

FLEMMING ADVOCATES THE \$2,000,000 MORTGAGE

Says the Cost of the Valley Road is All Right and is Rushing Matters

Asserts That Accounts Have Been Audited and Says Province Has Too Much Money in the Project to Hesitate Over "Another \$10,000 a Mile"—No Mention of the Dugal Charges—Valley Bill Read First and Second Time.

Fredericton, N. B., April 7.—The house met at 8.30.

Mr. Dugal gave notice of motion for a special committee to inquire into the financial affairs of the Quebec & St. John Railway Construction Company, and payments alleged to have been made to members of the government.

Hon. Mr. Clarke introduced a bill to amend the act to incorporate the Miramichi Bay Shore Railway Company, also to create the Minto police district.

The house went into committee with the bill in the chair, and took up the further consideration of the bill relating to the town of Bathurst and the railway. An amendment was added, providing that the act should be void unless construction of one of the mills should be completed within two years and completed within five years of the passage of the act, and fixing the height of any dam to not exceed twenty-five feet, except to be agreed to as amended, and with an amended title.

The bill to exempt the harbor master of St. John from liability in certain cases was agreed to.

The house took recess at 5 o'clock until 8 o'clock.

On the committee resuming, further consideration of the bill relating to the Fredericton Gas Light Company was taken up, and the bill agreed to with some amendments.

Mr. Baxter presented the report of the standing committee.

Hon. Mr. Murray introduced a bill relating to the payments by the town of Sussex to the municipality of Kings, which on the ground of urgency was read a second time.

The house went into committee, with Mr. Melanson in the chair, and took up the consideration of the bill to encourage housing accommodation in the town of Bathurst.

Hon. Mr. Clarke outlined the provisions of the bill, the object of which was to give the municipalities power to guarantee the value of the bonds of any company formed for the purpose of building houses with modern conveniences to be let at moderate rentals.

The bill was agreed to, as also were the bills to amend chapter 14 and chapter 16 of the consolidated statutes of 1908.

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be completely constructed for \$28,000 per mile with good profits. He had before him a certain statement of the cost of the National Transcontinental railway, 280 miles across the province of New Brunswick, and the figures which disclosed when compared with the statement of the cost of the St. John Valley railway would furnish material for thought, not only on the part of those people who were full of knowledge, but also for the country at large.

Mr. Flemming contended that the cost of the Transcontinental was greater than the cost of the St. John Valley railway, and that the cost of the latter was not a large sum of money when compared with the cost of the former.

Some people had been making statements in an irresponsible way that the railway company had not been going to the aid of the province, and that the company was not able to carry out its obligations.

The premier then read the following letters and telegrams:

"Broad Street, New York, Sept. 6, 1911.

"Mr. A. R. Gould, Presque Isle, Me.

"Dear Sir,—Should any of the gentlemen connected with the St. John Valley railway not know of us personally, we beg to say that the present time we are financing other proposals, the construction of the Alabama, Tennessee, and Northern Lines in Alabama; the Kansas City and Memphis railway, a branch line in Arkansas; the Kansas City Southern System; the Tampa and Jacksonville railway in Florida; and the Raleigh and Southport and Elklin and Alleghany railways in North Carolina.

"Should they desire to know anything further of us, we would suggest that they communicate with the larger banks with which we are doing business, such as the Mechanics and Metals National Bank, the National Bank of Commerce, or the American Exchange National Bank, all of New York City.

"It is hardly necessary for us to say that additional information may be had from R. G. Dun & Co., or Bradstreet's if they desire it.

"Very truly yours,

(Sgd.) "F. J. LISMAN & CO.

"Presque Isle, Maine, Sept. 6, 1911.

"Hon. J. D. Hagen, Premier, Province of N. B., St. John, N. B.

"Dear Sir,—I am pleased to be able to hand you a letter from F. J. Lisman & Co. of New York City, who signify their willingness to finance the St. John & Quebec Railway Company for \$3,000,000 to Dec. 31 by the Quebec & St. John Construction Company.

"The difference between this amount and the amount as paid out by the St. John & Quebec Railway Company was more than accounted for by the payment of interest on bonds and other amounts which the construction company did not have to pay, but which the railway company did pay.

"In the light of that was there any man who could stand up and say that the money had not been properly expended.

"Mr. Flemming also gave a statement of the cost of the St. John & Quebec Railway Company, showing the distribution of the cost of construction under different headings as required under the contract.

There had been a great deal of discussion in certain quarters about the location of the road from Gagetown to St. John, and the government had been a deliberate attempt to create the impression that the government wished to divert the route of the road from Gagetown to St. John.

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AGRICULTURE

Houlton, April 2.—Farmers and potato dealers from all over northern Maine to the number of 800, attended the potato meeting here on Tuesday. The unusual interest was due to the development of the powdery scab disease which was found in Aroostook county by the pathologist of the United States Department of Agriculture about six weeks ago. With their customary energy the farmers of Aroostook have set about to stamp this disease out and completely eradicate it from the soil, and to this end there will be held in the county this week a conference of the seed dealers, followed by a meeting of the farmers, and the same speakers go to Presque Isle, Carleton and Fort Fairfield, giving a full day at each place.

W. A. Martin introduced Com'r Roberts, who gave a short address and presided at the meeting.

The second speaker was Director Charles D. Woods of the Maine Experiment Station. His subject was the Aroostook Farm. Director Woods went into details as to the acquiring of the farm, the appropriation of \$10,000 of the state, the contribution of \$18,000 of the citizens of Presque Isle, also a contribution of \$10,000 of the citizens of Carleton and Fort Fairfield, giving a full day at each place.

He stated, however, that he did not intend to compete with any of the farmers of Aroostook county for yield of potatoes.

Co-operative Marketing.

Co-operative Organization was the subject of a speech by C. E. Bassett, of Washington (D. C.). Mr. Bassett spoke very encouragingly along the line of co-operative organization, citing the citrus food industry of California. He made a very urgent plea for the residents of Aroostook to look into the various phases of co-operative marketing, saying that they would soon need to face this problem from without in that other sections were organizing and would need to meet competition.

In the afternoon, Dr. W. J. Morse, plant pathologist of the Maine Experiment Station, spoke on spraying and seed treatment. He gave a very interesting and extended talk going into details as to the making of Bordeaux mixture, spraying, when and how to apply. He also emphasized the need of good machinery, saying that good spraying could not be done with poor equipment, and

had been shown to be false, another was promptly brought up to take its place. However, he had worked on through them all and had persevered with the hope of attaining success, and he intended to go on to say that he thought he saw every reason to believe that the success for which he was aiming would be attained in the near future. There was a man in Carleton county who supposed himself to know everything. In fact, compared with him, Solomon wasn't in it, who at the time of the last election was glad to see the prediction about his return came in, Flemming would be at the bottom of the list; but it turned out when the time came that Flemming had doubled the majority that he had ever had on any previous occasion.

The predictions which had been made by these men with regard to the Valley railway would turn out to be as accurate as the prediction about his election. He might say in conclusion that he regretted that conditions were such as to render this further aid necessary, but there was not the slightest occasion for panic or suspicion of danger.

He would like those men who were calling out so loudly in condemnation of the granting of further aid to point out any single case where there are so many safeguards thrown around a guarantee as there are in the case of the St. John Valley Railway.

The bill was then read a first time, and on the ground of urgency was read the second time.

Hon. Mr. Flemming moved that the fees paid by the Southwest Miramichi Boom Company be refunded.

The house adjourned at 11.15.

rapidly became a regular article of diet in all countries.

Of course, potatoes were known long before Parmentier was born. The potato is a native of mountain valleys in South America, and it was probably carried to Spain by returning explorers in the sixteenth century. It was in turn taken to Florida by other Spanish explorers, from there to Virginia, and from the colony to the continent of Europe.

The year 1588 is generally regarded as the date of introduction into Great Britain. Sir Thomas Harriot, a companion to Sir Walter Raleigh, being its introducer.

Some authorities are inclined to give the credit of its introduction into Britain to Admiral Drake, who is stated to have sent planters to Virginia especially to bring over the tubers. Scotland seems to have disregarded the potato until the middle of the eighteenth century. So rapidly did it grow in popularity that in 1747 we read of 700 bushels of potatoes being exported from Carolina.

Eggs for meringues should be thoroughly chilled and beaten with a silver fork. Flavoring extracts should be added, if possible, when the mixture is cold.

Kendall's Spavin Cure

The Old Reliable Horse Remedy

THOUSANDS of farmers and horsemen have saved money by using Kendall's Spavin Cure.

Spavin Cure for Spavins, Curbs, Ringbones, Splints, Bony Growths and Lameness from many other causes. It keeps horses sound. A B bottle may save a horse for you. Get a bottle the next time you are in town. Sold by druggists everywhere, \$1 a bottle, 6 for \$5, also ask for a copy of our booklet "A Treatise on the Horse."—Copyrighted by Dr. R. J. KENDALL COMPANY, Keosauqua, Iowa.

MADE THE POTATO POPULAR.

The one hundredth anniversary of the death of M. Parmentier, a Frenchman to whom the potato owes its popularization in Europe as an article of human food, has just occurred. It was he who submitted potatoes to Louis XVI and persuaded him to have them put on the table at a court banquet.

The experiment, we are told, was not entirely a success, for the royal chef made the mistake of cooking and serving the leaves instead of the roots, and both host and guests pronounced the refectory execrable. Subsequent inquiries among the well-informed, however, elicited the fact that the tuber was really the edible end of the potato; and at a fresh meal served on that hypothesis, the court revised its views of the vegetable which

YOU COULD MAKE DOZENS OF TASTY DISHES IF YOU HAD THIS

Maxwell

"HOME 65" FOOD CUTTER

A handle to turn—that's all. Cap it close, rendering the machine perfectly safe. You can cut up any food of every kind quickly and without trouble.

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