ing. He did not, in the case of the Lefebvre bridge, know anything about the quality of the ficoring material. He left it all with Mr. Haines. In preparing the plans and specifications his bridges he compared them to certain extent with the similar oridges of other countries. He had ver examined the bridges in Nova scotia or Ontario or Quebec. He had professional knowledge of bridges built in these provinces. He would not -could not-say that the bridges in New Brunswick are superior to those Nova Scotia and Ontario. He had prefessional knowledge upon the natur. He knew nothing whatever self about prices paid for materis flooring, laber, or of any of the

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inancial transactions. return was here produced from board of works showing the weight he Lefebvre bridge. It was certito on Nev. 20th, 1897, and gave weight of the bridge as 237,944 unds, at 61-2 cents per pound,

Dr. Stockton called Mr. Wetmore's attention to the fact that in the return the Lefebvre bridge it was in the m of a bell: "Alfred Haines in acnt with A. E. Peters & Co." Mr. simore replied that he knew nothbout that. Mr. Hoines was bridge ector. He (Wetmore) knew nothing about the financial transactions. Stockton (to the witness)-Look fully at this return and tell me built the Lefebyre bridge.

r. Wetmore-I could not say whe the Record Foundry Co. or A. E. s. I have no correspondence with Record Foundry Co. My corresence is with Mr. Peters. I cannot whether the Lefebvre bridge was by Record Foundry Co., by Mr. s, or by Mr. Haines.

ter on, as the returns of other res were produced, they were seen be of a similar character. EMMERSON'S STATEMENT.

Emmerson here stated that it customary for the board of works v Mr. Haines for the bridges, and he (Haines) settled with the conors and builders.

The plans of the Campbell bridge next produced. This was one 241 feet in length. Mr. Wetmore sated the weight of this bridge as 599 pounds. The actual weight reed to the department was 155.715 nds. He had no personal knowlles of this bridge. It was built upon recisely the same system as the Lebyre bridge. Mr. Haines was ineter. He thought that the Record undry Co. built the Campbell bridge. the return of the Campbell bridge produced. It was similar to the byre bridge return and was an acbetween Alfred Haines and A.

The plans and specifications of the Saunders Brook bridge were next produced. No contract was attached. Mr. We tmore stated that this was a single span, a simple bridge, just four rolled beams, 23 feet 4 inches in length, and the total weight was 3,586 pounds. He supposed that the Record Foundry Co. erected the bridge, but he did not now such was the case. He had never een this bridge since erection, nor did nspect or see the material.

return, which was Messrs. rs' bill certified to by Mr. Haines, ed that the material for this e was charged for at 61-2 cents ound at the works. Pugsley stated that in the cases

Dingee, Saunders Brook and Manan bridges, the price paid 1-2 cents per pound f. o. b. cars ncton.

plans and specifications of the Maran bridge were inspected. ridge was 52 feet long, one span, ng 9,618 pounds. Mr. Wetmore that he had never seen this since completion nor has he the Campbell nor the Saunders bridges.

plans and specifications of the Queens Co., bridge were next d. This bridge was 63 feet in and is about the same strucs the Mill Cove bridge. The esweight was 13,080 pounds, the weight, according to the return Haines, was 12,586 pounds. Mr. ore stated he did not visit the while the bridge was being erectr has he seen it since. It was by the Record Foundry Co., and the supervision of Mr. Haines. if he knew where the material camufactured which entered into ridge built for the government, Vetmore stated that he judged the plates, channels and eye were of American manufacture Nova Scotia. The Lefebvre was all American shapes. In nion, just as good bridge materuld be obtained in Europe as in

CKVILLE AND TRUEMAN'S

POND BRIDGES. plans and specifications of the wille bridge were next produced. ong and there were two spans 80 long. The weight of the centre was 118,972 pounds and of the pans 59,228 pounds. Mr. Wetstated that what he had said the erection and inspection of her bridges applied to this as He knew nothing personally

the matter. plans of the Trueman's Pond were next examined. This was trestle bridge, one span 117 ft. n length. It was the same class dge as Lefebvre and Campbell with the exception that eye ere omitted. It would be worth ch to erect it as those others. He never seen the bridge. It was by J. M. Ruddock of Chatham. built of the material left over the Mill Cove bridge. The maleft from the Mill Cove bridge ad no work put upon it, so he stood from Mr. Ruddock. He

repected the material. Shockton-Then, Mr. Wetmore, luties in the department are sim-

ose of a draftsman? Wetmore I have other duties

s those. Stockton-What ere they? Wetmore To despect the erec-

d bridges. Stockton-And you do so by dig Mr. Haines?

Wetmore-Yes. Steckten-You never visited the of these bridges while they were erected, nor visited the factory the material was being manu-

plich the government have been build- factured, which you have already stated is the most important part of the work? Mr. Wetmore No, I never visited

the bridges nor the factory. This concluded Mr. Wetmore's examination except that he is to produce certain correspondence asked for by Dr. Stockton, which he has had with Messrs. Peters and Mr. Ruddock. Upon motion of Mr. Hazen the chairman was instructed to ask permission from the house for the committee to meet while the house is in session.

FREDERICTON, N. B., March 15 .-The examination of Engineer Wetmore was continued this evening. He stated that the original plan of Mill Cove bridge was altered and 30,340 pounds of steel material left over. The government allowed Ruddock two and four-tenths cents per pound for this. Ruddock fixed the price. This material was afterwards used in other bridges. Mr. Wetmore was not asked by the department for estimates of the cost of bridges. He was not consulted about prices and cost and such matters either before or after contracts were let. He sometimes figured the cost of bridge by taking his estimated weights and figuring at six and a half cents per pound. The government fixed the price and that price had prevailed ever since he went into the department in 1892. There was but little difference in the specifications of bridges built for the New Brunswick government and those erected for the Nova Scotla and Ontario governments.

FREDERICTON, March 16 .- This morning Mr. Wetmore was again called and produced the plans and speclifications of the Sussex, Hampton and Salisbury bridges. The esimated weights of these bridges were: Hamptcn, 155,932 pounds; Sussex, 42,982 pounds. These were Mr. Haines' estimates, Mr. Wetmore thought. There were no estimates of the weight of the Salisbury bridge. The specifications and plans of these bridges, Mr. Wetmore said, were made before he entered the board of works. 'The Hampton bridge was built in 1891 by the Canadian Bridge Co. of Montreal. The plan was prepared by the Canadian Bridge Co. The Salisbury and Sussex bridges were built by the Dominion Bridge Co. of Montreal in 1891. Mr. Wetmore was then stood aside and

PROF. G. A. SWAIN OF BOSTON

was called. Mr. Baxter conducted the examination. Mr. Swain stated that he was a member of several societies of engineers. He is also connected with the Massachusetts School of Technology, as head of the engineering department, which position he has held for 13 years. He is also consulting engineer of the state commission having supervision of all highway bridges and bridges carrying electric railroads. He is also a member of the Boston Transit Commission, and as such has much to do with letting contracts for bridges. He also has to do with structural steel work upon a large scale. He had seen bridge work in New Brunswick which was similar to that which came under his superer of the transit c mission. He had seen the Trueman's Pond, Saunders' Brook, Lefebvre, and the Sussex bridges. He had also ex- "I am willing to stake the existence of amined the highway bridges in Nova our government upon the verdict of a Scotia, in the vicinity of Truro and committee of reputable engineers New Glasgow. The highway bridges in the provinces and those erected in by our New Brunswick firms will out-

and perhaps a little freight. He was conversant with prices paid for structural steel in Massachusetts. He had to do with letting the contracts for the Boston subway, there being a large number of contracts. Dr. Pugsley here objected to Prof.

Swain going on with his testimony, upon the ground that it was not pertinent to the matter under investigation, as Prof. Swain had had to do with large works, whereas those of New Brunswick were comparatively Prof. Swain was going on to speak about contracts, and unless he produced those contracts he should not he allowed to testify concerning them. He contended that if Prof. Swain and other experts came here to give testimony that they should be compelled to produce all papers to which they

EVIDENCE RULED OUT.

Chairman Carvell ruled in accordance with Dr. Pugsley's objections, that Prof. Swain could not speak about contracts about which he had knowledge, unless he produced those contracts. Mr. Hazen appealed from the chairman's ruling. He said that this is a

parliamentary committee appointed to make an investigation, and as such should not be bound down to the hard and fast rules of a court of law. The committees of other parliaments are not similarly bound. A great stress was laid upon the statement that the committee was to prosecute the fullest and most complete investigation and he would like to see the statement made good. Prof. Swain will testify that he has examined the Trueman's Pond and other bridges. He will also testify to his connection with the work upon the Boston subway, and he will tell us that that work is precisely of bridges in this province; and he can

tell the committee what it cost per pound to build the structures in connection with the Boston subway. He does not have to consult contracts nor papers to give those facts. He knows them, and he should be allowed to testify to facts within his knowledge. He appealed from the ruling of the chairman and asked the committee to be fair and reasonable and to allow the fullest and freest investigation

into the matter before them. Dr. Puguley made a lengthy and ingenious argument, in the course of which he referred to Mr. Hazen as both prosecutor and judge in this

Dr. Stockton reminded Dr. Pugsley that he (Pugsley) was counsel for the defendant and also a judge, as he would vote upon the question when it came before the house; and it did not lie with him to cast slurs upon Mr.

The vote was then taken upon Mr. Hazen's appeal from the chairman's ruling that Prof. Swain could not testify about contracts for the Boston subway unless he produced the contracts. The ruling was, of course, sustained, the vote being: Nays—Hazen, Shaw.

Mr. Baxter proceeded with the examination of Prof. Swain. He asked Do you know if some of the contracts upon the Boston subway were for jobs of about \$0,000 pounds weight?

Prof. Swain said that there were a number of small contracts, but he could not remember of any of the

could not remember of any of that

Mr. Baxter-Were the contracts by the lump sum or by the pound? Question ruled cut. Mr. Baxter - You have examined

Frueman's Pond bridge? Prof. Swain-I have. Mr. Baxter-What in your estimation ought it to have cost per pound to build it?

Prof. Swain-Trueman's Pond bridge all complete except the flooring, should FROM 2 1-4 TO 3 CENTS PER

POUND. In his opinion as an engineer there would not be much difference between the cost per pound of the Trueman's Pond bridge and a larger work. He had seen highway bridges in Nova Scotia and New Brunswick and they were very similar in character. Asked to compare the bridges which

he had seen in New Brunswick, Prof. Swain said that for workmenship and general excellence he would arrange hem in order as follows: 1st, Sussex and Salisbury.

Trueman's Pond. For design, Petitcodiac and Lefebvre are the best, and Trueman's Pond the

2nd, Lefebyre.

3rd, Petitcodiec.

Asked again about prices, Prof. Swain stated that the market rates in 1896 for such bridges at 'Trueman's Pond and Saunder's Brook were 2 1-2 and down as low as 2 cents per pound. Truss bridges such as Lefebvre would cost a little more-about 3 1-2 to 4 cents per pound in the years in which they were built. These prices were bridges erected, painted, inspected and all complete except flooring.

The following statement made by Mr. Emmerson was read to Prof. "The Sussex and Salisbury Swain: bridges, which were built by Upper Canadian firms, do not begin to compare with the bridges which have since been erected by our New Brunswick concerns. The bridges built by the Record Foundry Co. give evidence of better workmanship, engineering capability, capacity of strength, and nuch better quality of material." Frof. Swain said that he could not agree with that statement. In fact. the superiority was the other way. On the Salisbury and Sussex bridges the riveting was done by machine, which is the best and only proper way, while upon the bridges built by the Record Co. the riveting is done by

hand. He spoke of other technical parts of bridge construction which were very important, and he considered the workmanship on the Sussex and Salisbury bridges as superior to that on those erected by the Record Foundry

Mr. Baxter-And what would you say, Prof. Swain, to this statement: that the bridges built in this province Massachusetts were very similar. The live by from 50 to 75 years the bridges prices should be about the same, with erected by outside firms in this prothe addition in the provinces of duty vince or the bridges constructed in Nova Scotia at a much less rate than

we are paying." Prof. Swain said that he could not agree with such a statement. There was but little difference between the bridges of the two provinces. He could not say how long a bridge would fast. He fully agreed with what Mr. Wetmore had said in his evidence, that the life of an iron bridge depended very largely upon the care it received.

The following statement, also made small affairs. He also argued that by Mr. Emmerson and circulated all over the province, was read to the witness and his opinion asked of it: "If you want a cheap made bridge made from the plans of the company and not from the plans furnished by the government you can get, as I have already stated, at a lower price than we have been paying, but I defy the opposition to produce two competent engineers, either belonging to this province or any other province, to say that our home made bridges are not worth more than 50 per cent.-yes more than 100 per cent,-more than the Hampton, Salisbury or Sussex bridges, which were built by the upper Canadian concerns at prices a little higher than the bridges produced by the New

Brunswick firms." Prof. Swain replied that his experience went to show that bridge build-ing firms could and did prepare just as good plans as did a special or government engineer. So far as the statement that the Hampton, Sussex and Salisbury bridges were inferior to those built by New Brunswick firms went, his opinion was that the comparison was just the other way. The Sussex and Salisbury bridges were superior in his judgment to the Lefebvre and other bridges which he had seen and which were built by provincial firms.

a similar character to the highway to This other statement of Mr. Emmerbson's was read over to the witness and his opinion asked of it: "All the New Brunswick members were forged with great nicety, the pins and holes being worked to the 1,200th part of an inch. There was no unnecessary vibration to destroy the life of the bridge."

Prof. Swain characterized the above statement as absurd. Practical engineers count 1-64th of an inch as pretty fine work. In fact, 1-50th of an inch is the usual practise. To talk of the 1200th part of an inch in bridge building was to talk nonsense. He had examined the specifications of the bridges of Nova Scotia. It was very common to specify that the line load per lineal foot of a highway bridge should be 1200 pounds. Chief engineers usually pursue the course of keeping an inspector at the shop where the bridge is being manufactured to see that all processes of manufacture are correctly carried out. That is the only way in which you can be sure of getting what your centract calls for. The inspector should also see the work being erected. He should make regular reports to the chief en-

gineer. Prof. Swain then told of the mode pursued by the transit commission in

Yeas-Gibson, Young, Fish, Legere, awarding contracts. They had plans and specifications prepared and public-ly advertised for tenders and awarded the contracts to the firms tendering

> The figures and estimates which he ad given as fair prices for Trueman's Pond and other bridges in the province were the result of experience and knowledge acquired in receiving ten-ders and awarding contracts in his work at Boston.
>
> This concluded the direct examina-

tion of Prof. Swain, who was subjected to a rigid cross-eximination by Dr. Pugsley. He remeated the statement regarding Saunders' Brook bridge and said that it was the simplest kind of a bridge. The steel material for it would cost not more than two cents per pound at St. John. He thought that \$175 would have been a fair price for the bridge. He considered that from 2 1-2 to 4 cents a pound, according to the rature of the structure, would be a fair price for the bridges built in New Brunswick. He though that the proper way to ascertain what a bridge could be built for was to award the contract to the lowest bidder after public and open tender and

competition.

Adjournment was made for dinner.

The investigation 'was resumed at 2.30 o'clock this afternoon, when Prof. Swain's cross-examination was resumed by Dr. Pugsley. Witness re-peated his statement that a fair price for highway bridges such as New Brunswick built, was in 1995 and 1897 31-2 to 4 cents per pound. Prices were higher in 1899 and would probably have been 51-2 cents per pound.

Dr. Pugsley asked witness to give him the base prices of structural steel in the years 1897 and 1893. Prof. Swain took from his pocket a statement of prices of different kinds of bridge material in various years, but Dr. Pugsley would not allow him to quote figures from the statement, contending that if he could not give figvres without consulting a table he had no personal knowledge of facts. The contention was sustained by the

Dr. Stockton objected to the plans of the Sussex bridge being put in evidence until it was shown in evidence that they were really the plans of this bridge, but the chairman overruled the objection.

After the plans were admitted, Mr. Wetmore, in answer to a question, replied that the Sussex bridge had not been built according to the plans submitted, and he pointed out wherein the plans differed from the bridge. Dr. Pugsley dropped the subject instanter.

Mr. Wetmore's cross-examination was finished and the committee adjourned until 10 tomorrow morning.

FREDERICTON. March 17.—The commit-tee sat again last evening. Cross-examined by Dr. Pugsley, Prof. Swain said that plans for a bridge prepared by two different en-gineers might differ somewhat in design and gineers might diner somewhat in design and yet be equally meritorious. It might often occur that the plans prepared by a bridge building company would be just as good as those prepared by the government engineer; and the former might possess the merit of making use of building material which the company had in stock, while those of the government engineer would call for special sizes and dimensions and therefore be more

expensive.
Dr. Stockton re-examined the witness. In reply to questions Prof. Swain stated that he has to do with many highway bridges. In bridges built to carry electric cars as well as highway traffic the floor stringers would be somewhat heavier than in the ordinary highway bridge. Other parts of the bridge would be about the same. bridge would be about the same.

In the Charleston bridge, which was a heavy bridge, they bought the girder plates and other heavy work at less than 2 cents per pound, all erected. In figuring up the cost of the bridges in New Bruhswick he had considered that they were smaller and that the steel would cost a little more per pound than for the larger structures mentioned. In all the bridge building with which he had to do they insisted upon test certificates being produced, showing that certificates being produced, showing that the steel had been tested in the regular proverses of manufacture. These tests were invariably insisted upon in his experience with structural steel.

Tris concluded the testimony of Prof.

MR. WETMORE AGAIN. A. R. Wetmore was re-called and cross-examined by Dr. Pugsley. A paper which Dr. Pugsley called the specifications of the Sussex bridge was produced. Dr. Stockton objected to this being used as evidence until it was shown that the bridge was built from these specifications, but the chairman over-ruled the objection. Mr. Wetmore was asked to compare the alleged specifications with his own. He thought specifications with his own. He thought that those of the Sussex bridge vere very meagre, and that a government engineer should prepare very full and minute speci-

specifications with his own. He thought that those of the Sussex bridge vere very meagre, and that a government engineer should prepare very full and minute specifications and give the bridge builders no latitude whatever. He cited illustrations where a bridge builder might slight this work if the specifications were not very full and detailed. He had spent several months at Boston studying steel bridge construction before he accepted the position of chief sovernment engineer. Mr. Haines was government bridge inspector when he (Wetmore) entered the beard of works, and he had retained that position ever since. He regarded Mr. Haines as a capable sind reliable inspector.

Mr. Haines' duties are to visit the shops and personally inspect the work while under construction. It was impossible for him (Wetmore) to discharge his duties at the engineer's office and to visit the shops regularly while the work was under construction. The workmanship upon the material must be very carefully performed if the bridge is to be well built. Mr. Wetmore gave illustrations of how defective workmanship would weaken a bridge. He thought that the Record Foundry Co. did good work. He had noticed that the rivet heads upon the Lefebyre bridge were not of uniform size and shape; but he did not attach any importance to that. The story of the change in plans of the Mill Cove bridge was again recited. In making the settlement with Mr. Ruddock the latter had a quantity of material on hand, for which the government agreed to pay him at the rate of 24-10 cents per pound, as he (Wetmore) nacertained from Mr. Ruddock's statements found in the office.

In his opinion Prof. Swain could not form any correct judgment of the maxical of the Sussex bridge by looking at it after it was erected and painted. He could form some judgment as to workmanship. He (Wetmore) could not make any comparison as to the relative nerits of the Sussex and Lefebyre bridges without making creful calculations. In his opinion no thorough inspection could be made of a bridge a

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## BOSTON LETTER.

The City Death Rate the Heaviest for Years.

Pro-Boers in the United States Have Little to Say Just Now About the War.

Recent Deaths of Provincialists - Farmer Are Prospering-A Wild Cat Worcester Paper-The Lumber and Fish Markets.

(Frem Our Own Correspondent.) BOSTON, March 18.-The death rate in Boston at the present time is the heaviest in many years. The board of health reports \$41 deaths in the city for the week ending at midnight on Friday. Last year there were only 195 deaths in the same week. There were 97 death from pneumonia, 34 from consumption and 21 from la grippe. March is usually the most unhealthy month in the year here, but this year all records have been broken. Physicians report that they never knew so much sickness as that prevailing at the present time. The hospitals are all full and undertakers have all the business they can attend to. In an evening paper last night there were no less than 91 death no tices. Few houses in the city have escaped la grippe, and it is said that the uni sual death rate is directly and indirectly due to this peculiar malady. It is said there are 150,000

cases of sickress in the city. The pro-Boers in this country are having very little to say just now, and since the recent British successes, some of the influential newspapers have gone so far as to throw bouquets at Great Britain. The recognition of the good work of the Irish soldiers in South Africa by the British government, the approuncement of the Queen's proposed visit to Ireland and the celebration of the 17th by the Anglo-Saxons the world over, have done much towards quieting the Irish nationalist element in this country, and the senseless attacks upon Eng-

land are becoming encouragingly fewer. The pro-Boer agitation in this country really helped the British cause, for it induced British-Americans to unusual efforts to aid their former country, and the result was that many public meetings were held by Britishers and thousands of dollars were raised for the benefit of the soldiers' families. Among recent meeting held was one in Worcester Friday night, at which nearly \$500 was added to the general fund. The Britishers of Pawtucket, R. I., have subscribed \$2,567.85 to the fund, and most every large mill centre in New Eng-

lard has done equally well. The Worcester Telegram, a wild cat sheet of the yellow journal variety. has had a hideous nightmare. It is laboring under the delusion that the Boer war is likely to disrupt the Canadian federation, and has recently printed several articles worthy of the pen of an inmate of the Worcester asylum, to bolster up its statement The unreliability of the Telegram's Canadian news and the malicious falsehoods it publishes concerning Canada, have driven hundreds of the British residents of Worcester from the

renks of its readers. The Maritime Provinces Association of Worcester is arranging for a banquet to be held in that city March 22. President Schurman of Cornell University, a rative of P. E. I., has been invited to attend.

Lemert S. Cook of this city, who was arrested recently, charged with embezzling several thousand dollars from the Monarch Horse Nail Co., has been honorably discharged. Judge Dewey, who ordered Cook's release, said a warrant should never have been issued. One of the complainants in the case was Eben Perkins of St. John, one of the directors of the Monarch Co., of which Cook

treasurer. Dr. Joseph R. Boucher, a prominent French Canadian of Woonsocket, R. I., formerly of Berthier, Que., was nominated last week for lieutenant governor of Rhode Island by the democrats. Dr. Boucher was graduated from Laval University, Montreal, in

Among deaths of provincialists announced recently were the following: In Rexbury district, March 17, Joanna Flannery, aged 59 years, formerly of Bathurst, N. B., where interment occurs; in South Boston, March 10, Bridget Dolan, formerly of St. John; in Roxbury, March 11, Mrs. Mary Curren, widow of Peter Curren, aged years, late of New Brunswick; South Boston, March 10, Sarah Dolan, formerly of St. John; in this city, March 18, Martha, six years old, daughter of Daniel A. and Mary Gal-lagher, formerly of St. John.

The American Agriculturist has pre pared a long statement to show that the farmers of the country are more prosperous than for ten years or more. It is said that the produce of United States farms was worth \$1,600,000,000 more last year than in either 1894, 1895 and 1896, the years of depression. The live stock of the country as said to be worth \$700,000,000 more than during the hard times, or a gain of 38 per cent. Staple crops are worth \$400,000,000 more than then, while other crops show an increase of \$200,000,000 in value, or a gain of 25 per cent compared with the depression of 94-95-96. Farm real estate is now estimated to be worth \$1,220,000,000 more than in 1889. It is said that the amount of

mortgages on farms occupied by their owners is about \$300,000,000 less than in 1890. Of course it must be remembered that everything the farmer has to buy is much higher than a few years ago, due to the natural tide of trade and to the efforts of the trusts, which are in control of nearly every conceivable article of commerce The British patriotic fund in Boston

has reached the total of \$11,862.22. It is estimated that the logs cut in Maine for the winter will amount to 550,600,600 feet, half of which will used for pulp. There is great activity in the pulp industry and many new mills are either building or projected. The mills in the provinces are b irg from the pulp boom, and it is said are unable to fill all orders.

The spruce lumber situation at this centre continues firm, with a steady demand. A recting of spruce mill men . was held here last week, and it was decided to raise the price of beends to \$17 and bundled furrings to \$15. The prices of spruce dimensions were not changed. Hemlock is scarce and firm, with boards tending higher. Laths are firmer, clapboards are dull end shingles quiet. Quotations are as

follows: Spruce-Frames, nine inches and under, \$17; 10 and 12 inch dimensions, \$19; 10 and 12 in. randoms, 10 feet and up, \$18.50; 2x3, 2x4, 2x5, 2xf, 2x7 and 3x4, 10 feet and up, \$15; other randoms, \$16.50; merchantable boards, \$17; out poards, \$14; spruce flooring, \$20 to 23; oundled furrings, \$13.50 to 15; laths. 15-8 in., \$3 to 8.10; 11-2 in., \$2.80 to 2.95; extra clapboards, \$29 to 30; clear, \$27 to 28; second clear, \$23 to 25.

Hemlock, etc.-Eastern hemlock, \$15 to 16, with the usual advance for over 16 feet: eastern boards, \$18 to 19; No. 1, \$15.50 to 16: planed one side and matched, \$19 to 21; extra pine clapbeards, \$40 to 45; clear, \$35 to 40; second clear, \$30 to 32; extra cedar shingles, best boards, \$3.15; clear, \$2.65 to 2.70; second clear, \$2.10 to 2.25; clear white, \$2; extra No. 1, \$1.50.

The demand for dry and pickled fish has improved. Mackerel continue rearce and are very firm at \$18 to 23 for demestic and provincial fish. Codfish are firm at \$5.50 for large dry bank, \$5 for medium, \$5 to 5.121-2 for large pickled bank, and \$5.50 to 6 for large shore and Georges. Barrel herring are very steady. Nova Scotia large split are selling at \$6 to 6.50 and fancy Scatterie at \$7 to 8. Canned market. Flats are worth \$3.15 to 3.30. and talls, \$3 to 3.15. Fresh fish are in

large supply and are very cheap. The smelt trade has ended for the season. Frozen herring are scarce and high, sales having been made at 3 to 31-2c. Live lobsters are unusually scerce, while the demand is good. the market is firmer than for a long time, as high as 25 cents having been paid for crate lots within the past few days. The present quotations are: 24 to 25c. for live and 26 to 28 cents for boiled.

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