

THE QUESTION OF ROUTE.

Halifax Newspapers Still Hysterical Over the G. T. P.

(Halifax Recorder.)

Our editorial of Saturday last, in which we stated that we believed the government would carry out the contract regarding the building of the N. T. R. to the very letter, and that if they did not the Liberal members of Nova Scotia would stand by the interests of Halifax, has stirred up some counter interest in St. John. Newspaper men interviewed Mr. Fielding as to the Recorder's "suggestion that Nova Scotia's M. P.'s. should resign if necessary, to protect Halifax interests in the G. T. P. route. Mr. Fielding declined to be interviewed, save to say that the "Engineers are the best judges of where the line should run."

We may say that our suggestion was in these words—quite as represented in St. John:—"We have said we believe the government would carry out the contract to the very letter. If they did not, we know that the eighteen Liberal members from Nova Scotia would show by their action that they will stand loyally by Halifax interests which are inseparably associated with those of the whole of Nova Scotia. We believe, if necessary, every Liberal member would be sufficiently alive to the interests of his province to show this to the government, even going so far as to resign his seat and contest the county anew if the necessity of the case should call for it." That is why, we believe, that senators who, representing Nova Scotia as a whole as the senators from this province are supposed to do, express views at variance with our interests should give away to men who will be real representatives of this province, not playing into the hands of those who would cut us off before we even got to Chignecto."

Colin F. McIsaac, the new member of the transcontinental construction commission, was also interviewed in St. John as he was on his way to Ottawa. In answer to a similar question as was put to Mr. Fielding, he said "he was in favor of letting the engineers decide as between the Valley and central routes, and with the exception of the Halifax members, thought Nova Scotia M.P.'s shared this view. He further said that he thought the Halifax and St. John papers stirred up too much sectional feeling over the matter. In his opinion, they got, as he expressed it, "entirely too hot."

"Entirely too hot"—well, not over-hot in Halifax. We have not been getting hot enough. If we were a little hotter under the collar it would do us a world of good. We expected to have a little dash of cold water thrown once in a while in our campaign, but instead of dampening our ardor it will be rather refreshing, and give us a chance to get a little "hotter." But with all due deference to our worthy representative on the Transportation Commission, we think it is time something was stirring. From the statement that the engineers should select the route rather than the St. John River Valley advocates we have little to dissent. But delegates to Ottawa returned and said in effect that the engineers were not to be given that privilege.

Mr. Emmerson was quoted as being in favor of the St. John River Valley and to be advocating it. We declined to believe such a statement, but none the less it was made and by no less a person than the New Brunswick Attorney-General, Mr. Pugsley. Could Halifax be silent while such statements were being made? We think it were better for her not to be. The alleged sectional feeling was started in St. John, and we in Halifax had to combat it.

Sectionalism, indeed! and what is this but sectionalism that we take from the St. John Telegraph?

Since the shortest route to tidewater is the logical route, the claims of St. John, as the acknowledged winter port of Canada are unanswerable, and that the first and principal consideration of the engineers should be the shortest possible line of low grades and easy curves to this port.

Is there as much "sectionalism" in the demand for the Valley route as there is in the Halifax demand that freight be carried away from the na-

tural winter terminus of the road at St. John?

The St. John press argues not for the shortest possible route but the shortest possible route to St. John. We want to say that Halifax and Nova Scotia approved of no such contract containing any such terms as it propounds. St. John opposed the railway because it was declared it would benefit Halifax, and now it seeks to take the route away from that designated—not because it would benefit the line as a through road but because there was claimed to be good local traffic down the St. John Valley! That was the argument used by the delegation that the Fredericton as well as the St. John papers are urging. The Fredericton Herald says:

"The responsibility of choosing the route rests with the government, and we can only hope that in making their decision they will be guided by the wishes of the great majority of the people of New Brunswick."

There is evidently no agitation for the central route, certainly none in this province, and the interests of New Brunswick in the matter are entirely to respect and the selection of the Valley route will be in the general interests of the country, as well as of special value to New Brunswick.

And why should not the interests of Nova Scotia be given some consideration? we ask. Why should our wishes be consulted? No agitation for the central route, indeed! We think there is, and it is an agitation that will not down. Says a St. John paper:

Halifax and Moncton no doubt will eventually have satisfactory connections.

Satisfactory connections eventually! Meantime St. John is to have the whole railway, connections and all! There is nothing like being sufficiently presumptuous and demanding enough. St. John now seeks to palm off on Halifax the connections which it declared were not satisfactory enough for St. John interests. They won't, we may say, without a protest. Halifax was fooled once in regard to the C. P. R. short line. It will take no chances again.

We hold no grudge against St. John. On the contrary there is work for all. We want the St. John people to understand that we are not seeking to divert trade to Halifax that would naturally go to St. John. We recognize St. John's position. We admit its push. But surely it can not complain if we do our best to see that our own interests are not jeopardized. The day will come and that soon when a short line will be needed for fast freight, perishable and express goods, mails and passengers. Even in our undoubted claims for this traffic, are these not to be recognized? St. John or any other interest will not deny we are admirably situated for such a traffic that is bound in the coming years to grow and be more lucrative, particularly when the fast line project is realized.

But to revert to our text, the Transcontinental was not intended, according to our understanding of the contract, and the explanations given by members of government, to be designed for local traffic—as the St. John Valley people urge, but as a common highway for the development of through traffic. Halifax cannot and will not be satisfied until the route selected is one most advantageous for this purpose.

"Let the engineers decide!" Certainly. That is what we want. If they are permitted to decide according to their reports, and the intent of the contract, we shall have nothing to complain about. But we do strenuously object to any such influences being brought to bear as were offered in Ottawa recently by certain delegates from New Brunswick. We can rest entirely—no, not rest, for resting is the dangerous disease we went to guard against—but we can trust to Mr. Fielding to see that our interests are safeguarded, for as he says, "the engineers are the best judges of where the line should run."

He will see that no such local considerations as are being urged by St. John interests are permitted to avail over the better judgment of engineers or the commission.

animals, are influenced by the care that is bestowed upon them. I will not, as certain naturalists have done, go to the extent of bestowing upon them a soul or a faculty for reasoning; but it is incontestable that they can be subjected to the influence of education. Here is a very characteristic case: The cactus, rich in nutritive matter, is guarded against the attacks of animals by thorns of which the puncture is always painful and often dangerous, according to the variety. Now, take a cactus and put it in a place where, providing that the climate conditions are favorable to it, it will not be long before you see that the thorns diminish in number; understanding that the effort which the production of these defensive arms cost it is henceforth useless, the plant devotes all its energy to the development of its stalk; from year to year, flowers and fruit will increase in strength, size and beauty in proportion as the thorns will become more rare and poor. An analogous phenomenon took place on the fields of experience of M. Lebergerie.

"From the first year of culture, (1901), the 'solanum' of Uruguay, with its small and slender shape, and of a bitterness that did not allow the flavour that did not allow the plant would offer, to be foretold, underwent an extraordinary transformation. The foliage took an unexpected development, the nuts of the primitive plant, became unrecognizable, gave place to enormous tubers, larger than those of the largest kinds of common potato. From this first experience one would have been disposed to cry out, at the sight, and M. Lebergerie, lost in a moment, in some doubt, was he in the presence of a new plant or a plant perfected?"

But a more important question forced itself on the attention of the savants—had the tubers gained in quality at the same time as in size? Chemical analysis did not leave any doubt on the subject. While the primitive tubers contained only hurtful aliment which prevented the Indians of Uruguay from using them as part of their diet, the new fruits presented a large proportion of nutritive elements, (ferula, sugar, fatty matter, cellulose), but they kept some bitterness. The agronomist of Verrieres patiently pursued his investigations. From year to year, thanks to skilful selections, he perfected his work and at last obtained an admirable plant, presenting itself under three well defined varieties, viz., yellow, white and violet, all three calculated to render the greatest service to humanity in general and to agriculture in particular. "To use a popular expression one could say of the Solanum Commersonii that 'it is all good from head to foot.' The very abundant leaves offer to cattle a fodder of which they show themselves very fond, the rabbit alone refusing to feed on it. The flowers, which bloom in great numbers about a month after the beginning of growth and are renewed until the end of the vegetation, exhale a lively perfume, comparable to jasmine. An alcohol of exquisite odor can be extracted from them and it would be a curious thing that the Solanum Comlands, which is fond of boggy and cold lands, should take rank among perfume plants which, on the contrary demand as a general rule, a warm and dry soil."

As for tubercles they offer considerable advantages on those of the common potato. We note in the first place that they are gathered in a compact mass around the foot of the mother plant and emerge from the soil, an arrangement which greatly facilitates the harvesting. Besides their excellent qualities and their flavor, they are two or three times more abundant for each plant than those of the "Solanum tuberosum."

But herein lies the most precious of the advantages which the new plant possesses; it reproduces itself.

Land once seeded is sown indefinitely, no more need of new plantings; the field where you have sown the Solanum Commersonii can produce the precious tubercles until the consummation of the ages! And I insist once more on this inestimable property; the new "Solanum" is only pleased in a boggy soil, that is to say, in lands—and they are numerous and vast in France—from which our agriculturists do not derive any profit up to the present time. I am right then to allot to the "Solanum" of M. Lebergerie the title of "The potato of the future."

Can we say that the new tubercle is immediately going to make its appearance in our kitchens and on our menus? I believe we must counsel the reader to exercise some patience. The plant is not yet altogether up to the point when it can be distributed. Its conscientious obtainer, although solicited by all the horticulturists of the world, remains unshaken in his resolution; he will only deliver the tubercles to the public in the course of 1906. He intends to assure himself before throwing them on the market, whether the plant has kept all the qualities acquired by five years of selection of culture.

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by not trying it. There are hundreds of men in the business world who have seen their competitors commence to advertise and promptly and loudly prophesied their failure.

These have learned. Their mistake and paid a high price for their experience. To see your competitor prosper at your expense is far from pleasant. Others have thought that there might be something in

ADVERTISING.

but have perferred to wait and see how those who tried it came out.

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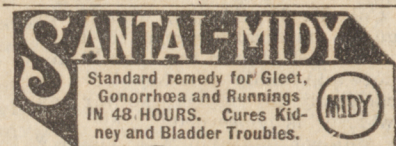
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THE Ogilvie Flour Mills Co., Ltd.

MONTREAL.

POTATO OF THE FUTURE.

Remarkable Discovery Made by a French Scientist.

Much as the world already owes to the diligent and laborious investigations of brilliant French savants, there is still abundant reason for believing that the achievements of the past will be more than equalled by yet greater discoveries, and as an instance of what is going on at the present time one has only to read carefully the following translation of an article that appeared in the May number, for the current year, of "Le Monde Moderne," entitled "The Potato of the Future":—"No one should be ignorant of the fact that the 'Solanum tuberosum,' better known under the familiar name of potato, came originally from America. From time immemorial it served for the nourishment of the American pre-Columbian races which inhabited Mexico, Peru and Chili. It is found in these countries under different varieties, which have persisted until our own days. It is also from South America that a new potato comes to us, the 'Solanum Comersonii.' Its existence was revealed to us for the first time about the mid-

dle of the eighteenth century by the French naturalist, Philibert Commerson, who accompanied Bougainville in his voyage of circumnavigation. Duly classed and catalogued, the plant contented itself during a century and a half with a very modest role, and no one among the botanists, who knew of its existence, would have ventured to predict for it a brilliant destiny. It happened by chance that M. Heckel, the able director of the Colonial Institute of Marseilles, received from a traveller some specimens of this potato, gathered by him on the banks of the river 'Mercedes,' in Uruguay, and by another surprising chance several of these exotic tubercles were entrusted by M. Heckel to a true agriculturist, M. Lebergerie of Verrieres, (Vienne), and not to a botanist, who would have considered the plant a rarity, as a curiosity, and treated as such. M. Lebergerie, of a more practical mind, asked himself if this wild solanum could not give birth to an alimentary plant. "We all know that plants, live