POOR DOCUMENT

MC 2033

Mr. Roy's Testimony Was Badly Upset by the Enforced Production of Plans, and the Opposition Did Not Want the Same Thing to Happen Mr. Johnson.

Fredericton, March 23—A further review of the examination of Mr. Maitland Roy, the bridge expert from Hamilton, called by Mr. Hazen, reveals some interesting discrepencies. In answer to Dr. Pugsley he admitted that for quite a number of bridges built in Ontario in 1898 and 1899 his company had received prices ranging all the way from 5½ to 7 7-10 per pound. Most of these, too, were riveted bridges which as the witness admitted, cost for labor from one to 1½ cents per pound less than the pin connected bridges such as are being built in Nova Scotia. A most extraordinary fact in this connection was brought out by Dr. Pugsley. Taking up the statement which the witness produced yesterday under threat of imprisonment Mr. Roy's attention was called to the fact that in respect to one of the pin bridges the cost of shop labor and expenses was placed at $2.32 per hundred pounds, while in respect to a riveted bridge the cost was put at only $1.03 per hundred pounds or less than one-half and yet Dr. Pugsley was able to show to the witness from his own statement that the company had received 5½ cents per pound for riveted bridges, and allowing the additional sum of upwards of a cent a pound for the increased cost of shop labor it would make a fair price for the bridge if it had been a pin bridge instead of a riveted bridge in the vicinity of 6½ cents per pound. When asked to explain as to these matters the witness was utterly unable to do so and admitted that he could not account for it; in fact he seemed to be ignorant of what amount it was proper to allow for shop labor and expenses. With regard to his statement made in the cross-examination that the rivet heads were very much better if put on with a compressed air machine than by hand, Dr. Pugsley asked the witness if he was not aware that excellent boilers were made in this province and that the riveting was always done by hand. The witness said that he was not aware and did not suppose that there any boilers manufactured in this province thus showing that when he made his absurd statement that machine riveting was much inferior to hand riveting he must have relied very strongly upon the ignorance of our people as to proper methods of constructing iron work.

Dr. Stockton sought to break the force of the cross-examination, but without any success and when the witness left the stand the general feeling was that he had utterly failed to make a single point against the government but on the contrary had given a great deal of evidence which went to show that the charges of Mr. Hazen were entirely without foundation.

During the afternoon T. B. Winslow, secretary of the public works department, was put upon the stand and produced various accounts and vouchers. Recess was then taken until the evening for the purpose of hearing the evidence of Mr. Phelps Johnson, the manager of the Dominion Bridge Company, of Montreal, and also if he did not give any evidence yet his presence was the means of creating a very interesting incident. It should be remembered that day before yesterday Mr. Pugsley notified the committee and the other side that he would call Mr. Johnson, for whom the chairman had requested to issue a subponea to the office of Mr. Hazen, to produce all contracts made by his company for the construction of highway bridges between the years 1891 and 1897, both inclusive. His object in stating this request in the presence of counsel was that the counsel for Mr. Hazen might inform Mr. Johnson what was required. Yesterday afternoon the chairman, at the request of Dr. Pugsley, sent a telegram to Mr. Johnson informing him that he was required to produce these documents before the committee. This evening, however, Mr. Johnson informed Dr. Pugsley that he had not brought the documents, alleging as a reason that he had only received the telegram about six o'clock in the evening. On the witness being called the counsel for Mr. Emmerson served him with a subponea duces tecum, requiring him to produce these contracts. Quite a lengthy and interesting argument took place, Dr. Pugsley contending that as the witness resided outside the province and had come here voluntarily to give evidence in support of the charges, if it should appear to the committee that he had treated the notification of the chairman with contempt and had not produced the documents the only course open to the committee was to decline to take Mr. Johnson's evidence until the contracts were produced. The chairman decided that before determining as to what course the committee would pursue Mr. Johnson should be sworn in order that he might interrogate him as to whether or not he had produced the contracts called for. Mr. Johnson was accordingly sworn, and in answer to the chairman stated that he had produced the contracts between his company and the New Brunswick government and also some contracts for bridges built in Nova Scotia, but that he had not produced any contracts for bridges constructed in Ontario or Quebec. Dr. Pugsley then renewed his objection to the witness being allowed to proceed and stated that he would desire the committee to adjourn for a few days in order to give Mr. Johnson full opportunity to produce the documents, so that he might be in a position to request the committee to report the matter to the legislature with a view of taking such action as the house might be advised against Mr. Johnson for contempt in case of his continued refusal to obey the subponea. He also stated that he was prepared to pay any reasonable expense which it might be necessary to incur in order to get the contracts here, even if it was necessary to pay Mr. Johnson's expenses back to Montreal for the purpose. In support of his contention Dr. Pugsley said that this was the only proper course open to the committee to compel the production of these important documents. The committee had no power to issue a subpoena to Montreal, nor had they any power to issue a commission, but the witness having come here voluntarily and submitted himself to the jurisdiction of the court he was under the control of the committee, which had the power to compel him to produce documents under his control, and it would be open to the house, in case of his refusal, to punish him for contempt by imprisonment. In further support of his contention Dr. Pugsley referred to the unfortunate position in which the defence would have been placed in connection with Mr. Roy's testimony if the gentleman had been allowed to simply produce to the committee the four contracts which he had selected for bridges built in the year 1898, and to have expressed his opinion as an expert upon the prices paid by the government of New Brunswick for bridges and been allowed to depart before placing before the committee the statement showing the cost and other particulars in reference to the various other bridges constructed by his company during the same year.

Dr. Pugsley said that but for this document the committee would naturally have inferred that all the bridges built by his company in that year had been built at the low price which he named, whereas the statement showed that in numberless instances for very much chaper bridges than those built in New Brunswick his company had received prices ranging all the way from 5½ cents to 7 9-10 cents per pound. He made a strong appeal to the committee to take the course which he suggested, in the interests of justice and fair play. All that he desired and all that his client, Mr. Emmerson, wished for was that all the facts bearing upon the issue which the committee were called upon to try should be laid before them and there was no evidence so important as the written contracts which show the prices paid to the Dominion Bridge Company of which the witness was manager, during the years when the New Brunswick bridges in respect to which the charges were made were built, and also in the years immediately preceding. He said that he was astonished that the counsel for Mr. Hazen should seek to prevent Mr. Johnson producing the contracts. It showed a fear on their part of their effect, and it was discreditable that they should seek to prevent the committee from having the advantage of testimony so important to enable them to arrive at a proper conclusion.

Dr. Stockton, Mr. Hazen and Mr. Baxter contended that the course proposed was very unusual; that no precedent could be found as far as the practice in courts of law was concerned, and Mr. Baxter particularly contended that if the contracts were not produced Dr. Pugsley could give secondary evidence of their contents, but when he was asked by the chairman how it would be possible for Dr. Pugsley to give such evidence Mr. Baxter was unable to make a reply. The chairman ruled that the contracts should be produced and was of the opinion that the committee should adjourn the hearing for a reasonable time to enable Mr. Johnson to produce them. On an appeal being taken from his ruling the decision was sustained by a majority of the committee, Mr. Hazen, who is the prosecutor and had made a strong appeal against Mr. Pugsley's contention, of course voting nay, and being supported in this by Mr. Shaw, the rest of the committee voting in favor of what will strike everyone as being a very reasonable and fair proposition on the part of Dr. Pugsley, one which could work no injustice but would be the means of preventing a great wrong being done to the defence by the exclusion of evidence of a most important character. After the decision was given Mr. Hazen stated that they would likely to have an adjournment until the morning in order to consult together as what course should be pursued. Mr. Hazen and his counsel are evidently greatly afraid of what these contracts will show, and it certainly is not consistent with their expressed desire to get all the facts before the committee that they should today and yesterday have so strenuously resisted Dr. Pugsley's application for the production of the written contracts.

Fredericton, March 23.—In the bridge enquiry this morning it was agreed that Johnson go to Montreal for papers asked for last evening. Wm. E. Brown, engineer, of Digby, N. S., gave evidence about Blackville, Northumberland, bridge, which he thought not so good as Salisbury, Sussex and Hampton bridges which he had built for companies. He did not prove much of a witness for anybody.

Mr. Pugsley suggested the committee examine bridges for themselves, but this was decided against. T. B. Winslow was recalled, but nothing new elicited. Committee adjourned till Wednesday.

The law committee today agreed to draft the St. John hard labor bill, making it apply to the whole province. There was heated argument on the assessment act which will be further considered tomorrow.

St. Stephen to Collect Interest on Unpaid Taxes---The Lancaster Pulp and Paper Company Incorporated--The Claim of Amelia Morton.

Fredericton, March 23.—In the house today Premier Emmerson submitted the return asked for by Mr. Hazen of correspondence with respect to the legislation of colonial barristers and attorneys throughout the Empire.

The committee on agriculture, through Chairman Russell, submitted a report. They thought it not desirable to request the government to import pure bred stock this year. They made some recommendations.

Mr. Lawson committed a bill in reference to the trustees of Calvinist Baptist church, Grand Falls, property. Agreed to with amendments and amended title.

Mr. Burchill submitted reports from corporations and standing rules committee.

Mr. Lawson committed a bill amending the woodman's lien act of 1894, making logs hung up and abandoned by their crews liable to seizure. Agreed to with amendments.

Mr. Todd recommitted a bill amending the incorporation law of St. Stephen. One proposal was to charge interest on taxes unpaid after eight days. This was discussed. Premier Emmerson moved re-consideration of this section. It was shown that the bill was proposed by the St. Stephen town council. The section was reconsidered and struck out by a vote of 16 to 14. Bill then agreed to with amendments.

Hon. Mr. Tweedie committed a bill authorizing Chatham to expropriate properties of certain companies and issue debentures to pay for them. Agreed to with amendments.

Hon. Mr. Dunn recommitted a bill incorporating the Lancaster Pulp and Paper Co. Agreed to with amendments.

Mr. Mott submitted a report from a special committee on the claim of Amelia Norton and others. They suggested an enquiry during recess, under direction of the chief commissioner of public works. The recommendation was concurred in.

Not on the Bill.

New York, March 23.—During the performance of Carmen tonight, while the scene in the smugglers' camp was being reproduced on the stage and a duel with knives was in progress, Calve, according to programme, rushed in for the purpose of stopping the fight. Accidentally Scotti, one of the players, struck her a severe blow with his fist. She fell on the stage unconscious, and it was some time before she was able to proceed.

A camel can easily carry a load of 1,500 pounds.

WAR NEWS.

London, March 24, 4.15 p. m.—Lord Roberts' main army continues waiting at Bloemfontein. The sentimental interest in the fate of Mafeking has intensified with Col. Plumer's forced retirement to Crocodile Pools, where he was two months ago. Relief from the north now dwindles to improbabilities.

Lord Methuen is skirmishing with the Boers at Warrenton, 167 miles away. Although seemingly in force sufficient to do pretty much as he likes, he has not advanced those five days. It is hoped that his military administration has a pleasant surprise in preparation for the Britishers by raising the siege with a strong column of cavalry and artillery, detouring to Mafeking, while Commandant Snyman is drawn off to engage Col. Plumer.

General French's cavalry and mounted infantry, according to a rumor, are fighting somewhere east of Bloemfontein. This suggests more Boer bad news, as Commandant Oliver's commando with 2,000 wagons, is reported on the Basutoland frontier, toiling northward toward Kroonstadt, via Ladybrand. This enormous wagon train is supposed to be moving 25 miles a day. General French's cavalry posts stretch from Bloemfontein eastward to the mountains.

General Buller has not moved in Natal. The eighth division will go direct to Bloemfontein. Lord Roberts' effective disposal at the front ten days hence will be, it is estimated, 70,000 men, with the easy possibility of moving eastward, forcing the Boers to evacuate the Biggarsberg range and joining hands with General Buller before continuing to proceed to Pretoria.

The Delagoa Bay arbitration award is editorially considered in the morning papers. The approaching declaration of the findings of the arbitrators is welcomed as coming at an appropriate moment and as bring the acquisition of Delagoa Bay appreciably nearer.

Springfontein, March 22.—It is reported here that Mr. Steyn has been deposed from the presidency and that the public affairs of the Free State are being administered by a committee at Kroonstadt.

London, March 24.—A despatch to the Daily News from Warrenton, dated Thursday, describing Lord Methuen's position there, says:—

"A small flanking force sent through Boshof secured an important crossing, where the pont or ferry had been destroyed, but foreseeing this, Lord Methuen had another pont built which is ready to be sent thither when an advance is considered opportune.

"The cavalry and infantry column is en route for this point. Thus the position of the Boers at Fourteen Streams is formidably threatened.

"Lord Methuen's advance has not been hurried to the relief of Mafeking, where the pressure apparently has been relaxed as a result of operations elsewhere; but he is confident of his ability to push aside the opposition on the Vaal River when the proper times comes."

A Bloemfontein correspondent of the Daily News, telegraphing Thursday, says:—

"Aletter from Mr. Poultney, an interpreter in the Free State courts, has been received by his wife here, in which the writer declares that Gen. Joubert is commanding the combined force at Kroonstadt, where there is a plenty of men, guns and foodstuffs for a determined resistance."

London, March 23, 9.21 p. m.—The war office has issued the following:—

Cape Town, March 23.—The following telegram has arrived from Nicholson, Buluwayo, March 16.—The following is from Plumer:—

"Lobatsi, March 14.—The Boers advanced from the south in considerable force this morning. They first advanced from Goodess Siding. After a sharp little engagement Lieut. Col. Bodles advanced post was compelled to retreat. The retirement was excellently carried out to our main position. The casualties included Lieut. Chapman and a corporal, prisoners, and two missing, probably prisoners. Five troopers were wounded. Chapman's horse fell with him, close to the enemy, who immediately surrounded him.

"'The exact Boer casualties are unknown, but several were shot at short range.

"'In the afternoon the Boers advanced further north and shelled our position from a ridge on our left. Our 12½ pounder replied, the artillery duel continuing until sunset.

"'Lieut. A. J. Tyler has since died of wounds. One native was killed'"

London, March 23.—In the House of Commons today Mr. John Gordon McNeill, Irish Nationalist, member for South Donegal, again showed a desire for information in regard to the battle of Magersfontein and Lord Methuen's relations with his officers and affairs in Kimberley. The parliamentary secretary of the war office, Mr. George Wyndham, parried all the questions and said he knew nothing confirming the suggestion that Gen. Wauchope had raised objections to Lord Methuen's plan of battle, and added that no investigations had been proposed into the alleged differences between Mr. Cecil Rhodes and Col. Kekewich.

Indeed, he declared, the war office was not aware that the latter's authority had in any way been questioned. The only positive answer given by Mr. Wyndham to the interrogations was to the effect that neither dum dums nor anything in the nature of expanding or explosive bullets had been used by the British troops in South Africa.

In regard to the trouble between Col. Bloomfield Gough and Lord Methuen, Mr. Wyndham said that the former's command expired March 15 and that his return home previous to that date was due to Lord Methuen's action. An investigation into this matter, he declared, would be held as soon as witnesses would return from South Africa.

London, March 24.—A despatch to the Daily News from Lorenzo Marques, dated Friday, says: "It is reported here from Pretoria that Commandant Eloff is isolating Col. Plumer's forces near Gaberones."

Boer Camp, Kroonstadt, Thursday, March 22.—Affairs are being put in proper shape and the Free Staters who had to leave are returning in crowds. The president's proclamation has shown the burghers that the government is standing firm. The commands are mobilizing in great numbers and the men are more determined than ever.

President Steyn has issued a proclamation in which he warns the burghers to lay down their arms and help the English; that they are liable to the utmost punishment as traitors.

Cape Town, March 23.—It is understood that Sir Alfred Milner's mission northward is connected with the enforcement of martial law. He will use his personal influence toward the pacification of disaffected centres.

The Cape ministry is loyally supporting him. Martial law in response to requests from loyalists, has been proclaimed in the Gordonia district.

Bloemfontein, Thursday, March 22.—The rebellion in the Prieska district has been suppressed and Lord Kitchener is returning here.

Toronto, March 23.—The Telegram's special cable from London, says: "Your correspondent visited the Herbert hospital at Woolwich, today, and saw Private J. A. Mitchell, of the 48th Highlanders, Toronto, and Private J. W. Hartnett, of the 93rd Cumberland Battalion, Nova Scotia, both of whom had been on service with the Royal Canadian Regiment in South Africa. They have been suffering from enteric fever, and were brought from South Africa to Woolwich. Both of the young men expect to be discharged from the hospital in a few days. Her majesty paid a visit to the hospital yesterday. Col. Bourke, chief medical officer, had Privates Mitchell and Hartnett placed in a prominent place on account of their being Canadians. The Queen when passing along the ward she noticed the Canadians and stopped and asked them how long they had been in the hospital, and after they had given her the information the Queen expressed her sympathy and hoped they would soon be entirely recovered. Her Majesty also enquired for the Canadian comrades and trusted they had been in good health and spirits when these two sick ones left Africa. Each of the young men were presented with a bunch of flowers by the Queen.

IF TAKEN IN TIME The D. & L. Emulsion will surely cure the most serious affections of the lungs. That "run down" condition, the after effects of a heavy cold is quickly counteracted. Manufactured by the Davis & Lawrence Co., Ltd.

TWO SISTERS DIE AT MONCTON.

Moncton, March 23.—A woman named Miss Esther Hopper, about 60 years old, died very suddenly of heart failure about 5 o'clock last evening, at Lower Coverdale. The deceased was apparently in her usual health, and while sitting on the sofa suddenly fell into a swoon and passed away. Miss Hopper lived with her sister, Mrs. John Scott, who also succumbed to a few days' illness a few hours after hearing of her sister's death. Mrs. Scott was aged about 75, and leaves a husband and six children, a daughter being Mrs. F. W. S. Colpitts, Moncton. The death of the two aged sisters within a few hours of each other was a singular occurance, especially as death came to both very unexpected.

PLUM PUDDINGS AND MINCE PIES often have bad effects upon the small boy who over indulges in them. Pain-Killer as a household medicine for all such ills is unequalled. Avoid substitutes, there is but one Pain-Killer, Perry Davis', 25c. and 50c.

Brief Despatches.

Quebec, March 23.—The government resolution to abolish the legislative council was defeated in the council today by a vote of 17 to 5.

Listowel, March 23.—The generator in the Listowel Gas and Electric Light Company's works blew up early this morning, wrecking the whole building. Manager William Bitton was in the building at the time and was badly injured, but it is thought he will recover. The explosion shattered all the windows in the neighborhood and broke heavy plate glass along Main street nearly half a mile away. The building took fire after the explosion and was almost destroyed. The town is in darkness tonight, both the gas and the electric light being cut off.

Quebec, March 23.—The legislature was prorogued this evening, by Lieut.-Governor Jette, with the usual ceremonies. The session lasted over two months; the longest held for many years.

Toronto, March 23.—The Methodist Twentieth Century Fund, the general secretary, Rev. Dr. Potts, reports, is now $643,852, and increase for March of $22,924.

A GREAT BUILDER.—The D. & L. Emulsion of Cod Liver Oil is a great builder. It gives weight, adds healthy flesh, and overcomes any downward tendency of health. Davis & Lawrence Co., Ltd., makers.

CABLE TO THE AZORES.

Canso, March 23.—The big cable ship Faraday today finished landing the shore end of the new cable for the Commercial Cable Company, which is to connect Canso with the Azores.

Alex. Siemens, of the celebrated firm of cable manufacturers, who have the contract, personally superintended the landing, which was successfully accomplished. The Faraday then started for Fayal, paying out as she goes.

WE CLAIM THAT The D. & L. Menthol Plaster will cure lumbago, backache, sciatica, or neuralgic pains quicker than any other remedy. Made by Davis & Lawrence Co., Ltd.

Joe Gray, brother of George R., the champion shot putter of Coldwater, Ont., has had a chapter of accidents since he went to New York to play hockey. While playing he broke his ankle and was laid up two weeks. Crazy to get in the game again, he hopped out of bed, but quickly hopped back again, this time worse than ever, for he had to undergo an operation and several small pieces of bone were removed. The hockey club showed what good sportsmen they were by paying all Joe's expenses while he was confined to bed.

Indian widows in Sitka go into mourning by painting the upper part of their faces black down to their mouths.

FERRY'S SEEDS

Thousands of gardeners depend on Ferry's Seeds every year and never suffer disappointment. Cheap substitutes bring loss, not paying crops. It pays to pay a little more for Ferry's Seeds. Five cents per paper everywhere, and always worth it. Always the Best. 1900 Seed Annual free. D. M. FERRY & CO., WINDSOR, ONT.

CANADA'S GREAT BICYCLE COMPANY.

From the days of the "good old ordinary" to the present, March 1st always heralded the opening of the retail bicycle season. While it is true that the unfavorable weather which marked the opening week of the present month tended to hold back the enthusiasm a trifle, many "early birds" dropped into the depots to get a line upon the models displayed, and the salesmen express themselves as confident from present indications that the season of 1900 will be the best in the history of the bicycle trade.

THE CYCLE TRADE SOLID.

The utility of the bicycle has been proven. Men and women have found the wheel an invaluable aid to speedy daily locomotion to and fro. On that consideration alone, to say nothing of the health and pleasure afforded by the exercise, it has come to be regarded as indispensable if not a necessity. This being granted, and the price of the wheels being, as it is, almost cut in two as compared with but a few seasons ago, therefore placing it within the financial reach of the average citizen, accounts for the demand which has sprung up from a section of the public whom dealers found they were unable to interest. These changes are in a great measure a guarantee of the industry's future stability.

A GIANT COMPANY.

The consolidation of the bicycle interests of the five principal home companies —H. A. Lozier & Co., Massey-Harris Co., Goold Bicycle Co., Welland Vale Manufacturing Co., and the Gendron Manufacturing Co., into one giant concern, the Canada Cycle & Motor Co., Limited, forms a new epoch in the trade. The C. C. & M. Co. is a combination of brains and capital, which cannot help but achieve great results directed as it is by a coterie of the best known men in the Canadian financial and mechanical worlds. There are the following gentlemen: Mr. W. E. H. Massey, President; Senator Cox, Vice-President; Mr. E. R. Thomas, Second Vice-President; Hon. L. M. Jones, General Manager Massey-Harris Co., Limited; J. W. Flavelle, Managing Director the Wm. Davies Co., Limited; Mr. Warren Y. Soper, Ottawa, and Mr. E. L. Goold, late President of the Goold Bicycle Co., on its directorate. These are the names of men who after years of experience have won the confidence of the business community, and as they began by devoting their best energies to the big concern which they now direct, its success from the outset was a foregone conclusion. Mr. Jos. N. Shenstone, the General Manager, possesses marked executive ability. He was very largely instrumental in the building up of the immense business established by A. Harris, Sons & Co., of Brantford, and when that company was amalgamated with the Massey Co., became a Director and Secretary of the Massey-Harris Co., Limited.

THEIR FACTORIES.

The factories of the Canada Cycle & Motor Co., Limited, are without doubt the largest under the British flag. The following particulars relating to their works at Toronto Junction, Brantford and St. Catharines convey some vague idea of their immensity, and are therefore interesting at this juncture:—

Area of works at Toronto Junction, 127,000 square feet.

Area of works at Brantford, 80,000 square feet.

Area of works at St. Catharines, 45,000 square feet.

Area of head offices at Bay and Front streets, 22,000 square feet.

Total area, 274,000 square feet.

Number of Canadian mechanics employed, 960.

Horse-power in daily use, 550.

Estimated length of tubing to be used in 1900,—200 miles.

Estimated number of balls, 6,000,000.

Estimated number of miles of spoke wire, 511.

Estimated number of feet of wood, 450,000.

Estimated number of hides for saddles, 4,000.

Estimated amount of steel, 2,000,000 pounds.

Estimate amount of rubber, 150,000 pounds.

Estimated amount of canvas, 40,000 pounds.

Cleveland, Brantford, Massey-Harris, Gendron, and Welland Vale bicycles have been the popular mounts for years in this country, the sale of each in the past exceeding those of their largest competitors. Each year they have led in material, workmanship and improvements, that have won for them the praise and patronage of the public.

SUPPORT HOME INDUSTRY.

There are many good and convincing reasons why Canadians in arriving at their choice of a wheel for 1900 should look carefully into the lines offered by the Canada Cycle & Motor Co., Limited. They may be summarized briefly as follows:—

1. Because they are made in Canada it is to the best interests of Canadians to support home industry, giving employment as they do to Canadian workmen instead of sending their money out of the country to enrich foreign labor, as they do when they purchase imported wheels.

2. Because buyers have a home guarantee, a good protection in itself, and especially so when that guarantee is backed up by a company which manufactures 85 per cent. of all bicycles actually manufactured in Canada. The C. C. & M. Co. has a reputation to sustain, which its management cannot allow to be lowered. Riders then may rely upon any complaint receiving prompt attention without regard to technicalities in the construction of a contract.

3. Because the company has every facility to supply wheels promptly. They will not keep an agent waiting.

DISTINCTIVE FEATURES RETAINED

While in order to facilitate the transaction of business, the policy and office management of the company is under one control, the manufacturing end of the business is left to the five factory superintendents. Each of these has charge of his own staff, and in mechanical construction there is just as much rivalry as before. Each regards his own model as the best in the world, and every care that will contribute to perfection in detail is taken. The special features and individual characteristics of each model have all been preserved, so that the rider who formerly regarded with pride his own favorite mount stands in just the same position as if the five original companies still existed.

IMMENSE EXPORT TRADE.

The C. C. & M. Co., in addition to paying close attention to the Canadian trade, also do an immense export business, sending bicycles to Australia, New Zealand, Japan, South Africa, France, Germany, Great Britain, and other European countries. This strengthens the company's position incalculably, for, as they do, making bicycles and parts in immense quantities, and with an experienced staff in charge of their foreign department continually opening up new avenues of trade, they are enabled to furnish goods which it is beyond the power of any other Canadian manufacturer to duplicate at the prices of the C. C. & M. Co.

Canadians who go to Paris next summer will be able to inspect with pride the C. C. & M. Co.'s display at the Exposition. They have secured a large space, in which will be handsomely staged samples of the various lines. Mr. R. E. Van Dyke, who will be in charge of it, left for Paris last week with the exhibit. He will spend the intervening time completing his arrangements, so that when the great affair opens on April 15th next, everything will be in the best o forder.

THE COMPANY'S COMPLETE SYSTEM.

Speaking of home business the opportunity cannot be allowed to pass without some reference to this great company's methods. They have a carefully planned and most complete system, following out which their corps of travellers drag as with an immense net the whole Dominion. In following out their plan, branches have been established at Winnipeg, Montreal, and St. John, N. B., at which large stocks of bicycles and parts are carried. Goods are supplied and replacements made from these points, thus working towards affording every convenience for customers by obviating delays and saving express charges. Patrons in the Provinces are therefore placed in just as advantageous a position as if they were right on the spot at the head office.

Mr. E. R. Thomas, formerly Manager of H. A. Lozier & Co.'s Canadian business, is the executive head of this department. As that gentleman is well known and popular with the trade from one end of the Dominion to the other, he has the hearty co-operotion of all with whom he may be brought in contact.

MOTOR VEHICLES.

Motor vehicles will constitute an important branch of the Canada Cycle & Motor Company's operations. For the "Horseless Carriage" the demand is steadily growing, and in the near future the trade will no doubt reach very large proportions. The management of this company have been giving that branch careful study, and are making arrangements accordingly. Valuable motor vehicle patents and necessary rights will be secured, and when the proper time arrives the Company will be in a position to turn out a reliable and smoothly running motor vehicle.—[From Toronto Globe, March 10, 1900.

When the Branch was opened at No. 54 King street in this city last December, Mr. W. K. Rogers, who had been actively engaged in the bicycle business in P. E. I. was appointed as Manager and with him are associated Mr. R. S. Edgecombe (formerly Manager of the Goold Bicycle Co.), Mr. W. C. Power and Mr. W. A. Lockhart, Jr. (formerly with the Massey-Harris Co.) Mr. Edgecombe looks after the interests of the new Company in New Brunswick, and will, during the retail season, be prepared to welcome his old friends and any new ones at the retail store on King street. Mr. Power has been looking after the Nova Scotia trade, and in this has been ably assisted by Mr. W. A. Lockhart, Jr. Mr. Lockhart will also, during the retail season, be engaged in helping Mr. Edgecombe take care of the city trade.

A large staff of bookkeepers, clerks, shippers and repairmen are employed.

The first floor has been nicely fitted up and is used as a retail salesroom. On the second floor we find probably the best repair shop in the Maritime Provinces, the work being in the hands of competent mechanics. On the third and fourth floors and on the fourth floor of the building adjoining them, which they have secured, is stored in the neighborhood of one thousand of the different makes of wheels handled by the Company, and carload shipments are arriving daily, the Manager informing us that there are now on the way between eleven and twelve hundred more wheels of the different makes. All was bustle and activity. The shipping clerks being busily engaged in sending out orders for many of the customers throughout the territory.

In the city the Cleveland wheel is handled by Messrs. W. H. Thorne & Co., Limited. The Welland Vale is handled by Messrs. H. Horton & Son, and the Gendron by R. D. Coles, Charlotte street, while the Massey-Harris and Red Bird will be retailed at the Company's own store.

Competent authorities assert that South America has greater undeveloped resources than any other section of the world. Any crop grown elsewhere can be duplicated there, and the country abounds in mines of coal, silver and gold, most of which have been only slightly developed.

Foreign Nobleman—"Do you think you can lear to love me, darling?"

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