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W. K. C. PARLEE, Manager
E. C. MACNUTT, Editor.

DAILY HERALD.

SATURDAY, MARCH 17, 1906

A FORWARD MOVE.

One of the most important measures with which the legislature has to deal this session is the bill introduced in that body Friday by Premier Tweedie with respect to the Crown lands.

The provisions of the bill and the Premier's explanations are given pretty fully elsewhere in the Herald today, and it will be seen that the government policy is one that must commend itself to the whole country.

The preservation of our forests, the great asset of New Brunswick, one which yields enormous returns to the people and the treasury is a matter which concerns every present citizen of the province, and posterity as well, and the government is to be applauded for the bold and promising step it is taking in rendering the property still more valuable, and affording the lumbermen who furnish so much employment to the people to better carry on their great industry.

The measure also proposes steps that it is hoped will lead to a settlement of available agricultural lands and their consequent increase in value.

One of the great difficulties in carrying on lumbering operations in this province is the trouble the operators have of getting their lumber to market. Almost every year millions of lumber is hung because of the lack of water and for this the government propose to seek a remedy.

There are other equally important provisions in the bill, which as we have said is one of the most important introduced in the House for a long time, and which it is believed will have most important results.

The government in this matter as in all others shows itself alive to the public interests, and will receive the hearty commendation of the country for its progressive policy.

MR. HAGGART'S CRITICISMS.

When Hon. John Haggart was the Tory minister of railways, the Intercolonial was permitted to run down to the level of a second rate road. The old gentleman knew little about railways and cared less. He scarcely ever showed himself in the region of the road, which he saw only two or three times from the windows of a rapidly moving train.

The best thing that ever happened the Intercolonial and the country, was when Mr. Haggart was forcibly removed from his position by the people of Canada, but he goes on decrying the road and fault finding with its management.

If Mr. Haggart and a few more of his narrow Ontario Tory friends had their way the Intercolonial would be closed up and sold for old junk, but happily he and they have lost their grip on the public.

The ex-minister was very effectively answered in Parliament by Mr. Logan, who is always ready to stand up firmly for maritime province interests in parliament.

AN UNFORTUNATE INTERJECTION.

Halifax Chronicle.—Hon. John Haggart, whose administration of the Intercolonial is remembered chiefly as a time when the service was starved, the employees poorly paid and the traffic stagnant, was unwise enough to interject a remark about passes during Mr. Emmerson's speech in the Commons.

The public has not forgotten about the "bundles of shingles," as the free trip tickets were known to the manipulators, that were sent from Moncton broadcast to heeled in the territory of the Intercolonial. In the days of the Tories only the Grits paid their fares at election time. Train loads of Tory voters were transported free on passes from one end of the system to the other, and the chief healer in every polling district on the railway line was given a book of blank passes to provide free carriage for the faithful. The times have changed. The pass scandal ended in 1896.

Mr. Hazen and his friends in the legislature will have to explain to the country whether their sudden conversion on the Central railway question was due to honest conviction and regret for their former course, or entirely to the eloquence and persuasive powers of the learned attorney general. When the opposition leader and his helpers were de-

claiming against the Central as a "sink hole," they did not think they would so soon be following Dr. Pugsley's lead against leasing the road for \$21,000. Paul's conversion was scarcely more sudden than that of the opposition's to the splendid possibilities of the Central railway.

The sewerage question is one with which the city council will have to deal very carefully, and it is hoped that no hasty action leading to trouble for the city, will be taken. There is no doubt very strong objections to dumping the sewage into the river at Landowne street, and the sewerage committee have communicated with Engineer Barbour, requesting a conference with him, with a view to varying the sewerage scheme, so that the sewage may not be dumped into the river. The Herald has suggested that some other means of disposing of the sewage should be possible, and it is hoped this may be arranged without involving the city in additional large expense.

An important feature of the crown land bill introduced by Premier Tweedie, is the section by which the government proposes to take control of the rates charged by the boom companies. Investigation into the affairs of one of these corporations doing business on the north shore, showed that it was making excessive profits out of the lumber operators.

Canadians irrespective of party will be glad to learn that the veteran Sir Chas. Tupper, is recovering from his recent serious illness. He is now in his 85th year, and his public career dates back over half a century, when he came into prominence by defeating Hon. Joseph Howe, in Cumberland.

It would be very pleasing to Bishop Casey's many Fredericton friends of all denominations, should he be appointed successor to the late Archbishop O'Brien of Halifax. The feeling of congratulation however, would be tempered by regret at the consequent removal of His Lordship from this province.

Nova Scotia has had nine Lieutenant-Governors since Confederation, three of whom died in government house, namely: Hon. Joseph Howe, on June 1st, 1873; Hon. A. W. McLellan, on June 26th, 1890; Hon. A. G. Jones, on March 15th, 1906.

BILL WITHDRAWN.

Government to Settle Lumber Dispute on the Restigouche.

The promoters and opponents of the bill to amend the act incorporating the Restigouche Boom Company, held a conference with Premier Tweedie this morning, and after much cross firing, practically consented to the withdrawal of the bill. The promoters of the bill are Hon. A. S. White, F. E. Blackhall, Geo. McKee, E. Champion, and A. H. Hilyard, Messrs. W. A. Mott, H. H. Gunter, H. D. Shields, and David Richards, were present on behalf of the William Richards Company.

As the principal features of the bill are embodied in a general act introduced in the legislature yesterday by Premier Tweedie, Hon. Mr. White and his associates concluded that nothing was to be gained by proceeding any further, and consented to its withdrawal.

The corporations committee met in the assembly chamber last evening to hear argument for and against the bill.

Hon. Mr. Tweedie said these boom matters could be best dealt with by the government in a general bill applicable to the whole province. The affairs of this company had been examined into by a commission which found that the boom company was making too much money. That was not a point which the legislature was called on to interfere, but there was the more important matter that the interest of every log owner on the river should be protected. The government had formulated the policy of taking charge of all boom companies in the province, which policy rendered the passage of this Restigouche bill unnecessary.

Hon. A. S. White was glad to hear the Premier's views, though he dissented from some of them. This boom company was incorporated not as a private corporation, but for the general interests of the Restigouche log owners. He suggested the matter stand till today to give opportunity for a conference with the government.

Mr. Hazen understood it was the government's policy to deal with all boom companies, and a bill to that effect is now before the House.

The matter was stood over until this morning, with the result already stated.

"WHAT?"

Remember the Old Kirk, Monday evening, March 19th, when the "Golden Rule" Circle of "The King's Daughters," desirous of raising funds, for a most worthy cause, will entertain in a novel fashion. Price of admission one pound, not sterling, but a pound of any home or foreign commodity available. In return for which a short musical program will be given, followed by the feature of the evening. A genuine auction of the admission fees. Ice cream and home made candy will be for sale during intermission.—d.

PUBLIC ACCOUNTS.

Legislative Committee Examining Expenditures Under the Road Act.

The public accounts committee of the legislature held a lengthy session this morning with all the members present except Premier Tweedie, and went over a batch of accounts in connection with road expenditures in the counties of Albert, Carleton, Charlotte, Gloucester, Kent and Westmorland. The accounts and vouchers were carefully scrutinized, especially by the opposition members of the committee, Messrs. Smith and Morrison, these gentlemen had some criticism to offer, but it was pretty clearly established that the returns submitted under the new highway act are much more complete and satisfactory than prevailed under the old system. The act has only been in force one year, and it would be surprising indeed if some few of the superintendents did not commit some slight errors in making up their returns, but the system is sound, and an improvement is bound to come each year. The government have shown great courage in grappling with the road problem, and the opposition members instead of spending their time in corping criticism, would be better employed if they were to turn to and assist the government in an effort to bring about reform.

The accounts for Gloucester county were pronounced by Chairman Osman to be in excellent condition. Mr. Smith found fault because Frank S. Sharp, road superintendent for the Parish of Grafton, Carleton County, drew \$2 per day for operating the road machine besides his commission. The chairman promised to bring the matter to the notice of the solicitor general.

Mr. Morrison complained because Superintendent Gilliland of King's County was paid by salary instead of by commission.

It was explained by Mr. London, roads in three parishes.

Chairman Osman quoted from the act to show that a superintendent that Mr. Gilliland had charge of the discretion of the chief commissioner.

There was no return for an expenditure of \$550 made by Supt. W. W.

Copp of the Parish of Sackville.

Mr. Copp, M. P. P., was called and explained that on account of his absence from home, the return had not been sent in until after the close of the fiscal year. He was in a position to say that the work had been properly performed and no commission had been deducted.

The committee adjourned at 12.30 to meet on Monday morning.

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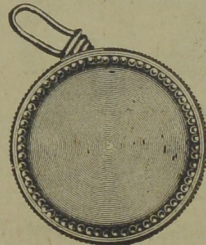
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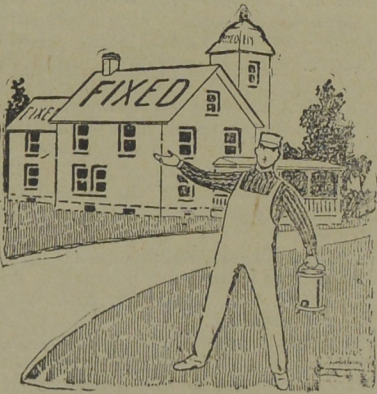
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