

SOME MORE FACTS ABOUT PATRIOTIC POTATO BUSINESS

Fredericton, N. B., April 4.—How does Premier Murray minister of agriculture explain the restoration, refund, or re-advance of the money expended by the province for patriotic potatoes? This amount of the total has somewhat mysteriously been returned to the province...

NOTE AND COMMENT

Perhaps J. Wesley Allison is standing on his rights and will only come to Ottawa if a special train is sent for him—Ottawa Citizen.

Sir Sam supplied him with all the special trains he asked for in the good old days; there should be no trouble about just one more.

The resignation of Mr. Irving R. Todd, president of the St. John & Quebec Railway Company, has never been explained by the local government. A frank statement of this matter ought to be of benefit just now, when the future of the enterprise is under debate.

The case of Mr. A. J. H. Stewart, M. P., is once more in the public eye, because of certain bold words of the Standard, which says darkly that within a few days "the province will have ample evidence that Premier Clarke has had Mr. Stewart's case in mind."

It is now explained on behalf of the local government that the New Valley Railway plans became necessary because the Grand Trunk Pacific is not going to operate the National Transcontinental. This is odd. Only a few days ago it was officially explained that the reason for the new route was that a bridge across the St. John River at or near The Mistake was impracticable.

There will be other explanations later. Gradually we may learn why the public was humbugged so long by assurances about the eastern route, even for months after it was known to a few that the western plan had been decided upon. These "explanations" are election talk. There is no likelihood of early construction by any route.

The Standard now features a Valley Railway meeting at which the Welsford route was advocated. Perhaps one of the advantages of abandoning the plans sanctioned by the Legislature is that many communities can now be promised that they will have the railroad at their doors. A weak spot in such promises is that most of the pledges given during the last six years in connection with the Valley Railway are known to have been violated.

The Tocain. Beat, drums and send your throbbing sounds. Through all the land, till surging bonds. The blood that sires bequeathed to sons. The mingled stream that pulsing runs. In yells from lands of Fleur-de-Lis, Rose, Shamrock, Thistle (potatoes), Bound fast in mighty unity. Beat, drums, beat!

Sing, bugles, over vale and hill. Till through the land your echoes thrill. And rouse in sons those slumbering fires. Which erstwhile blazed in patriot sires; That giant sons, their Mother's boast, Shall through their strength against tyrant's host. And drive the hordes from Freedom's coast; Sing, bugles, sing!

Beat, drums! blow, bugles! sound the call. Till flocking from cot and hall. From factory, farm and hamlet of L Acadie. The Lion's brood that, unafraid, Will stand to block the tyrant's path. Will face, unflinching, tyrant's wrath. And heed his blight with Freedom's torch. Beat, drums! and, bugles, sing! H. L. MANKS

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Much Talk But No Explanation Matters in Legislature

Hon. Mr. Murray on the Potato Business. Matters in Legislature. Some More Interesting Letters—Further Notices of Inquiry—Nurses' Bill and Other Legislation.

Fredericton, April 5.—Hon. Mr. Murray, acting premier and minister of agriculture, spoke on a question of privilege this afternoon with reference to some comments in The Telegraph concerning information that he had brought down in the house last session which was utterly disproved by correspondence laid upon the table this session.

Mr. Murray attempted to make out that a person charged with procuring the transaction had been made against him and gave a somewhat passionate denial to such a suggestion. The public, of course, knows that no such thing was transpiring.

But Mr. Murray not only gave B. Frank Smith an authority to make drafts on September 16, 1914, but another authority five days later was sent to the bank giving Smith "carte blanche" and telling the bank manager to accept Smith's drafts until he advised him otherwise. Here is the matter—a letter that is now on the table of the house was then, when Mr. Murray asked the question at this session and here it is.

Dear Sir, Mr. B. F. Smith advises me that he has now shipped thirty-five (35) cars of potatoes as specified in your order of recent date. You may continue accepting invoices, which are accompanied by bill of lading from Mr. Smith and will accept the drafts hereon until I advise you otherwise. I am writing Mr. Smith today asking that drafts be made at (10) days so that will give ample time for arrival cars at St. John and the necessary inspection.

I am, yours very truly, J. B. DAGGETT, Secretary for Agriculture. This is the official document and it clinches the matter. Hon. Mr. Murray said that when Mr. Daggett came out of the hospital the information would be given, but although Mr. Daggett was under treatment while the legislature was in session he was able to resume his duties quite soon after the house closed.

The charge that Hon. Mr. Murray kept back information is a serious one but it is borne out by the fact that an important series of questions were set down to be answered Saturday, May 1. The house did not sit on Saturday, as was anticipated, but resumed work on Tuesday, May 4. Still the replies were not forthcoming nor were they on the following day. The questions which they concerned the sale of about 3,000 barrels of potatoes in Cuba. These were a part of the "surplus" potatoes of which there are supposed to have been about 14,000 barrels, less what were used as rotten or condemned. As there were some 68,000 barrels purchased altogether, the surplus and rotten and condemned tubers—less than two per cent, the minister said—would still be a considerable amount. This lot of about 3,000 barrels, said Cuba, brought \$1.50 per barrel gross and the cost, insurance and freight had to be deducted from that price.

Questions have been asked again and again as to how many were disposed of in St. John, and how many in Cuba, and at what prices, but no definite information has been given, and the entire matter is found in the auditor's report of this year: "Received from sales of potatoes cetera, \$32,961.89."

Where did this money come from? NEW BRUNSWICK AVERAGES IN CROP YIELDS FAR ABOVE THOSE OF U. S. When it comes to raising wheat, the little province of New Brunswick can trim its big neighbor to a standstill. The crop summary for the United States for 1915 shows the average yield per acre on wheat was 16.8 bushels, while New Brunswick ran the average up to 31.4 bushels, according to the 1915 crop report. In buckwheat, New Brunswick led in 1915 with an average of 25.1 bushels, while that of the United States was 19.8. New Brunswick did even bigger things in potatoes, the average being 204.4 bushels, while that of the United States was 109.5 bushels. The turnip average in this province last year was 460.1 bushels; no estimate given of the United States yield. In oats, the United States led slightly, the New Brunswick yield being 31.4 bushels, United States, 37.8.

MEANS RELIEF FOR MOLASSES IMPORTERS Good news for molasses importers and consumers is contained in a recent announcement by Sir George E. Foster, minister of trade and commerce. Owing to the impossibility of securing schooners to bring up the supply of molasses from the West Indies, and the limited accommodation on the West India steamer, the amount of molasses imported has been very small this season, and some dealers have been without stock. An appeal was made and it was intimated that a steamer might be placed on the route.

Sir George now announces, in a letter to the Montreal Board of Trade, that this arrangement has been made and that the steamer will sail from Halifax about April 15. So far the St. John Board of Trade has received no official advice of the arrangement. At least one trip will be made.

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way and no cars were obtainable, we have hauled 300 bags to the Eastern Steamship which will connect with the same boat as the cars later at Boston. We have now gone for the balance of the shipment and have also made arrangements for further orders.

Yours truly, (Sgd.) THE HON. BRUNSWICK BROKERAGE CO., F. DEL. CLEMENTS, Manager. Still More. Hon. Mr. Murray was very positive that no schooner with about 4,000 barrels would go to Cuba. He said it was "absolutely unnecessary" to refer to that that read the following from Mr. Clements' letter to the department of agriculture under date of February 9 and February 1915: "The schooner, we have already received an offer from the J. Williams Brothers for a schooner or that will hold from 8,000 to 8,500 for 65 cents, but we have advised them that we are not interested at over 30 cents. They will report to the department. We have also taken it up with the same broker from whom we got the 'Irma Bentley' and between them we expect to get a schooner of 4,000 tons, or more, ready to leave St. John before the end of February. We have also advised Messrs. A. C. Smith & Co. to get their schooner ready for this cargo, as submitted by the provincial department and there will be sufficient potatoes there to load her. Referring to such a suggestion, there is an extra good offer for St. John."

Mr. Clements evidently chartered the schooner, for he writes February 5, as follows: "Our schooner came alongside today and we are starting to load her." Hon. Mr. Murray's other explanations are that he was acting minister of lands and mines, and that he was not in the whole business over to Mr. Daggett's. Mr. Daggett was taken ill March 26, and the questions in the house were asked weeks later. Mr. Murray says that he had had the official correspondence in the secretary's office. The explanation, it is felt, certainly needs explaining.

Mr. Daggett gave notice of inquiry as to the operations of F. Curran, special number sealer, also as to the cost of some macadamized road in St. John county; also as to payments to Louis B. Young, clerk of the Circuit Court, St. John county; also as to the cost of dismantling the old Suspension bridge at St. John.

Mr. Pelletier gave notice of inquiry as to the purchase of a farm from Michael Guilfoyle at Studholm, and also as to the amount of subsidy paid the motor boat running between Red Bank and Rothesay; also as to the construction of the highway bridge across the Kennebec at Perry's Point.

Mr. Munro presented the report of the municipalities committee and Mr. Carter of the standing rules committee. Mr. Gault introduced a bill to incorporate the Wilson, Bessch Public Hall Company.

Mr. Stewart (Gloucester) presented a petition of the town of Bathurst in favor of a bill to extend the boundaries of that town, and also relating to the Bathurst Lumber Company.

Hon. Dr. Landry introduced a bill to incorporate the Les Anciens Eveses Du Comte de St. John. Mr. Jones introduced a bill to incorporate the Penobscot Public Hall Company, Limited.

The hon. minister of agriculture, Mr. Murray, presented the report of the municipalities committee and Mr. Carter of the standing rules committee. Mr. Gault introduced a bill to incorporate the Wilson, Bessch Public Hall Company.

THE LEGISLATURE. Fredericton, April 4.—The house met at 10 o'clock. Mr. Dugal gave notice of inquiry as to the disposition of money in the crown lands sinking fund; and also as to the number of farms bought from or through John E. McAlister, of Kings County.

Mr. Munro said he could see the advantage of a uniform period of training over the province and he believed that in the end it would be more advanced to the public and nurses, too, if the period was made three years, and the Woodstock hospital would have to swing into line to institute the institution. However, he did not want to have those who had completed courses and graduated from the Woodstock hospital barred from practicing their profession. Hon. Mr. Baxter moved an amendment to meet the suggestions and it was adopted. The bill was agreed to with some other amendments.

The bill to incorporate the Miramichi Hospital was agreed to with amendments. The bill to incorporate the Canton & Grand Lake Railway Company was then taken up.

Mr. Shipp believed the proposition was thoroughly bona fide one, that the promoters were in a position to go ahead with construction and he looked forward to the time when the railway would be built from a point on the Transcontinental railway at Canton to connect with the St. John Valley railway at or near Gagetown or Upper Gagetown, which was the route outlined in the bill.

Mr. Woods said he did not favor the building of bridges over large rivers and this interfering with navigation on such a large river as the St. John which would be the plan to carry the railway over the St. John river to the west bank to connect with the St. John Valley railway at or near Gagetown or Upper Gagetown.

Captain Tilley—"Is there a suitable foundation for a bridge there?" Mr. Woods said that the St. John Board of Trade had not yet had the matter under discussion, but they would doubtless send engineers to the scene to have surveys made at their own expense to provide information for the honorables of the city of St. John.

Hon. Mr. Baxter moved to make the time for completing the first section of the railway within four years instead of seven years. The bill was agreed to with amendments.

Hon. Mr. Baxter moved to refer the bill to amend the Municipalities Act back to the committee on municipalities. The house went into committee and agreed to a bill relating to the town of Shediac, with an amended title as stated. The house adjourned at 2.50 p. m.

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EMPIRE Mechanical Miller. One man with a double width "Empire" Miller can mill from 10 to 15 cwt. in half an hour. Keep it up! An one man miller will save you money. It will save a man and a boy instead of a man and a horse. Talk of the waste it will save!

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REPORT RECEIVED ON BROWN TAIL MOTH SURVEY JUST CLOSED. More Nests Discovered Than During Previous Season—Some Counties Immune from Pest.

The report of L. S. McLean, field officer in charge of the brown tail moth survey work in the Province of New Brunswick, as submitted to the provincial department of agriculture shows that a total of 898 winter nests were found during the winter of 1915-16 in comparison with 1,200 found during the season of 1914-15.

His reports is to the effect that as usual the greater number of nests were found in the western part of Kings county, adjacent to the state of Maine. Very few nests were found along the St. John river and the majority of them discovered in York were in the western portion of that county.

The following table shows the number of nests found in each county: Kings 181-16 Charlotte 304 327 York 7 24 Sunbury 9 23 Queens 11 12 Kings 7 9 Carleton 1 1

Total 280 295. No nests were found in Madawaska, Victoria, Northumberland, Kent or St. John counties, although parts of these counties were thoroughly scouted and inspected.

The survey started December 11, 1915, and was completed by March 29, 1916. Eighteen men were employed, nine on the ground and nine in the provincial staffs. The favorable climatic conditions, such as lack of snow, at the beginning of the season enabled the scouts to get over the ground more rapidly than last year.

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AGRICULTURE

Not only interest but real value attaches to the question of carefully noting the individual performance of each cow in the herd. It is only after keeping a complete record that one finds such a strange contrast as this: of two five-year-old cows in one herd, both fresh the same day, both dried off the same week, one gave 5,464 pounds of milk and 313 pounds of fat, the other gave only 3,670 pounds of milk and 183 pounds of fat. Most probably the owner would not have taken on a bet at the beginning of the season that the one cow could bring in over twenty-two dollars more than the other, but she did.

Funeral of Donald Fraser. Fredericton, N. B., April 4.—The funeral of Donald Fraser took place this afternoon from his home in Woodstock road. All classes joined in paying a tribute of respect. Services were conducted in the house by Rev. Dr. Smith, assisted by Rev. John McP. Scott of Toronto, a personal friend, and by Rev. Gordon Pringle of Kincaidine. The choir of St. Paul's church furnished music. Interment was made in the Rural Cemetery. Members of St. Andrew's Society, the trustees of St. Paul's church and the employees of Fraser Limited, walked in the procession. The pall bearers were Col. Loggie, J. F. McMurphy, Maxwell Mitchell, G. A. Taylor, Joseph Walker, and A. E. Slipp. The mourners included Archibald Fraser and two young sons, Donald Fraser, Alexander Fraser, F. X. Beaton, Philip W. Dunbar, Alex. Dunbar, Jr., and W. J. Miller. The Temiscouata Railway Company was represented by the general freight agent, F. X. Beaton. Employees of the Fraser concern from Cabano and Whitworth, Quebec, Plaster Rock and Nelson attended.

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