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ST. JOHN, N. B., MONDAY, DECEMBER 4, 1911.

AGRICULTURE IN NEW BRUNSWICK.

The advance made by New Brunswick in the past three years in fruit culture has directed attention to the possibilities of other branches of agriculture which it is possible to produce potatoes of a quality that is not excelled anywhere in the world. For five or six years farmers along the line of the Canadian Pacific Railway, particularly in Carleton and Victoria counties, have been doing a profitable trade in potatoes with Western Canada. Owing to large crops raised in that section of the country two years ago, the market for New Brunswick potatoes was greatly interfered with. As a consequence the farmers of the two counties mentioned had large quantities left on their hands, and determined to try the markets of the West Indies. Thousands of bushels of New Brunswick potatoes were shipped to Cuba and there disposed of. This year the West has taken all the potatoes New Brunswick has produced. To such an extent have these shipments gone forward that there is now a possibility of a short supply for the home market. The crop has been fairly up to an average one, but the demand has been greater than usual.

The land of Carleton, Victoria and Madawaska counties is very similar to that of Aroostook county in Maine where the farmers have found potato culture very profitable; but even there they have not gone into the cultivation of potatoes for export they must not only do so on a more extensive scale than heretofore, but better facilities will have to be provided either by the transportation companies or those who deal in produce for handling the trade. Success cannot be expected unless the supply in all the markets they are attempting to serve is constant. The steady demand for New Brunswick potatoes for export is having a healthy effect on the farmers and the acreage under cultivation is increasing every year. The completion of the St. John Valley Railway will open up some of the best potato lands in the Province and further stimulate the industry in districts where it is bound to be found a source of profit to the farmers.

The agricultural grant has been increased \$22,000 in the last three years, but the amount is still too small to effectively cover the various fields of labor in the agricultural department. The policy of the present Dominion Government is to give financial assistance to the Provincial Governments for the development of agriculture within their boundaries, and what form this assistance will take, and how it will be applied, has not yet been decided, but the public will not be kept long in suspense, as an announcement is expected soon after Parliament re-assembles in January. In the meantime the Government of New Brunswick has made decided progress along several new lines, which include the raising of poultry and in stock raising generally. There have already been several importations of horses, cattle and sheep, and will have beneficial results. Poultry raising is an industry which is largely carried on by the farmers' wives and with a very small effort could be easily increased. The expert engaged by the Government has gone all over the Province and given instructions as to the best methods to be pursued by those who keep a comparatively small number of hens as well as those who derive their principal income from poultry raising and egg production. Fattening stations have been established at two or three places and there has been considerable new interest developed which is resulting in an increased supply of all classes of poultry. There is no question as to demand. The local market is not yet fully supplied, while our nearness to Great Britain, particularly during the winter season, will enable us to find a profitable market for any surplus we may have.

Every effort has been made to re-awaken interest in the dairy industry, but outside one or two localities it cannot be said that New Brunswick is making any considerable strides in dairying, which is perhaps the most strenuous of any branch of agriculture. Farmers continue to complain of the difficulties of obtaining help on dairy farms, as the employment necessitates labor on seven days of the week. The production of butter and cheese continues about the same as for the last five years, but it is not nearly so great as it ought to be in a country possessing such magnificent pasture lands as New Brunswick. There is also still room for improvement in cattle raising.

One of the remarkable things the census returns show is that the Province of New Brunswick is the only one of the Eastern Provinces which has had an increase in its rural population. Ontario which spends upwards of a million dollars annually for the development of agriculture has been unable to keep its people on the farm. The increase in population in that Province is confined to the cities. In view of the fact that the rural population is increasing it is worthy of note that at the last meeting of the Provincial Government the announcement was made that a large block of settlement land in the county of Madawaska had been purchased from the New Brunswick Company and would immediately be made available for settlers. Madawaska has made good progress both in population and agriculture during the last ten years, and there are assurances that the entire block of land referred to will be immediately settled by natives of the Province.

The Government is doing everything in its power to direct attention to the agricultural possibilities of New Brunswick and is meeting with a fair degree of success both in obtaining immigrants and in inducing young men who are natives of the Province to settle on new lands within its boundaries.

THE VALLEY RAILWAY.

The Fredericton correspondent of the Times is responsible for one of the most ridiculous statements yet published regarding the Valley Railway. On Saturday evening it was stated in a Fredericton despatch that a hitch has arisen regarding the construction of the Valley Railway. While Premier Fleming at the close of a meeting of the Executive on Saturday announced that there was nothing further to be given out regarding the Valley Railway than had already appeared in the newspapers, it may be taken as a fact that there is no hitch whatever in the arrangements. The contract for the construction of such an important work is not one to be lightly entered upon and involves a large amount of detail. The season for railroad construction has closed and nothing can be done until spring in actual road making. There will also have to be legislation, both Federal and Provincial, before the present plan, as agreed upon between the two governments can be put into execution.

In the meantime, it can be said that the St. John Valley Railway is now assured to the people and that perfect harmony exists regarding its construction between all the interested parties, which includes the Dominion and Provincial Governments and the gentlemen who made the offer to build the railway.

MR. PUGSLEY AND COURTENAY BAY.

The Times is deeply interested in Dr. Pugsley's Courtenay Bay scheme. If the Times which is now anxious to have the present Government immediately take up this very important work had displayed the same anxiety regarding the scheme during Mr. Pugsley's term of office, a larger number of people would be convinced of the honesty of its intentions. It was in 1908 that Mr. Pugsley promised that immediate steps would be taken to secure the erection of wharves for the Grand Trunk terminal in Courtenay Bay. In 1911 Mr. Pugsley made his first move in this direction. During the three years that elapsed the Times said nothing to urge Mr. Pugsley to carry out his election promises. Now that Mr. Pugsley is no longer Minister of Public Works, the Times is seeking to make political capital out of his failure to carry out these pledges he made by attempting to lay the responsibility for delay on the present Administration. The present Government has not yet had time to give this matter the consideration that is its proper due, but anything that has been said by any member of the Government since Parliament opened has been in favor of providing terminals for the Grand Trunk Pacific and Intercolonial railways at Courtenay Bay. The best that can be made of Mr. Pugsley's statements in the House of Commons is that nearly one-half of the \$500,000, which he states was intended to be used for Courtenay Bay dredging, has been expended in dredging in other parts of the harbor. Mr. Pugsley has not yet explained why he used a portion of the parliamentary vote placed in his hands by Parliament for dredging Courtenay Bay for other purposes. The money was at his disposal and why did he not use it when he had the opportunity? Courtenay Bay improvement was of great importance to him in the election campaign of 1908. His failure to make good the promise that year was the leading cause of his reduced majority in 1911. Mr. Pugsley's public utterances on Courtenay Bay during the campaign and since Parliament met are somewhat confused and look very much as if he were suppressing important information as to his reason for not pushing the work more energetically while he was Minister of Public Works.

THE McNAMARA TRIAL.

The sensational ending of the trial of the McNamaras at Los Angeles, California, cannot help but set the people thinking. One of these men has confessed to being guilty of one of the most dastardly outrages that ever startled this continent, and the other to a lesser outrage. The blowing up of the Times building in Los Angeles, by which twenty-one lives were lost, was the last of a long chain of dynamiting outrages perpetrated in various states of the Union, all supposed to have emanated from the one source. Just how far the Structural Iron Workers' Union is responsible for this series of crimes is not known, but it is highly improbable that the secrets of the criminals who took part in them were generally shared among the rank and file of its membership. It would hardly have been safe to have permitted any general knowledge of such things to have leaked out, as the majority of those who are connected with labor unions are peace loving respectable men and not inclined to take up the trade of murder, or who would punctuate their arguments with dynamite. Nothing could be more disastrous to the cause of organized labor than that the McNamaras, the working men of the world have been greatly benefited and their condition vastly improved by forming themselves into unions. The right of labor to organize for its own protection has never been denied, but it is an altogether different matter when labor unions fall under the control of a band of criminals, who seek to enforce demands whether just or unjust by murderous outrages. The effects of such methods on honest unionism are detrimental and will be strongly resented by union men themselves, as they will be condemned by all who desire to see the laws of the country observed.

A rather unusual law suit has been commenced in Montreal. The plaintiff in the case is Joseph Elzear Lapointe, a resident of North Bay, Ontario, who is attempting to break a deed of sale whereby a large and valuable block of property was transferred to the Dominion Park Company, by the Fabrique of Longue Pointe parish. The plaintiff claims that in 1841, Joseph Elzear Lapointe, an ancestor of the plaintiff, transferred a property, which includes Dominion Park and a large block adjacent thereto, to the parish church corporation on the understanding that the latter would see that the monument over his grave was properly cared for and that a certain number of regulum masses should be said each year in the church, in consideration of the gift of land. The plaintiff's contention is that the defendants have not observed these conditions. The value of the property he seeks to recover is placed at \$400,000.

The revenue of Canada continues to grow. The total customs receipts for the month of November were \$7,232,085, an increase of \$1,207,209 as compared with the same month last year. For the eight months of the fiscal year the customs revenue has been \$56,326,707, an increase of \$8,939,500 as compared with the corresponding period last year.

Nova Scotia is doing a large coal trade with the St. Lawrence. During the open season of navigation 750 coal laden vessels entered the St. Lawrence from Nova Scotia ports, carrying nearly two million tons of coal, or about \$200,000 more than last year.

The announcement that in future the St. John Railway Company will build their own cars, in their new car barns now under construction on Wentworth street, is gratifying, as the new industry will give employment to a considerable number of men.

Current Comment

(Calgary Herald.)

A man in Massachusetts has been presented with a gold watch for good behavior. He never used a profane word, never smoked or chewed, and has never taken a drink of liquor, nor kissed a girl outside his sister. Such a man shouldn't be presented with a gold watch—he should be put under a glass case.

(Washington Star.)

Are women winning out in their fight? Does the assertion of their "equal rights" lift them into a higher and better plane? It may well be doubted. Woman is not man's equal. She is more. She, by nature and by order, is the being who embellishes man with graces not his own.

(Toronto Star.)

The man who shot the author of Quo Vadis in the leg claims it was an accident. But he is suspected of being a realistic critic.

To Formulate Bye-Laws For Fire Department

Safety Board Appoints Committee for That Purpose - Some Doubt as to Extent of Lot Recommended for Sale at \$1,500 - Many Applications Received at Saturday's Session.

That the city fathers are disposing of the city's lands in a rather haphazard way was shown at the meeting of the Safety Board Saturday afternoon, when the chairman said that he had proposed to sell to W. F. Barnhill for \$1,500 a lot of 4 1/2 acres, and Director Wisely said 6 acres, and when on investigation at the instance of Mayor Frink it was found that the lot consisted of 12 acres. However, the Board recommended that the lot be sold for \$1,500. Much other business was transacted. The committee appointed some time ago to draw up building by-laws was discharged. A committee was also appointed to draw up by-laws governing the fire department. C. H. Peters and Sons were given the contract for stable supplies for the fire department and C. B. Pidgeon for police clothing. It was decided to put another policeman on the West Side. Mr. Russell presided and there were present Ald. Green, Westmore, J. B. Jones, McLeod, Wilson, C. T. Jones, Scully, with the Comm. Clerk, Director Wisely and Chief Kerr. Tenders for stable supplies for the fire department were received as follows: C. H. Peters & Sons, oats, 52 3/4; straw, \$6.90; bran, \$36.50; hay, \$13.90; W. I. Quinton, oats, 52 7/8; straw, 7.00; bran, \$28.00; hay, \$13.93. Ald. Green moved that C. H. Peters' tenders be accepted for the whole lot. Some discussion took place upon the question of making the veterinary surgeon responsible for the delivery of oats equal to the samples submitted with tenders. Ald. C. T. Jones said the director should have called for tenders a month ago before oats started to go up in price.

Usual Customs.
The director said that he was following the usual custom. If tenders were called before contractors would want payment this year, whereas they would wait until next year. Ald. Green's motion to accept the tenders of C. H. Peters for all supplies was adopted. Ald. J. B. Jones moved that the veterinary surgeon be instructed to take charge of the samples and be on hand when the supplies were delivered. This was adopted.

Tenders were also received for cloth for the policemen's coats from Scovill Bros. & Co. Campbell & Sons, C. B. Pidgeon, Vassie & Co. Each firm submitted samples, but only Scovill Bros. and C. B. Pidgeon sent samples marked with the weights. A telephone message was sent to Vassie & Co. and Mr. Campbell. The latter had never had such a fine display of dolls. Dolls from Germany, France, Japan, England and America. We bring the markets of the world to your door.

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