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The Daily Mail

THE WEATHER.

Maritime — Fine and a little
higher temperature.

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CANADIANS WARMLY PRAISED IN REPORT BY THE BRITISH WAR OFFICE; RECOVERED LOST GUNS AFTER A BRILLIANT CHARGE

PATRIOTIC POTATOES WERE CONDEMNED

Mr. Dugal Extracts Some Important Information From Minister of Agriculture—Spuds Were Paid for in Part Before the Inspector Turned Them Down—Important Legislation Still to be Considered—Prorogation Next Week.

The Legislature adjourned on Friday afternoon until Tuesday evening at 8.30 o'clock. Yesterday was the forty-third day of the session and there is little prospect now of prorogation taking place before the last of next week. The blame for the prolonged session rests upon the shoulders of the government. During the first three weeks the House marked time and there has been so much intrigue and scrapping among the members over one thing and another that it was impossible to get settled down to real work. There was some talk a short time ago of raising the treasury for an extra \$100 per member but the scheme did not develop beyond the hot air stage. In the late Hon. A. G. Blair's time when there was a strong opposition in the House five weeks was considered a long session. It takes the present outfit seven weeks to perform less work than Mr. Blair's government was able to do in five. For all this delay and humbug the people must pay the bills. One of the most important bills, that concerning the Valley Railway, is not yet introduced and some say it is not even prepared, but that there must be legislation to extricate the province and the railway from its present snarl is admitted by everyone who has any knowledge as to how affairs are. The demand not only of the contractors but of all those who have small claims against the railway to be paid is becoming more insistent every day.

MANY CLAIMS FILED.

Some of the claims have been filed with the department of railways at Ottawa against the balance of the subsidy that is to be paid when the road is taken over. The amount of this is said to be about \$120,000 but the prospects are that a large portion of this sum will be required for the purpose of repairing and completing the road up to the standard required by the contract and by the government of Canada. Workmen from the Intercolonial Railway are now engaged in making these repairs and the bill will amount up very rapidly. That section of the road between Fredericton and Centreville has not stood up during the winter and the spring as well as that between Fredericton and Gagetown. This is largely accounted for by the fact that the route above Fredericton is quite close to the river bank, for much of the distance running along side hills, where the earth slides have been very annoying and damaging. The foundation of the pumping station at Long's Creek has apparently collapsed and there is great difficulty in getting a sufficient supply of water for the locomotive there. The water supply at The Barony is also much lessened because of the bursting of the pipe leading from the reservoir. The pipe put in was of wood wound with wire instead of cast iron as is the usual custom.

TO ELIMINATE GOULD?

While no authentic statement can be had respecting the nature of the legislation to be introduced in connection with the railway, it is understood that the way will be paved to get rid of A. R. Gould and his associates. Mr. Gould, contrary to his usual practice, has not showed up in Fredericton once during the session. The usual crowd of officials, engineers and contractors haunting the hotel lobbies has not been in evidence either. Valley Railway affairs are the least talked of of any public matters, and yet there is no doubt the minds

of most of the members have been most busily engaged thinking what is to be the outcome regarding the construction of this great work which, up to date, has been so fearfully bungled which led to so much graft and pilfering and so ruinous to the reputation of politicians.

One thing is certain, the bills must be paid and if the railway company is unable to pay them, as has been clearly proved, the province must do so.

PATRIOTIC POTATOES.

The climax of the patriotic potato business came yesterday when Hon. Mr. Murray, the minister of agriculture, admitted that Leslie Slipp, who was employed to inspect the potatoes had condemned a number of cars as unfit for shipment on their arrival at West St. John. It is understood, although this information was not asked for, that eighteen cars were so condemned.

Hon. Mr. Murray further said that the potatoes were not paid for in full before they were inspected. He gave no information as to how much was kept back on each barrel and this is the first intimation the public has had that any of the potatoes were condemned or that any amount was kept back because of their unfit condition. As a matter of fact, the secretary for agriculture, in a number of interviews in the newspapers, asserted that the potatoes were remarkably fine and of excellent quality.

WHO GOT THE BAD SPUDS?

When asked what knowledge the government had that the rulings of Inspector Slipp were strongly resisted by A. O. Smith & Co. and B. F. Smith Hon. Mr. Murray said that the government had no knowledge of that, nor was it aware that Mr. Daggett had over-ruled the inspector's condemnation and accepted the rejected potatoes. No information is given, however, as to what became of the eighteen rejected cars except that none of them were sent forward for either the Patriotic or Belgian gifts.

By means of persistent questions, the opposition has obtained a little information regarding the purchase of potatoes and the expenditure of nearly \$150,000 of the people's money. But the information has neither been complete nor satisfactory and it should have been both. There have been many opportunities for the whole of agriculture to explain this whole business in which the people are so greatly interested, but according to his replies he has been unable to do so because of the illness of the secretary for agriculture. A whole year must elapse before there is another opportunity to obtain any information concerning what was done with the balance of this huge purchase of New Brunswick's product and by that time the hope is that the whole business will be forgotten.

AUDITOR'S PERQUISITE.

Another matter of some interest was explained yesterday when, in answer to a question by Mr. Pelletier, the provincial secretary said that the auditor general is authorized to collect from each municipality for his services in connection with the certification of bond issues, as required by the law, at the rate of ten cents per bond with a minimum charge of five dollars and a maximum charge of twenty-three dollars for each issue of bonds. The fee is not considered as

(Continued from page five.)

London, April 24—The following note was issued by the war office today, "The fight for ground into which Germans penetrated between Steenstraate and Langelmarck still continues. Loss of this part of the line laid bare the left of the Canadian division, which was forced to fall back in order to keep in touch with the right of the neighboring troops.

"In the rear of the latter had been four Canadian 4.7 inch guns which thus passed into the hands of enemy.

But some hours later the Canadians made a most brilliant and skilful advance recapturing these guns and taking a considerable number of German prisoners, including one colonel.

"The Canadians had many casualties but their gallantry and determination undoubtedly saved the situation. Their conduct has been magnificent throughout."

ALLIED AIRMENDROP BOMBS

(SPECIAL CABLE TO THE MAIL.)

Paris, April 24—Bombs dropped by aviators from British and French fleet which is operating against Smyrna have done severe damage recently, says a despatch, from Salonika to the "Echo." Airmen have made a series of flights over the forts, harbors and city in the last week both to drop bombs and for reconnoitering purposes. One bomb dropped in the harbor, sunk a German vessel at anchor there. Two bombs were dropped accurately in Fort Castro and killed and wounded a large number of soldiers there.

SUBMARINE'S CREW SAVED

(SPECIAL CABLE TO THE MAIL.)

Constantinople, April 24—The crew of the British submarine which was destroyed by the British after it had run aground under one of the Turkish forts, has arrived in Constantinople. The prisoners number twenty.

FINNISH STEAMER SUNK

(SPECIAL CABLE TO THE MAIL.)

Stockholm, April 24—The Finnish steamer Frack, torpedoed and sunk in the Baltic by a German submarine. It is believed that members of the crew were saved.

PREPARING BIG BATTLE

Amsterdam, April 24—Reports to German newspapers from Bucharest Roumania, state that largely reinforced Austrian forces are gathering in Bukowina east of Czernowitz preliminary to a big battle.

ROUMANIA AND ITALY

Copenhagen, April 24—An Italian correspondent of the National Tidende sends to his newspaper an interview had at San Reno with a former Roumanian Minister. The Minister is quoted as having said that Roumania demanded certain cessions of territory from Austria in return for remaining neutral in the war, but that Austria refused to acquiesce.

The Minister, according to the correspondent, added that there exists a defensive alliance between Roumania and Italy and that Italy would not accept any offer from Austria without having received the sanction of Roumania.

GERMANS USED

ASPHYXIATING GAS

London, April 23—Field Marshal Sir John French, commander-in-chief of the British forces in France and Belgium, communicates the following under today's date: "Yesterday evening the enemy developed an attack on the French troops on our left in the neighborhood of Bixchoote and Langemarek on the north of the Ypres salient. "This attack was preceded by a heavy bombardment, the enemy at the same time making use of a large number of appliances for the production of asphyxiating gas. The quantity produced indicates long and deliberate preparation for the employment of devices, contrary to the

terms of the Hague convention, to which the enemy subscribed.

"The false statement made by the Germans a week ago to the effect that we were using such gases, is now explained. It obviously was an effort to diminish neutral criticism in advance.

"During the night the French had to retire from the gas zone, overwhelmed by the fumes. They have fallen back too the canal in the neighborhood of Beosinge. Our front remains intact, except on the extreme left, where the troops have had to re-adjust their line in order to conform with the new French line.

"Jimmy dear," asked the Sunday school teacher of the inattentive one, "what was the great Samson without his hair?"

"Bald," decided Jimmy dear.—Woman's Home Companion.