

Construction of Valley Railway and Pensions for Teachers Assured

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The increase in the number of agricultural societies throughout the province showed more activity. There are now 87 agricultural societies in the province, an increase of eighteen since last session. He regretted that when Queens county was the home of the Dominion of Agriculture the interest in agricultural societies in that county waned until they were reduced to only two. There were now seven in the county and it seemed that the farmers of Queens had much to hope for.

Regarding horse importations it might, perhaps, be said that he was talking politics if he said too much. Last year horse importations had received much attention at the hands of the gentlemen opposite and probably would again this year, as the importation made since the last session had been about on a par with previous ones. It had cost the province but little and would prove of great assistance to breeding interests. Horse importation in the past have been a big drain on the provincial treasury. The importation last year had been demanded by farmers and breeders, and so was that made this year, and the government is deserving of great credit for the way it saved money to the farmers.

Unfavorable Light.

In making a comparison he regretted it would show a man from his own county of Queens in an unfavorable light. In the last importation of horses made by a former Government, 38 horses had been brought in at a cost to the province of \$145 per head, while recent importations made by the present Government of 61 horses had been accomplished at a cost of only \$30 per head. The results showed that a move in the proper direction had been made by the present management of the Agricultural Department. Horses brought in by the last importation were in every way the equals of those imported by the last Government, but the new administration had wisely adopted a new plan.

Fruit culture had been referred to in the speech, and he regretted that this important branch had been neglected in the past. Credit ought to be given, where due and somebody connected with the Agricultural Department was doing a lot of work. The Commissioner for Agriculture might not be a man who devotes his entire attention to farming, but he was successful in gathering around him in the administration of the affairs of his department, people with good practical ideas for the benefit of farmers. If the commissioner did not himself hoe at least got others hoeing.

Great Possibilities.

There were great possibilities in New Brunswick as a fruit growing country and if the farmers were shown that it was the best place in Canada to grow fruit, the one who succeeded in getting them interested would be doing a very great service. It was gratifying to know of honors won by New Brunswick fruit at the recent show of the Royal Horticultural Society in London was sure to please to say that much of the credit for this great showing was due to a Queens county man, who has been well known throughout the province for years, and now had stronger than ever put forward the St. John valley as a fruit growing country. Mr. S. L. Peters.

Both sides of the House, would, he knew, be glad to learn that a horticulturist, who had taken high honors at Guelph College, had been brought from Ontario, and it is believed that as a result of the work which Mr. Turner had estimated there would be a notable impetus in fruit growing in the province.

Potato Markets.

Mr. Woods said that great credit was due to somebody for the present situation of the potato trade in this province. If an outlet for the potato crop in the shape of a new market had not been established, the farmers would not be getting more than twenty-five or thirty cents a barrel for their potatoes. Ontario and Quebec markets were overstocked and the potato market had been in similar condition. The opening up and development of the Cuban market for New Brunswick by shipping through the assistance rendered by the Government, had saved the situation.

Much credit was due to shippers who had found the market and had led the Government to assist in the opening up and developing which the Government had very wisely done. The result had been that according to the figures of the Agricultural Department 25,221 barrels of potatoes had been shipped to Cuba up to within a few days ago. If these shipments had been put on any other market the result would have been disastrous, but owing to the work of shippers and the establishment by the Government of warehouses in St. John and Havre, the local market had been kept in satisfactory condition. It was true that an official of the Federal Government in Cuba had rendered some assistance in the development of the market there, and certain portion of the press was inclined to give him all the credit whereas perhaps a comparatively small portion was all that was due him. However, he believed that all such questions as this should be kept out of politics.

Immigration.

The Immigration Department had done wonderful work under the energetic management of Mr. A. R. Wilson. In the past year three hundred people had been brought to the province, and it had proved a good start on a foundation of the right kind. Three thousand people out of a large number secured a better start than had been secured by any other body that offered, but only the better kind were wanted. The number included many domestic and their arrival had helped in solving the servant problem which was pressing so seriously on the minds of the people of the province.

The forests were one of our great assets and any measure to protect them even better than at present, should have the support of both sides of the House. The Canadian Forestry Association would be meeting here next week and it was hoped that general interest would be excited by the people of the province. It was regrettable that there was such a very small attendance at a recent meeting in St. John when an address on the subject of forestry was to be delivered. The people of St. John often did not take an interest in things which they felt were outside their own sphere, but if the forests were properly preserved and there were less fires there would be more money in the provincial treasury in the end.

Fishery Awards.

The matter of fishery awards was so old a question that he would not say that for somebody else to talk about. All were glad of money saved the people of the province on the prices which they now paid for their fish, books compared with the prices which used to be charged and it showed evidence of wise administration on the part of the government.

The development of the mineral resources of the province should be pushed as far as possible. The mining of this country was really for further development and that this in the northern part of the province recently had met with such grand success. There was a portion of Queens county where development had not been undertaken to the extent that it should have but the fact was that the development possible there depended upon better transportation facilities. It was to be hoped that the government would be able to find some way to build 28 miles of railway from these coal mines to Fredericton and thus develop a country which had so long been in need of better transportation facilities. The mines there would never be developed until there was a better outlet than at Norton.

The Highway Act.

Referring to the highway act, Mr. Woods said that it had already brought about great improvement and there could be no better evidence than the state of the roads. There had been rain and freshets from haying time until late in the fall last season, and it had been a hard season on the roads in the country. At the meeting of the Queens county council the opinion had been expressed by speakers representing the people that the Highway Act of 1905 had been a great boon to the people to have the Highway Act of 1905 as a basis for the act of 1907, and that the act of 1907 was a great boon to the people to have the Highway Act of 1907 as a basis for the act of 1909, and that the act of 1909 was a great boon to the people to have the Highway Act of 1909 as a basis for the act of 1910, and that the act of 1910 was a great boon to the people to have the Highway Act of 1910 as a basis for the act of 1911, and that the act of 1911 was a great boon to the people to have the Highway Act of 1911 as a basis for the act of 1912, and that the act of 1912 was a great boon to the people to have the Highway Act of 1912 as a basis for the act of 1913, and that the act of 1913 was a great boon to the people to have the Highway Act of 1913 as a basis for the act of 1914, and that the act of 1914 was a great 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