Boyard, Elgin; R. J. Foley, W. J. ...mith and C. S. Williams, St. John; D. ... Cowie, Upper Blackville.

Chatham, N. B., March 19—(Special)—...he Provincial Grand Lodge, L. O. L., ...pects to finish its work some time to-...ght.

After the usual opening ceremonies and ...e appointment of the usual committees, ...e grand master read his annual message. ...e said in part:

"For seven decades this right worship-...l grand lodge of New Brunswick has ...ld its annual sessions without a break, ...d never in the history of the onward ...ovements of the years has this grand ...dge failed to report an increase in num-...rs and an advance in influence. It is ...deed a most fascinating study to follow ...e history-making experiences of this ...eat order. The child of seventy years ...s outgrown the childhood period, has ...stepped the boyhood age, has gathered ...ever-increasing momentum until today ...stands clothed with all the dignity and ...rength of a noble manhood, unimpaired ...its powers, mightier by far in its in-...ence, and united to a man in its policy. ...e contributing causes to this greatness ...e not hard to locate. We stand today ...we have ever stood for that 'righteous-...ss which exalteth a nation.'

"The very success which has attended ...a phenomenal way the seventy years ...our existence as a grand lodge, is in ...elf a trumpet call of the Lord of all ...e nations to watchfulness, faithfulness, ...d the putting forth of greater endeavor, ...all to the resistance of prevailing evils, ...the holding of precious property, a call ...the discharge of a duty which can only ...realized when the Saviour shall be-...me absolute Lord of all men.

"Orangemen should not only strive to at-...n to the ideals of our illustrious order ...t keep these ideals free from the con-...minating touch of error. In addressing ...e representatives of this grand body it ...realized that we are speaking to a ...hty constituency entrusted with great ...sponsibility. If you ask what is that re-...nsibility I hasten to answer: The safe-...rding and safekeeping of Christian ...th. Following the injunction of the ...at book, now open on the altar before ...we are to hold fast that which we ...ve.'"

The grand master traced the true rela-...n of man to his Maker, to his king ...d country.

"The matter of extending the order was ...er lost sight of during the two years ...uired of your grand master. It has ...n a growing time, nothing short of ...enomenal has been the growth of the ...er. It is a matter for special satisfac-...n that we are able to count the in-...ase by thousands. This fact, added to ...fact that in all Canada we have a force ...l night the half-million mark, makes ...order a mighty power that must be ...koned with."

The meeting of the sovereign grand body ...Fredericton was alluded to. The cent-...committee for all Canada was referred ...and New Brunswick was urged to keep ...representation strong on that commit-...

The next session of the sovereign ...d lodge was referred to and all quali-...members were urged to attend, if pos-...e.

The grand master, in his address, strong-...urged the appointment of a field agent ...a stated salary to push the work of ...her organization. This was most en-...siastically received.

...he Orange Mutual Benefit Association ...urged upon the larger sympathies of ...grand brotherhood. It was specially ...ed that the grand lodge adopt a new ...cy in creating life members of the ...d body. It was also urged that the ...d lodge assert its right to cancel the ...bership of any member who might ...tinue to abuse the privileges of mem-...ship. The concluding sentences were ... of enthusiasm and thoroughly opti-...tic.

...t today's session it was decided to set ...rt a substantial fund for the further-...e of the order. It was also agreed that ...organizer should be obtained in con-...nity with the grand secretary's recom-...dation.

...he election of officers will be held to-...t, and it is stated that Dr. Wallace ... strong candidate for teh grand mas-... seat.

...mong other business today was the ...g of $150 towards the Orange Orphan-...at Picton (Ont.)

...onsiderable discussion took place on ... advisability of establishing a provin-... orphanage, but it was felt that time ... not ripe for such a project here, ...gh the opinion of the meeting showed ... the feeling was strong, and that it ...d eventually materialize.

...he committee of correspondence report-...sixty-eight deaths during the year.

Naval Notes

(Manitoba Free Press).

...we are ever to have a Canadian navy, ...not time to make a start?

...is pretty sad—is it not —to learn, on ...Churchill's authority, that there are ...competent steel riveters in Canada.

...e prospects are that, before this naval ... is over, we shall find out how many ...dians there are in Canada.

...lias Mr. Churchill does not know ...t the mechanical and engineering skill ...Canadians and the resources of this ...try would make a large book.

...r. Churchill's idea appears to be that ...e Australians are fit persons to be en-...ed with the responsibility of provid-...their own naval defence we Canadians ...still colonials in spirit and in capacity.

...r. Churchill, of course, has drawn up-...he extensive knowledge of Canada and ...dian affairs which he acquired during ...elebrated lecture trip through Can-...immediately after the Boer war.

...nservatives say that their naval pol-...s cheaper than that of the Liberals. ... cheaper—in more ways than one, ... however, is a question, not of money, ...of national self-respect.

ABE MARTIN

...e good thing about th' high cost o' ...—ther haint as many folks droppin' ... after a hearty meal. When the pust-...rings th' bell these days you don't ... whether you're goin' t' git a nice ...letter from an' old friend er a sack ...' parsnips from a relative.

AGRICULTURE

The Cultivation of Alfalfa—It is Becoming Popular in New Brunswick, But Success Follows Only Persistent Effort and Close Attention—A Valuable Feed.

Alfalfa is becoming increasingly popular in the province of New Brunswick. During the "Better Farming Special" tour through the province last June there were more questions asked respecting the successful management of this crop than of any other crop. Farmers everywhere on the itinerary had given alfalfa a trial, many reported success and satisfaction, while quite as many or more reported failure and disappointment. And yet this is to be expected with any crop which is not native and calls for acclimatization. Success cannot be expected with one effort or even two, especially with a plant of such exactitude. Notwithstanding the failures the writer found alfalfa being grown and used as a general farm crop in every part of New Brunswick. In the south in Sussex it grew in great luxuriance, even a fine quality of seed had been produced by W. J. MacDougall; in the central at Fredericton and north central and eastern at Chatham crops of many years' standing still gave promise of a fair cut of fodder; in the north at Dalhousie Jct. and other points along the Bay of Chaleur, dairymen were making extensive use of it as a soiling and fodder crop. This, however, is not a matter of great surprise, when we remember that the native habitat of alfalfa is extremely varied in respect to soil and climatic conditions. For explorations into the far north of Asia have revealed the fact that alfalfa in the wild and semi-wild state grows in great profusion under extreme cold, moist or even desert conditions.

Alfalfa scarcely needs any introduction; its commendable qualities are pretty thoroughly appreciated by all readers of The Telegraph. I can quote no better authority than J. H. Grisdale where he says: "It is as a feed for dairy cattle that we most value the alfalfa crop. (1) As a soiling crop; (2) as a hay crop; (3) as a substitute for meal. We can get from two to three times as much value for soiling from an acre of alfalfa as from an acre of any other crop. One of our neighbors who keeps a large number of dairy cattle says he would rather do away with any other crop he grows than alfalfa."

"We have fed it as a substitute for meal. In some carefully conducted tests we fed alfalfa against bran, pound for pound for two months, changing the two lots of cows, first to one feed and then to the other. We found that the alfalfa fed cows gave just as much milk and kept in just as good condition as when being fed bran. This gives an idea of the value of alfalfa."

"When we can harvest two and one-half to five tons of alfalfa and sometimes six tons to the acre, when we consider that alfalfa is one of the cheapest crops to produce and then compare it with bran at $20 or more a ton, we have an additional appreciation of the value of this crop."

The difficulties in the growing of alfalfa arise from a lack of knowledge of its requirements. This is, of course, only natural to expect of a crop so comparatively new and untried, even in the Dominion of Canada as a whole. Very few provinces of the dominion are growing alfalfa successfully on a scale commensurate with its real worth, owing primarily to the lack of understanding of the likes and dislikes of the crop.

In Quebec alfalfa is still in the experimental stages. Throughout the province fair success has accrued careful experimentation. It is being grown with a fair measure of success 150 miles north of the city of Quebec. At the Macdonald College four years of patient experiment prove conclusively that alfalfa if properly understood can be grown with greatest success. Here three cuttings have been secured annually. In all cases it has been made into hay with a few exceptions when inclemency of the weather precluded. Our experience emphatically demonstrates that careful attention to details in the matter of selection of, location soil, seed and preparation of soil becomes imperative.

The following deductions have been made as a result of four years' experiments at Macdonald College, and may assist farmers in the province of New Brunswick if judiciously observed.

Any land, free from acid, moderately rich and well drained, whether naturally or artificially, is suitable for growing alfalfa.

Grass and weeds are alfalfa's worst enemies, therefore seed down after a hoed crop.

Plow to a good depth in fall, and in early spring give the land an occasional stroke with the harrow to prevent the formation of a crust, kill germinating weeds and conserve moisture.

Excellent results have been obtained from the use of barnyard manure. If applied during the winter or early spring, turn under with a light furrow, or incorporate with the soil by means of a disc.

Alfalfa is a delicate plant in the early stages of its growth, therefore the seed bed must be especially well prepared—fine on top and firm below is the condition sought.

Seed broadcast about the middle of May at the rate of 25 pounds per acre of Grim alfalfa seed preferably, if not obtainable, Turkestan. Seed may be obtained from any of the large seed merchants in Montreal, or reliable local seedmen.

Inoculate all seed. A twenty-five cent bottle of nitro-culture is sufficient for a bushel and may be obtained with full directions from the Department of Bacteriology, O. A. C. Guelph (Ont.), or from the Department of Bacteriology, Macdonald College, Quebec.

A nurse crop of beardless barley sown at the rate of three pecks per acre will hold weeds in check, protect the young alfalfa plants from the direct rays of the sun and will yield a fair return in grain without injuring the alfalfa, provided it is cut as soon as ripe and the shoots not allowed to stand any considerable time on the land.

Allow subsequent growth of alfalfa no matter how heavy to freeze down. While valuable as pasturage, it is much more valuable as a protection to the roots.

In the spring, cut as soon as one-twentieth of the plants are in bloom, or if the season is wet and blossoming is delayed, cut as soon as new shoots appear at the crown.

If the leaf-spot injures second crop, cut at once, even if plants are not over four inches high. This will insure at least one more cutting, whereas if left uncut, very poor second crop will be secured.

When blue grass or couch gets a foothold the disc cultivator will be found to be very valuable in holding the grass in check and in thickening the stand of alfalfa. It cannot, however, be used safely on a stand under two years old.

Late summer seeding, without a nurse crop, on well prepared land, has given excellent returns, but where land is in poor heart has given poorest returns of the many systems tried.

Not lack of fertility, but lack of proper preparation of soil, is the prime cause for numerous failures to maintain a stand of alfalfa in the province of Quebec. This is evidenced by the fact that the majority of fields are choked out by couch or blue grass by the end of the second year. The stand was lost because the young plants have not been given a fighting chance early in life.

Do not attempt a large area until by experience you have become thoroughly familiar with the likes and dislikes of the alfalfa crop.

G. H. C.

ST. JOHN WILL BENEFIT BY STREET RAILWAY FIGHT

Extensions in the Suburbs Will Be Ordered by Legislation Whoever Wins—Public Accounts Criticism Mild.

Fredericton, March 18—The fate of the Suburban Street Railway bill is still undecided. The corporations committee sat all the morning and arrived at no conclusion. A subcommittee was appointed to further consider the measure, but the St. John railway is very ably represented on the committee, and the friends of the suburban bill seem discouraged at the most determined opposition they are meeting with in high quarters.

In the public accounts committee this morning the account of H. M. Blair, secretary of the public works department in connection with the Birmingham road investigation was looked into.

Mr. Black brought up the matter. It seems that he had in some way heard that Birmingham had paid in more than $400 to the receiver-general but only two amounts appeared in the public accounts, one for $217, which the auditor-general said was a refund by Mr. Birmingham for moneys retained by him in connection with his road work and the other $97 which, in the auditor's account, is termed "refund expenses, Birmingham road money." These two amounts total $214 and the amount paid by Mr. Birmingham was $464.

Mr. Blair explained that he had received $150 for his services and the auditor-general said that that amount was not entered either on the debit or credit side of the public accounts.

Mr. Black asked: "Why not; why should this money be paid to Mr. Blair when he is secretary of the department and in the employ of the government?"

Mr. Blair explained further trat M. L. Hayward was appointed commissioner to investigate the Birmingham matter and that he summoned him as secretary of the department to give evidence. He went there as a witness but he was instructed by the government to conduct the case and being away four different times from the office, his work got in arrears and he had to work overtime to catch up with it. He was allowed $150 by the department for his services in conducting the case and Mr. Birmingham had to pay that amount as well as the other expenses before the government would settle with him.

Mr. Black said he was quite satisfied with the explanation and chairman Pinder did not have anything to say.

Another incident that was inquired into by Mr. Black concerned the payment of $1,000 to Father Cormier which item appeared in school book account for a "manuscript of elementary history of Canada." Nobody on the committee seemed to know much about this. Chairman Pinder said that Father Cormier simply translated the English edition to the French and then he inquired of Mr. Allain, a French Acadian member present, if he knew. Mr. Allain said that he did not.

Mr. Jones said that the money was paid for a manuscript, with a slight accent on the word manuscript. Then Mr. Allain interposed that Father Cormier was supposed to be the author of it.

Chairman Pinder "I don't think it."

Mr. Black "We had better find out about it as there are sure to be questions asked."

If Mr. Black had turned to page 51 of the account he would have seen an item under the heading of "Education Contingencies" as follows:—"A. J. Uppval, translating and revising manuscript of elementary history of Canada $50." That would look as though Uppvall, who by the way is a German professor in the university, had the pleasure of translating and revising the work of a French author into English.

The truth about this account of Father Cormier's could probably have been easily learned by Mr. Black from some of the friends of Father Borgeois in Westmorland or Kent County. Father Bourgeois is a well known scholar and a historian. He has had a large history of Canada used in the French schools and his friends say condensed it as an elementary history and Father Cormier simply acted as his broker in his negotiations with the government.

Before adjournment the committee rushed through all items in the auditor-general's report and resolved that it was very satisfactory and appointed a committee to prepare a report for submission to the house.

MISSING CALAIS MAN FOUND DROWNED

St. Stephen, March 19—(Special)—The body of George Johnson, who has been missing from Calais since Tuesday, March 4th, was found today about one mile below here in the St. Croix river. When found his mittens were on his hands and it is probable that he accidentally fell into the river from one of the wharves, as he was last seen near the public landing. He was a son of William Johnson, of Dewolfe, ten miles from town, and was aged about 35 years. He leaves a widow, two daughters and two sons.

TWO CHANGES IN CROWN LAND BILL

North Shore Members Think Small Operators Are Not Treated Fairly

RAILWAY TAXATION

Government Takes Authority to Raise More Revenue at an Opportune Time — Probate Fees on Small Estates Reduced—Suburban Street Railway Bill Up Today.

Fredericton, N. B., March 18—The most important of the government measures considered in the legislature today was that relating to the crown lands and the extension for the lumber leases. Before it passed the committee stage there were some minor amendments submitted by the premier, and one which makes it possible for a saw mill license to be substituted for a pulp and paper mill license and vice versa.

Mr. Stewart, of Gloucester, tried to have an amendment passed which would enable the governor-in-council to make the pulp and paper mill license good for forty years with an extension of ten years, instead of thirty and twenty, but he and the seconder, Mr. Hachey, withdrew their motion upon the suggestion of the premier, who frankly told them that he had been reluctant to make the lease as long as thirty years.

Messrs. J. L. Stewart and Swim were not willing to withdraw their amendment which asked that twenty-five per cent of the holdings of those operators with over 100 square miles under lease, should be divided among the small operators. They were unfortunate that 6 o'clock had almost arrived when they challenged this section of the measure. The house continued in session after the usual hour of adjournment and listened to their plea for justice to the small operator, but the premier could not give them anything more than his sympathy, and asked them not to press their amendment.

Both Stewart and Swim were in a difficult position. They did not wish to oppose the measure in any particular save this section and they disclaimed any antagonism to the large operators, but it was evident that they had to stand by the small operators, whose support had elected them. So their amendment went to a vote and was, of course lost.

As a caucus was on the boards for later in the evening, the bill passed its second reading before adjournment.

Railway Taxation Deferred.

The premier made it clear that there would be no taxation of railways this year but the disability imposed by the Act of 1870 which exempted railways from taxation, was removed and now it is possible for taxes to be levied on railways and their property. The rate of taxation will be fixed by the governor-in-council, and approved by the legislature. It was shown in the discussion that New Brunswick and Nova Scotia are the only provinces in the dominion that do not have a revenue from railway taxes. In Prince Edward Island the only railway is that of the federal government, which cannot be taxed.

The suggestion of Mr. Slipp that the acts of the legislature should be printed earlier than they have been met with much approval.

The legislature will not prorogue tomorrow. The Highway Act has not been considered yet and the street railway bills are not yet out of the corporations committee. The sub-committee appointed to consider the suburban bill are Premier Flemming, Hon. Messrs. Grimmer and Murray and Messrs. Baxter and Grannan. They are in session this evening and will report to the corporations committee in the morning.

Tonight the principals connected with the Suburban Street Railway arrived on the scene and will, it is understood, make their position clear as to their intentions to construct a railway. They are John R. Graham and Mr. Cushman with J. M. Robinson, Percy Thomson, H. P. Robinson and their solicitor, J. King Hazen. It is not probable that they will have an opportunity to meet the committee tonight, but there is no doubt of their sincerity, earnestness and willingness to proceed with the construction of the road at once if given an opportunity to do so.

Friction Over Highway Act.

The government members are in caucus again tonight, and it is understood that the new highway act is undergoing a searching examination. Many of the members are not satisfied with it, but the people are not to be enlightened as to what their opinions are, as they are protesting in caucus. That has been the policy with all of the measures this session. Instead of being thrashed out on the floors of the house, they are debated in private and when in committee there is not a murmur of dissent.

The objections to the highway act are coming thick and fast from those members who had a chance to talk with their constituents during the week-end. The county councillors upon the old highway boards do not relish the want of confidence shown in them by the new act, and the frank remarks of Hon. Mr. Morrissy, when he introduced the bill, did not help matters any.

County Secretary Kelley is here today, and made a proposal that the city and county of St. John should levy a tax upon automobiles owned in those districts. Premier Flemming did not favor the suggestion.

T. P. Regan, president of the Auto Association is here tonight in the interest of good roads, and will endeavor to see some members of the government tomorrow.

Bills Introduced.

Fredericton, March 18—The house met at 3 o'clock.

Hon. Mr. Flemming introduced a bill to authorize the grant of certain lands for military purposes. He explained that the bill provided for conveying of an area to the department of militia and defence for the purposes of establishing a military training ground. The matter was not entirely settled as yet, but he believed it would be wise to make provision for transfer, as it would likely be completed within a short time. Should a sale take place provision is made that the amount received should be deposited in the crown land sinking fund. It was proposed to dispose of a tract of land between Fredericton and Chatham on the Intercolonial, near McGlyney Junction and also a tract on the G. T. P. At this training ground not only the militia of New Brunswick but various companies of infantry, cavalry and engineers of the maritime provinces would meet annually for drill. There would be a great deal of expenditure in the preparation of the grounds for this purpose but a greater advantage would be the amount spent annually in connection with annual drill of the militia of the maritime provinces.

Hon. Mr. Flemming introduced a bill to amend the act amending the general mining act.

The house went into committee with Mr. Dickson (Albert) in the chair, and agreed to a bill to amend the towns incorporation act 1903. Hon. Mr. Grimmer explained that provision was made in the bill for the removal of buildings or erections on dangerous places.

Hon. Mr. Grimmer said that the provincial secretary in his budget speech had said that a bill would be introduced which would lighten the burden on smaller estates in the probate court. The concluding portion of this bill reduced the fees chargeable to small estates. Heretofore judges of probate court in addition to the regular fee had other fees which added considerably to the charges upon small estates. Under this bill the fees were as follows: Where the probate value of an estate does not exceed $250 the fee shall be $1.50 ;over $250 and not exceeding $500, $3; over $500 and not exceeding $750, $4; over 750 and under $1,000, $5; $1,000, $10. The object was to make it easier for small estates.

The committee then took up consideration of a bill to amend the game act.

Hon. Mr. Flemming, replying to Dr. Morehouse, said that pamphlets were to be sent out when the bill becomes law would have changes most carefully noted and printed in red ink.

The bill was agreed to, as amended.

The committee then went into consideration of the bill respecting the taxation of property of railway companies.

Hon. Mr. Flemming said that the bill provided for the amendment of an act passed in 1870 which prevented the taxation of railway companies by either provincial or any municipality in the province. He had no announcement to make in regard to the proposal of taxation, but he thought that the time had arrived when the disability of the province to tax railway companies should be removed.

With the exception of Nova Scotia and New Brunswick railways were taxed in all provinces of Canada. While Prince Edward Island had but one railway, that was a government-owned system and therefore not subject to taxation. The principle of taxation was recognized as sound in these provinces, and he desired to point out that Ontario received a revenue reaching near $1,000,000 from direct taxation of railways, while two railways in the province contributed over $100,000 each as taxation. He was not saying that it was the policy of the government to introduce anything of this kind in New Brunswick, but he thought it desirable that the disability to tax railways should be removed so that if it was decided to take such steps in the future, the authority of the legislature would be given.

Mr. Black asked if it was the intention of the government to tax all railways of the province not under government control.

Hon. Mr. Flemming said that the government would be given that power under the provisions of the bill.

Mr. Black said that he hoped the government would put the taxation on railways into effect, as it appeared to him that railways were not paying their fair share of the taxation of the province. Moreover the railway companies were perhaps getting a greater revenue from the prosperity of the province than any other branch of industry.

Mr. Stewart (Northumberland), asked if it would not be proper that taxation should be fixed by statute of this legislature instead of by order of lieutenant governor in council. It seemed to him that too much power was being given to the lieutenant governor-in-council.

Hon. Mr. Flemming said that he could see force of argument of his hon. friend from Northumberland, and he had no objection to adding an amendment that rules and regulations as the manner of imposing the taxation for enforcing the payment of the same should be subject to the approval of the legislative assembly.

Hon. Mr. Flemming, replying to Mr. Carter, said that in all other provinces the taxation on railways was fixed by statute. In Ontario, speaking from memory, he thought the tax was based on so much per mile for each mile of railway in actual operation. Manitoba based a tax on percentage of earnings. Alberta figured it on one per cent of the value of property of railways, figured at $20,000 per mile, while in Saskatchewan the tax was figured on a percentage of gross earnings.

The bill was agreed to with amendments.

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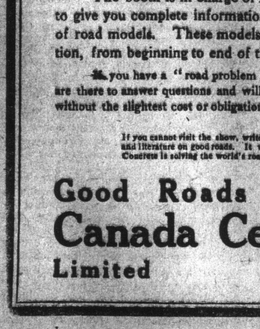
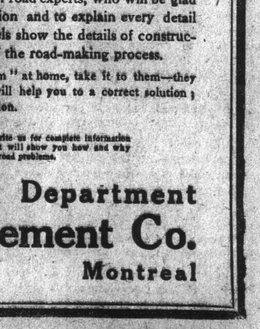


An all-too-common condition



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