remedy in their own hands.

Next week the people of York by voting for Mr. Burden, the Opposition candidate, can say that they are in favor of Dominion operation of the proposed line and the acceptance of the Quebec and New Brunswick offer. They can say to Mr. Hazen and Mr. McLeod that they will not tolerate further delay.

They can say the Dominion government has done its part. It has met the Hazen government suggestions. A company stands ready to build the road and the Dominion parliament has sanctioned Dominion operation of the road. The offer must be accepted. The people, whose representatives the Hazen ministers are at the pres-

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COMMITTEE WORK BROKEN BY CAMPAIGN

Public Accounts Committee Did Not Meet To-day Though Sitting was Supposed to be Held.

The government realization that the fight in York County is going to be a desperate one for them is largely disorganizing the work of the House. This morning the Public Accounts Committee was due to meet at 10 o'clock but the government forces are so busy out in the country that the sitting was not called though Hon. Mr. Robinson, the Opposition leader, was in the committee room and Mr. Tweedale, the other

Opposition member of the committee was about the house waiting for the customary summons to the meeting. No notice of any intention not to hold the meeting was given the Opposition leader.

Moreover, the committee will not sit tomorrow though it had been expected that Dr. J. V. Anglin, the superintendent of the Provincial Hospital, would then appear before it. It is now announced that the committee will sit on Thursday morning.

THE CAMPAIGN IN YORK

(Continued from page 1)

He was interrupted once by Mr. Harvey Lawrence of school book fame, but gave him a reply which not only effectively squelched him but greatly delighted the audience.

Mr. Phinney followed with a fighting speech which made a great hit with the audience.

The feeling in Burt's Corner and vicinity is strong against the Hazen government, and Mr. Burden will poll a vote there that will astonish his opponent.

PRESBYTERY WANTS SCOTT ACT

(Continued from page eight)

of the enforcement of the local option laws. Success would never attend municipal enforcement of the act.

The recommendation was adopted as was also one warning children against the dangers attending moving pictures.

The report as a whole was adopted. The Presbytery rose at one o'clock to meet again at 2.30 when the election of commissioners was proceeded with.

WHAT RECIPROCITY MEANS TO WESTERN CANADA

(From the Victoria Times)

If Western Canada is in danger of being made a "backyard to Chicago" and British connection is threatened, by the prospects of the partial removal of the tariff wall between the United States and Canada, the fate of Western Canada and the future of the British Empire on this continent does not rest in the hands of Canadians, but is absolutely at the command of the politicians and people of the United States. All that is necessary for American annexationists to do is to blow up the tariff wall, and the job is accomplished. Canadians, however strong their loyalty would be absolutely helpless in the face of such a coup.

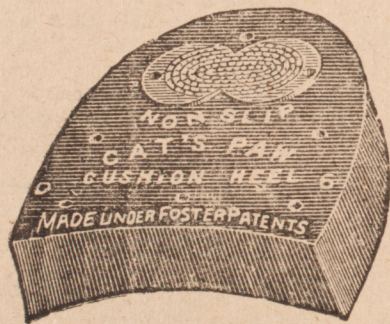
MR. BURDEN'S STAND.
"The people must have a (Valley) road and I will work with them to the utmost of my power to bring about the provision of adequate railway facilities in this St. John Valley."
Mr. George F. Burden, the Opposition candidate, at Lower Prince William on Saturday night.

ent time, must take immediate advantage of the opportunity.

The people of York by their votes can say this to Mr. Hazen. They can say this and thus make clear to the Hazen government that further delay will not be tolerated, that the people must be given the road which can be obtained so easily if Mr. Hazen and Mr. McLeod will but say the word.

It is the people's interests that are at stake. They are masters of the situation. A vote for Mr. Burden is a vote in favor of the construction of the road and its operation by the Dominion of Canada as a part of the Intercolonial for ninety-nine years. The people of York must make their position clear.

Do they want the road? If they do not want the road a vote for Dr. Morehouse will make that perfectly clear.



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THE HARDWARE PEOPLE

DOMINION PARLIAMENT

(Continued from page five)

SANT SURPRISE, MR. GRAHAM ACCEPTED THIS AMENDMENT.

Mr. Graham then offered an amendment to the enacting clause providing that the initial equipment should be by the company, but that after that all future requirements of rolling stock for ninety-nine years should be provided by the Dominion. This amendment was adopted.

THE RESOLUTION AS AMENDED WAS PASSED, AND A BILL ON IT INTRODUCED AND GIVEN ITS FIRST READING. IT WILL BE PUT THROUGH THE SUCCEEDING STEPS AS RAPIDLY AS POSSIBLE SO THE COMPANY MAY AT ONCE SETTLE FOR AID WITH THE PROVINCIAL GOVERNMENT AND CONSTRUCTION OF THE LONG-DESIRED ROAD BE UNDERTAKEN.

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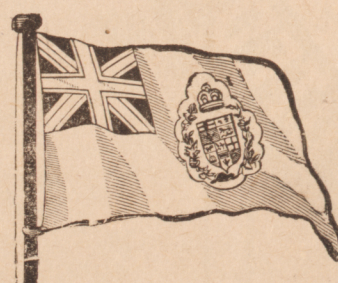
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LOCAL ELECTION

The Liberals of York have secured for the campaign the rooms in the Pitts Building, York Street, formerly occupied by the Fredericton Business College. Open every week day evening. All friends of the party are cordially invited to attend.