

EIGHT

THE PEANUT CROP IS WORTH \$12,000,000

The possibilities of the peanut as a wealth producer seem not to have been realized until recently. And even now, notwithstanding an immense increase in the acreage devoted to the crop, they are being incompletely utilized, so that the United States Department of Agriculture is about to issue a special bulletin calling attention to the chances for making money by raising the "goober."

A very striking feature of the document in question is the showing it makes of the many new uses to which peanuts are being put nowadays. They form an important ingredient in the vegetarian "meats" which are much more widely consumed than most people imagine. Some of these "meats" by the way, are made to imitate breaded lamb chops with articles of macaroni for bones. Peanuts are employed largely in the confectionery trade and enter into the composition of many fancy cakes, such as macaroons, as a substitute for almonds. Peanut butter (likewise much affected by the vegetarians) is manufactured by the ton, and put up in neat packages is greatly esteemed for automobile lunches.

Although \$12,000,000 worth of "goobers" were raised in this country last year the supply is still not nearly equal to the demand, a condition sufficiently proved by the fact that we are importing great quantities of peanut oil from Europe. This too, although there are tens of thousands of acres of waste lands in the Southern States which are only waiting to be stocked with a hoe in a proper manner in order to yield enough peanuts to furnish all the oil we want plus a liberal supply for export.

America gave to mankind the tobacco plant, the potato and Indian corn. It seems also according to botanists, to have contributed the peanut, which appears to have come originally from the tropics of the New World. It was introduced into our own country in early Colonial days, but did not become of commercial importance until about 1870. From that time on utilization of the nut gradually increased, but during the last ten years it has risen by leaps and bounds.

NOT TO A VARIETY OF USES.
Most persons think of peanuts as they appear on fruit stands or in the little wagons of peripatetic vendors, but as a matter of fact they are disposed of in a great variety of ways and for many other purposes.

The balancing process is applied only to the finest grades of peanuts, which after being shelled are roasted. It is next requisite to remove the kernels of their thin brown skins, after which the halves are broken apart, the tiny germs are removed by a machine specially constructed for the purpose.

and the peas are put up in attractive packages for market. Peanut meal, made from such blanched peas, finely ground, is particularly esteemed for the manufacture of almost macaroons and other small cakes.

With a little experience and the aid of a small meat grinder anybody can make good peanut butter for home use. As for peanut candy, a very desirable kind can be made by simply boiling shelled peanuts with a thick syrup consisting of two pounds of granulated sugar and one large cupful of water, together with a teaspoonful of lemon juice. When the syrup begins to boil add two pounds of unroasted peanuts and cook slowly until the peas are tender and the syrup sufficiently hard to break when cold. The cooking process should continue for about an hour, when the mixture may be poured out on buttered platters to cool.

The cultivation of peanuts was until recently confined almost wholly to areas in Virginia, Tennessee, the Carolinas and Georgia, but during the last ten years it has spread throughout the south Atlantic States, and even as far west as California. Properly speaking the fruit is a pea rather than a nut. The plant, however, has the peculiarity of ripening its fruit or nut beneath the surface of the soil. When the small yellow blossoms fade and fall the stem that supported it elongates and thrusts the sharp pointed ovary downward into the ground, where the pod develops.

HARVESTING THE PEANUTS.

Potato digging machines are usually employed nowadays for loosening the peanut vines from the soil when the pods are ripe. Then the vines are placed in small stacks, heaped up about a central stake to cure. As a rule the picking of the pods is done by women and children, who get about 10 cents a bushel for the work. An expert picker can handle from eight to twelve bushels a day. Machines, however, are now coming into use for the purpose. From the fields the peanuts go to the "factory," where they are cleaned and separated into grades. In addition, the best ones are treated to a polishing process which renders their appearance more attractive. A modern peanut factory is a building of four or five stories, supplied with power, lighted with electricity and provided with elevators and bins for handling and storing the uncleaned nuts.

When the peanuts are received at the factory they are first weighed and then elevated to the top floor of the building. During the cleaning and grading process they descend by gravity through fans and graders to classify them (according to size), are agitated in the polishing drums together with a small quantity of marble dust to whiten and polish them, and finally are passed on slowly moving belts between lines of women, who

pick out and remove all refuse and empty pods.

VALUE OF THE STRAW.

The peanut vine or straw from which the nuts have been removed is of considerable value for the feeding of live stock. The ash from the shells used in the factory as fuel is valuable as a fertilizer, containing as much as 3 per cent. of potash and 6 per cent. of lime. The thin brown envelopes of the pods have a feeding value almost equal to that of wheat bran. It is an interesting fact, by the way, that the famous Smithfield hams and bacon come from hogs that are partially fed on peanuts, the practice being to turn the animals into the peanut fields after the crop has been gathered, allowing them to glean the pods that were lost in the harvesting.

The peanut plant, like the bean and the garden pea, has the power of collecting nitrogen from the atmosphere and storing it in little nodules upon its roots. For this reason it is one of the most desirable of soil renovating and soil improving plants. It is necessary, however, with a view to this end that the main portion of the root shall be left in the ground. If this be done the nitrogen accumulated in a season by the means described will have a fertilizing value of \$3 or \$4 an acre. Peanuts give an average yield of 34 bushels to the acre, but it is believed by Government experts that the output can be increased to 25 or even 30 bushels by selecting superior seed from season to season. There are records of yields of 100 bushels of small podded peanuts to the acre, with two tons of forage, which latter alone will pay the cost of production.

JOHN DRYDEN PASSES AWAY

TORONTO, Ont., July 23.—Hon. John Dryden, for a number of years minister of Agriculture in the Ontario Liberal government, died late this afternoon of an aneurism at his residence, 9 Prince Arthur avenue. He was 61 years of age and the end came very peacefully. A service will be held at the city home on Saturday morning at three o'clock. The same afternoon the body will go to Maple Shade farm, the old home of the family at Brookline, Ontario, whence the funeral will take place to Brookline cemetery on Sunday afternoon.

Hon. Mr. Dryden is survived by his widow, one son and five daughters. The children are W. A. Dryden, Brookline; Mrs. C. L. Starr, wife of Dr. Starr, Toronto; Mrs. W. W. McMaster, St. John, N. B.; Mrs. J. C. Sycamore, Hamilton; Mrs. W. E. Matthews, Chatham, Ontario; and Mrs. E. J. Zavitz, Guelph, wife of Professor Zavitz of the Ontario Agricultural College. Hon. Mr. Dryden was the first colonial ever appointed by the British government to deal with a purely British matter. He went thoroughly into the whole question of agriculture in Ireland, where country he visited. There were included in his report recommendations for the confirmation of which active measures have since been taken by the British and Irish governments.

GIANT CEMENT COMPANY HAS BEEN FORMED

MONTREAL, July 23.—Announcement is made tonight that plans have been completed for the consolidation in one company of all the cement manufacturing companies in Canada. The new company will include all the principal cement manufacturing companies in Canada, and the consolidated company, which will be known as the Canadian Consolidated Cement Company, will have a capitalization of \$25,000,000. Application has been made to Ottawa for a charter for the company, and the underwriting arrangements are pretty near completion, some of the strongest men in the country being among the subscribers. The organization and underwriting arrangements are in charge of Rodolphe Forget.

It has not been decided whether a public issue will be made or whether it will be retained by the underwriters and their friends, but these details which will be decided upon later. The consolidated company will take over the principal cement plants in the Dominion, representing about two thirds of the total output of the existing mills. In all some seven or eight mills will be included. In the merger, including the plant of the international Portland Cement Company, which has been such a great success, and the founder and managing directors of which Mr. J. S. Irwin, who has been the moving spirit in bringing about the merger. Amongst some of the leading men who are interested in the merger are Sir Sanford Fleming, K.C.M.G., Mr. Rodolphe Forget, M.P., Senator W. C. Edwards, of Ottawa, Mr. O. H. Caban, and Mr. W. M. Allen and others.

When the stomach fails to perform its functions, the bowels become constipated, causing numerous diseases. The stomach and liver must be restored to a healthy condition and Chamberlain's Stomach and Liver Tablets can be depended upon to do it. Easy to take, most effective.

A. W. BARBER DEAD

TORONTO, July 23.—A. W. Barber, Ontario superintendent of the C. P. R., died at his home, 4 McMaster avenue, after an attack of diabetes, which had been very acute for the last three weeks.

HOUSE, STORE AND STABLE AT PRINCE OF WALES DESTROYED, ALONG WITH THEIR CONTENTS

The work of a crew of twenty-five or thirty men in a desperate attempt to subdue the flames of a raging fire proved of little avail in saving the dwelling house occupied by Mr. Andrew F. Shepherd, at Prince of Wales, and his store and barn, which were gutted by fire yesterday, resulting in a total loss of the house and barn and nearly everything contained therein.

The fire started from the chimney flue, about eleven o'clock yesterday morning. One of the members of the family on hearing the crackling noise, looked at the roof, only to see it in flames. Mr. Shepherd, at the time, was harnessing his horses and preparing to start out and deliver some goods. On learning of the blaze he ran for a ladder, climbed to the roof and made a desperate attempt to confine the flames there. But while he was doing this, unfortunately, the fire worked its way through the house and ere long the whole dwelling, with the store, which is on the ground floor, was in a blaze.

The news of the fire soon spread through the surrounding district, and in a short time thirty men, consisting of a crew from the mill at Musquash, which is about two miles distant, a crew of the Shore Line Railroad men, and the farmers living in the vicinity, were hard at work fighting the flames. Their efforts, however, proved of little use, and finding their work to be without effect, they turned their attention to the houses of Alfred Shepherd, Carman Hart and John Hart, which at the time were in danger of immediate destruction. In this latter

attempt they were successful in saving the houses from ruin. The paint, however, was burned off the houses, and all three were scorched, but fortunately there was no blaze.

At one o'clock the Shepherd habitation was burned to the ground, with nothing remaining save the smouldering ashes. The house was owned by Mrs. Ingraham of St. Martin's, and the loss to it is estimated at \$1,900. The stock of furniture was burned, and a barn, which was newly built by Mr. Shepherd this spring and valued at about \$200 or \$300 was also gutted. About \$100 worth contained in the barn was ruined. The horses and carriages were the only things saved, and the total loss will be about \$5,000. Mrs. Ingraham has the house partly covered by in spruce, while but a very small portion of Mr. Shepherd's property is covered by insurance.

The house was a two and a half story wooden structure and was located at Prince of Wales, which is between Spruce Lake and Musquash and about two miles from the latter location.

Last evening Mr. Shepherd was undecided whether or not he would reopen his store at Prince of Wales. A remarkable feature of the fire was the narrow escape which Mr. Andrew Shepherd had from being killed. While on the roof fighting the blaze at the start, the chimney fell, and had it come but one inch closer to him he would have been dashed to the ground, and would have probably received fatal injuries.

GREAT SCHEMES CONNECTED WITH GEORGIAN BAY CANAL

Although it will cost six million dollars more to establish the proposed Georgian Bay Ship Canal in the Montreal Harbor than it would to establish them in the Bay of Quinte, the opinion is being freely expressed in engineering circles that the latter is the better plan. The latter is the one which will be adopted by the Government, in which case the Victoria Bridge will follow, namely, the Victoria Bridge of the Grand Trunk Railway will be built across the river from Montreal to the Lachine Rapids will have to be obliterated.

A saving of six million dollars in the first cost is not such a great consideration in favor of the latter scheme as would seem at first sight. An entirely new harbor would have to be created, the new locks, new locks and grain-handling machinery, and besides that, vessels loading mixed cargoes would find it very inconvenient to have to take on their wheat at Back River, and either have to come round to Montreal for the remainder of their cargoes, or have it sent across the island by the railway, that which would have to be built.

At Montreal Harbor, on the contrary, all the facilities for transhipment, all the facilities of grain, and all the requisites of one of the great harbors of the world, are already in existence, and these considerations, it is believed, will have a preponderant influence in deciding the Government to bring the Montreal end of the Georgian Bay Ship Canal down to the city of Montreal, to the Windmill Point basin.

THE FIRST GREAT OBSTACLE.

The first great obstacle that would have to be overcome in constructing the canal down to the Montreal harbor is, of course, the Victoria Bridge of the Grand Trunk Railway, which, being only 39 feet above low water, would not be sufficiently high to allow the vessels using the canal to pass under. The Government engineers who have been tackling this problem, however, have found what they claim to be an easy way out of this difficulty, which is the proposal to cut the bridge in two, and erect in the gap a bascule bridge, which would open up after the manner of the Tower Bridge over the Thames in London, to permit the vessels to pass through.

That this project is perfectly feasible is attested by the engineers, who go further and say that it could be done without the interruption of traffic over the bridge, despite the fact that 100 trains a day pass over it, so say nothing of highway traffic. These bascule bridges are common over the Chicago drainage canal and the Buffalo Creek, and other places. They are found to cause very little delay in traffic, because they can be operated so quickly, and another point in their favor is that when open the sections stay up vertically, blocking the railway and exhibiting an unmistakable danger signal. The Canadian Pacific Railway bridge at Lachine and the bridge at Ste. Anne de Bellevue would have to be treated in the same way, and the engineers say that the whole work could be done at a cost of from \$1,500,000 to \$2,000,000.

LACHINE RAPIDS PROBLEM.

A far more formidable obstacle to traffic by this route, however, is formed by the Lachine Rapids, which stand right in the course that vessels would have to take. To attempt to run these rapids with boats of 22 feet draught, in the same way as they are run by the light river boats, is obviously out of the question. The rapids will have to go. What is proposed to be done is to build a dam across them at Heron Island from the north to the south shore, and to insert a lift lock and a regulating sluice. If this were done the present swift current in Lake St. Louis, which has resulted in the loss of so many lives, would be done away with, and the lake would be maintained at the same placid level all the way down to the dam. The effect would be

that the whole surface of the lake in the winter time would be covered with ice early in the season, instead of ice only in the winter from Duvall down. The formation of another ice would thus be prevented, and the disastrous floods in Montreal Harbor and below would cease.

This scheme would also require a dam across the river between St. Lambert and the city, which would hold back the water to a constant level of 45. When this is done a steamer ascending the river from Montreal will be up in the Lachine Basin, pass through the Victoria Bridge, and have five miles of unimpeded navigation to Heron Lake, where another rise of 25 feet would bring her directly into Lake St. Louis.

WEIGHT OF THE BRAIN.
A large head need not necessarily contain a good brain, but it is more likely to do so than a small one. Professor Frederick W. Mott, lecturing before the Royal Institution of Great Britain on "The Brain," said that although in 88 per cent. of the cases in which the brains of great men had been weighed the weight itself did not always mean brain quality. When there was lack of the functioning tissue, the lecturer explained, the structural material might be more than its normal share of nourishment, and the extra weight be due to overgrowth of "brain scaffolding." This accounted for the very large and heavy brains sometimes found in congenital idiots. Pointing out that the brain weight of a race long civilized surpassed that of the ordinary European hospital patient had a heavier brain than a savage, the Chinese Great laborer's brain, developed by centuries of use, weighed one and one-half ounces more than the European hospital.

Referring to the relative brain weight of Caucasian men and women Professor Mott said that the female brain had a good start, weighing nearly one and one-half ounces more than the male brain at birth. In adult life, however, the average man's brain weighed about five and one-half ounces more than the woman's.

The average weight of the European male brain was 2 pounds 15 ounces 9 drams, and of the female brain 2 pounds 10 ounces 11 drams to 2 pounds 10 ounces 14 drams. Among savages there was not this difference, since in the struggle for existence the female had to apply her brain as fully as the male, hence it has developed at practically the same rate.

THE TREASURY BOARD SPLITS EVEN ON MR. PETERS' SALARY INCREASE

But Chairman Gives Deciding Vote in Favor of Increase—Matter Now Goes to the Council.

The Treasury Board yesterday afternoon had before it for some time the question of increasing the salary of the Consulting Engineer, Hurd Peters. The members present divided evenly on the question of giving the increase of \$120 per year. Chairman Baxter voted for the increase in order to get the recommendation before the Council. The recommendation was before the Common Council at its last meeting, but was sent back to the Treasury Board with instructions to arrange with Engineer Peters for the transfer of all his plans to the city. The required arrangement was made yesterday and the Common Council became custodian of the plans.

The Treasury Board also devoted considerable time to the affairs of the Magee estate, W. Watson Allan appearing on behalf of the estate. He desired to come to some arrangement with the city by which the Magee estate could pay its arrears in taxes by quarterly payments, promising that within two years the indebtedness to the city would be wiped out. There was also some discussion concerning the possibility of the city buying the Magee wharf from the estate for the purpose of improving the East Side ferry route. This phase of the matter was discussed more fully at a private meeting of the board held at the close of the regular meeting.

The board decided to recommend to the Common Council that fifteen hundred copies of the Montreal Standard, featuring St. John harbor, be purchased from William M. Campbell for distribution.

It was recommended to council that William Lammeter be appointed a constable.

A communication from the Canadian Oil Company was received, offering to supply oil for the city department.

The communication was ordered to be filed.

The usual five per cent. discount on taxes paid before October 1st was ordered to be allowed.

An opinion of Recorder Signer was received which decided that the city had no right to charge Roy M. Gupill a license fee for selling a carload of fish to retailers about the city.

Ald. Baxter said that the by-laws governing licenses would have to be altered.

Ald. McDermick wanted the matter to go to a special committee.

Ald. Fink thought the opinion of the Recorder that Gupill's commercial traveller was final, and the only thing to do was to have a change made in the by-law.

Ald. Potts advocated the passage of a by-law compelling the deposit with the Chamberlain of \$200 by every person coming into the city to start a business, as a guarantee that he would conduct a bona-fide business for two years.

It was finally decided to recommend to the Bills and By-laws Committee that the by-law governing the issue of licenses be altered to cover the case in question.

The Board then went into private session.

British War Office

Bishop Taylor-Smith, Chaplain General of the British Army, has been given permission to publicly state that he has at various times ordered supplies of Motherwell's Sea and Train Slick Remedy and that he has found it most effective.

Recommendations editorially by such papers as the London Daily Express and the press generally in Great Britain. Analyzed by Sir Charles A. Cameron, C. B., M. D. Guaranteed perfectly harmless and if not satisfactory money refunded. Write for booklet, press notices and testimonials from prominent people. For sale at all first class druggists or send direct to Motherwell, REMEDY CO., 248 Cleland Bldg., Detroit, Michigan, 18 St. Bride St., London, E. C.

For sale and recommended in St. John, by A. Chipman Smith, G. A. Moore, Royal Pharmacy, and G. A. Ricker.

SCHWAB WILL INSPECT PLANT

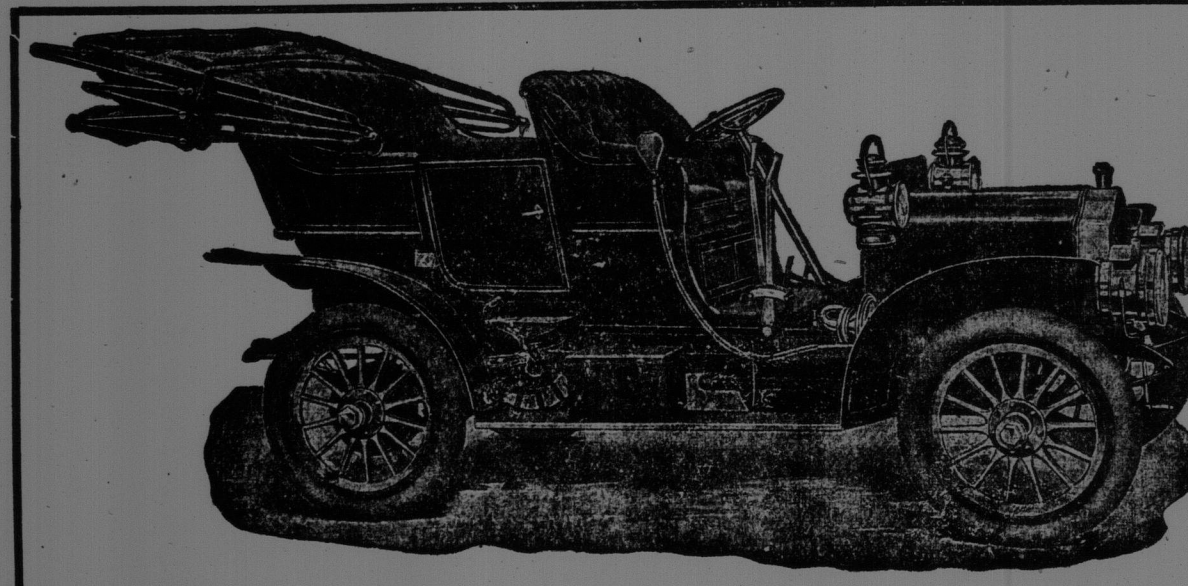
SYDNEY, N. S., July 23.—Chas. M. Schwab, president of Bethlehem Steel Company and formerly at head of United States Steel Corporation, will arrive in Sydney tomorrow to inspect the plant of the Dominion Iron and Steel Company, and particularly to inquire into the special progress of converting iron into steel, which is used here. Schwab is accompanied by a number of officials of the Bethlehem Company, and will spend some days in Cape Breton, while he will also go trout fishing at Ingonish. The main object of Schwab's visit is the investigation method of making steel in vogue in Sydney, is reported here.

OTTAWA'S POPULATION.

OTTAWA, July 23.—According to the new directory of Ottawa just issued the city's population is now estimated at 58,838, an increase of 1,558 over last year. The population, according to last assessment returns, was 50,284.

Bentley's the best Liniment for Sprains, Stings, and Rheumatism.

FIRST GRAND PRIZE IN THE Great \$5000 Voting Contest OF The Sun and The Star



Russell, "Eighteen"

CANADA'S FOREMOST TOURING CAR

To Be Awarded the Candidate Having the Highest Number of Votes in the Contest.

The Russell Touring Car, purchased from the Canada Cycle and Motor Co., of Toronto, Canada, is now on the way and will be on exhibition in a few days. Watch for it.



THE ORIGINAL AND ONLY GENUINE BEWARE OF IMITATIONS SOLD ON THE MERITS LINIMENT OF MINNERS