

# MEASURE TO PRESERVE THE PUBLIC DOMAIN

## Premier Explains Its Provisions

**Accurate Survey to Be Made as Well as Careful Noting of Soil and Lumber and What it is Fitted For—Experts to Be Employed—Government Also to Regulate All Boom and Stream-driving Companies.**

Fredericton, N. B., March 16.—The house met at 3 o'clock.

Hon. Mr. Sweeney introduced a bill to authorize the city of Moncton to grant certain streets to the majority for the use of the Intercolonial railway. The bill was read a second time on the ground of urgency.

Hon. Mr. Tweedie gave notice of a resolution relative to the Quebec conference of 1902 with respect to better terms for the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and Manitoba.

He said that in view of what was reported to have been said in respect to that matter by Sir Wilfrid Laurier in a recent speech, it might be necessary to press this resolution. He had telegraphed to Ottawa for a copy of Hansard for the purpose of ascertaining just what he did say.

Hon. Mr. Jones introduced a bill to extend exemption of butter and cheese factories from taxation.

Hon. Mr. Pugsley presented the petition of Thomas Malouin for a bill relating to the Intercolonial Railway Company.

Mr. Murray introduced a bill relating to the Maritime Power & Tramway Company.

Hon. Mr. Tweedie introduced a bill relating to the issue of provincial debentures. He explained that it was for the purpose of enabling the province to make a loan of \$100,000.

Hon. Mr. Tweedie introduced a bill to confirm letters supplementary granted to the Grand Falls Power Company. On the ground of urgency it was read a second time.

**More Money to Educate the Blind.**

Hon. Mr. Tweedie introduced a bill to amend the consolidated statutes with reference to the education of the blind. He explained that its object was to increase the allowance from \$75 to \$80.

Mr. Copp presented the petition of Mr. L. Lodge and others for an act to incorporate the Moncton and Gulf Railway Company.

Hon. Mr. Tweedie introduced a bill in reference to certain consolidated school districts. He explained that its object was to extend the time to three years from the opening of the school, instead of three years from the passing of the act.

Hon. Mr. Tweedie introduced a bill for the better preserving and protection of the public domain. He said: "This is the bill which I presented in the budget speech and it is one which I think will meet with the approval of the house. It proposes a better way of taking care of our forest lands, and of securing the value of the land. Also for the laying out of land for settlement. As this is a very important measure, I will read it."

**Bill to Protect Public Domain.**

Whereas the crown timber lands of the province consist of about 10,000,000 acres, and are of great value, and it is desirable in the public interest that all possible measures should be taken for the protection of such lands and to render them of the greatest value to the province.

Be it therefore enacted by the lieutenant-governor and legislative assembly as follows:

1. The lieutenant-governor-in-council is hereby authorized to appoint a sub-committee of the executive council to act with the survey-general in respect to and for the purpose of carrying out the matters herein after provided for, and it shall be the duty of such sub-committee and council with the survey-general and they are hereby authorized to employ the necessary number of competent men who will be charged with the following duties:

(a) To make a complete survey of the crown timber lands of the province, to divide the same into districts, and where necessary to run base lines and other lines which may be necessary to distinguish such districts.

"Every one who knows anything of crown lands will recognize the great necessity of having the lines properly run. In old times when the lands were leased they were leased generally agreed on a conventional line and this process had to go on year after year as disputes were continually arising. When I became survey-general I began having base lines run and I was only restrained by the cost from having all these lines run out. From time to time since then we have been running base lines until a good deal has been accomplished."

"My idea is to have base lines run ten miles apart. In Roddighouse and the areas were run, we found that we possessed many more square miles of land than we had estimated, so that the all-comprehensive survey of the land, the expenses of the survey. Since the twenty-five year leases came into force the lines have been much better run. Mr. Hazen—How much do you estimate the cost of this survey?"

**The Cost About \$20,000.**

Hon. Mr. Tweedie—I think it will cost from \$15,000 to \$20,000 if it were properly the province will be more than compensated. It is only within the last five or six years that our people began to realize what a valuable asset we possess in our forest. I think it will be best to have these lines run as soon as possible. I will now read the remaining subsections of section one.

(b) To classify such lands and make a

thorough and exhaustive report on the same.

(c) To describe as minutely as possible the character and quality of the timber on and in the vicinity of each river and stream, likewise the accessibility of the timber in each section and what requirements are necessary for the improvement of the timber and for the improvement of the driving facilities of such streams.

(d) To report, as to the various streams in the respective sections and also the accessibility of the timber and for the improvement of the timber and for the improvement of the driving facilities of such streams.

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**To Report on Character of the Soil.**

(f) To describe the location and character of the lands deemed for agricultural purposes, distinguishing them from those which may properly be regarded as only or specially suitable for the growing of timber, and if required by the survey-general to make a survey of the soil and to report on the same.

(g) To report as to all or any lands in each of such sections containing timber of under sized or scrubby growth which will not be likely to produce merchantable lumber of the specification provided for by the existing regulations, giving particulars as to the area over which such under sized or scrubby growth extends and the probable quantity of lumber per square mile suitable for pulp wood or other purposes which can be obtained therefrom.

(h) To carefully consider and to report on the relative values of the crown timber lands in each such section held under license at the present time.

**Important Objects.**

It will be seen that these are very important objects, classifying the land, ascertaining the nature of the timber, whether spruce pine or hardwood and its accessibility, things that it is very necessary for us to know. In some districts the quality of the timber is such that it is very difficult to ascertain its value. It is very difficult to ascertain its value. It is very difficult to ascertain its value.

When we see the difficulty and loss that are caused by lumber being hung up it seems to be the duty of the government to take notice of this fact and endeavor to amend it. If I have anything to do with the administration of this law, I will make sure that it is very necessary for us to know. In some districts the quality of the timber is such that it is very difficult to ascertain its value. It is very difficult to ascertain its value. It is very difficult to ascertain its value.

The corporations committee met this morning and agreed to recommend the bill to incorporate the Diguequash, Musquash, Bolton, Palfrey and Lacost Streams and Lakes Driving Company.

The bill relating to the consideration of the compulsory school attendance bill passed the second reading last night for amendment, when progress was reported on the understanding that the bill will come up on Monday next when the manner of bringing the measure into force in the provinces will be considered.

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improvement of streams or otherwise. Such regulations shall provide among other things that all operators upon any such streams shall have the privilege of having an interest in the boom companies, log driving or stream improvement companies. And the lieutenant-governor in council may also in any case extend the privilege of interest in boom companies to any other person who may be charged as will give reasonable compensation for the driving, rafting and boomage of logs, after charging reasonable expenses for the purpose of installing such just and equitable regulations to be made from time to time. In respect of any such companies the lieutenant-governor in council is hereby empowered from time to time as occasion may arise or complaints may be made, to inquire into the management of all boom companies, log driving or stream improvement companies, or other companies having like objects, and if necessary, to appoint commissioners of inquiry, who shall have power to take evidence under oath, and to summon all necessary witnesses.

One of the essential objects and intentions of the regulations made under this act shall be the protection of the rights of small operators as well as those of the larger operators upon such streams. This is a matter which must be taken into account by the government and all persons having interests in getting lumber down a stream should participate in the benefits as well as the cost. The smallest operator should be given an equal chance with the largest.

The tenth section authorizes the lieutenant-governor in council to reserve from settlement or from licensed crown timber lands at or near the head waters of rivers for the purpose of the protection of the water supply.

The eleventh section authorizes the lieutenant-governor in council to make regulations for the protection and preservation of lands which are the property of the province under recent decisions of the privy council. While the 12th section authorizes the surveying and leasing of such lands.

That is the bill which we have prepared for the purpose of protecting the public domain. It has been carefully considered by the government but it is not yet ready to be introduced. We will have it printed and the house will have it to consider.

Mr. King, from the corporations committee, reported favorably on the bill to incorporate the Diguequash, Musquash, Bolton, Palfrey and Lacost Streams and Lakes Driving Company.

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carries with it the right to expropriate lands for the route, etc.

Mr. Hazen—Will the government seek compensation?

Hon. Mr. Pugsley—That question has not yet come up. The bill was agreed to. The railway subsidy bill was then committed. The first section authorizes an extension of the present railway from Cross Creek to the village of Stanley.

Hon. Mr. Tweedie, in reply to Mr. Hazen, said that it was thought best to extend the road five miles further so as to reach certain lumber lands that would make the line more profitable. It would also touch lands fit for settlement purposes. The dominion government has subsidized the road.

Mr. Hazen—My advice is that this extension leaves the road narrower simply leave it in the woods. There will be no passenger traffic, and the road can be constructed for the subsidies.

Hon. Mr. Pugsley—It is the greatest fallacy to say that the road can be built for the subsidies. Even on the prairie lands, which are perfectly level, it costs more than double the amount of the subsidies to build a railway.

The road is now being operated at a loss, and these additional five miles of railway are needed to give it sufficient traffic to keep it open.

Mr. Hazen had been advised that in five years there would be no business on the new section now proposed, and that it would drag down the entire line. His informant was a gentleman in whose judgment he had no doubt, and he believed this subsidy to be a waste of money.

Mr. Whitehead said large delegations of the people of Stanley, the Fredericton city council, board of trade, and the Salvation Army had applied for the subsidy.

Mr. Hill had opposed the original bill on the ground that a road six miles long would be a waste of money. He was now big feeders, could not possibly pay.

Mr. Whitehead—How long is the Milltown branch?

Mr. Hill—it connects with the C. P. R., with the Maine Central, and the general system of American roads, and is therefore a section of the railway.

Hon. Mr. Tweedie said that view was not correct. The mining was done in a hillside, with natural drainage, and the conditions were not favorable to the railway. There are two independent companies operating in Kent county, but unfortunately the railway company and the coal company are in competition in the past, but the road is now running. The Canadian Coal & Mangrove Company spent more than \$400,000 in their operations, and the road was flooded. They are now working new leads. Mining is being done in the hillsides, and the road is now running.

The house in further consideration of the compulsory school attendance bill passed the second reading last night for amendment, when progress was reported on the understanding that the bill will come up on Monday next when the manner of bringing the measure into force in the provinces will be considered.

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# WARM DEBATE ON INTERCOLONIAL

## Haggart Says the Road is Bankrupt and Should Be Got Rid Of.

H. J. LOGAN REPLIES

George W. Fowler Says There is No Sentiment in Canada Against Keeping the Line, But There Are Too Many Employees—Laurier Explains Cabinet Changes.

Ottawa, March 16.—(Special).—When Hon. John Haggart resumed his speech on the Intercolonial Railway today he took strong exception to the carrying of lay free to the farmers of Prince Edward Island. It was done during election time, and he was told some of the facts which he carried to Sydney and then sold in Newfoundland by speculators. This was one of the ways of securing votes for the government. About \$125,000 was expended in this way, making, as the minister said, a loss to the road of \$140,000. The low freight rates were arranged in a rebate was given on Nova Scotia coal 498 tons of coal and the rebate would not have exceeded \$1,000.

In the opinion of Mr. Haggart, parliament alone could give authority for such expenditure. He agreed with the Minister of Finance's statement that the I. C. R. was a bankrupt concern. That was the whole truth of the matter.

Taking up the statement of Sir Thomas Shaughnessy in regard to capital, Mr. Haggart disputed the statement that Mr. Emmerson was following the same principle. There was an amount of \$300,000, as compared with 1896. And it was well known that the general manager, Mr. P. R. system was adopted, would have been charged to revenue. There were two motives which should have gone to revenue. There were \$284,000 charged to capital for strengthening bridges which should have been charged to revenue.

Mr. Haggart declared that the road was a mismanaged concern. All expenditures along the line for everything should be charged to revenue. There should be no capital expenditures. For the past nine years \$240,000 was spent on the I. C. R. It was a political machine and instead of being a public body, it was a political machine. It was a "pack track." The only hope left for the road was that some one outside the maritime provinces should be placed in charge. The road was not a public body, it was a political machine.

He spoke of the road as a sink hole and said \$25,000 could not be got for it, although it cost the country more than \$80,000. He had not much faith in commissions but it was the duty of the government to get the road out of the hands of the present management. Mr. Haggart regretted that Mr. Emmerson was not present.

**H. J. Logan.**

H. J. Logan, in replying to Mr. Haggart, said that at last the people of the maritime provinces found a voice. The opposition in regard to the I. C. R. Mr. Haggart was the mouthpiece of the opposition on railway matters. It was a political machine and instead of being a public body, it was a political machine. It was a "pack track." The only hope left for the road was that some one outside the maritime provinces should be placed in charge. The road was not a public body, it was a political machine.

His reference to the minister of railways was unfortunate. Mr. Emmerson was called away on public business. He was the minister of railways and he was called away on public business. He was the minister of railways and he was called away on public business. He was the minister of railways and he was called away on public business.

Section four extends the time two years for the construction of a line of railway from the St. Francis branch of the TransCanada railway to the Quebec branch. The bill as a whole was agreed to without amendment, as were the bills respecting the education of the blind; and the act to confirm the supplementary letters patent of the Grand Falls Power Company, Ltd.; amending the act respecting the St. Francis branch of the TransCanada railway to the Quebec branch.

The bill to incorporate the Diguequash, Musquash, Bolton, Palfrey and Lacost Streams and Lakes Driving Company was explained by Hon. Mr. Hill, and agreed to. The bill relating to the consideration of the compulsory school attendance bill passed the second reading last night for amendment, when progress was reported on the understanding that the bill will come up on Monday next when the manner of bringing the measure into force in the provinces will be considered.

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# Go West!

The Land Department, The Union Trusts Co. Limited (of Toronto) offer for sale

**Farms and Blocks of Land**

in size to suit purchasers, from 160 acres upwards. Situated On or Near Railways in the Best Wheat Growing Districts of

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**Terms:** You cannot buy elsewhere on anything like such Generous and Helpful Terms.

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Our Company is organized under the auspices of THE INDEPENDENT ORDER OF FORESTERS and managed by F. M. Hodson, late Dominion Live Stock Commissioner.

Write for all particulars to **F. Macleure Sclanders** General Agent, Maritime Provinces, Quebec and St. John, N. B. New England States.

**Sub-Agents Wanted—Good chance for good men.**

range for maritime union the olive branch was held out to them. They joined confederation and one of the terms was the construction of the I. C. R. The low freight rates were arranged in a rebate was given on Nova Scotia coal 498 tons of coal and the rebate would not have exceeded \$1,000.

As far as patronage was concerned, and there was a considerable mileage of the I. C. R. in his constituency, he would be better without it. The road was not a public body, it was a political machine. It was a "pack track." The only hope left for the road was that some one outside the maritime provinces should be placed in charge. The road was not a public body, it was a political machine.

There was an increase of more than \$1,000,000 a year paid to the employees in 1903 as compared with 1896. And it was well known that the general manager, Mr. P. R. system was adopted, would have been charged to revenue. There were two motives which should have gone to revenue. There were \$284,000 charged to capital for strengthening bridges which should have been charged to revenue.

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