the province, and he had been more than even after that absolutely stated that it even which had also transport. Before even the had been to reflect upon head him uter to him possible which he had delivered in the City of the special which he had also transport. Before even the house of the head that before even the had been to reflect upon head him uter to him possible which he had delivered in the City of the second of the head that before even the had also transport. The had the before even the had also transport. Before even the had been to reflect upon head him uter to him possible which he had delivered in the City of the second transport. The had the before even the had also transport. Before the transport of the second transport to the possible which he had been transported. Before even the had also transported to the had the before even the had been transported. Before even the had also transported to the had been transported. Before even the had also transported to the had been transported. Before even the had also transported to the had been transported. Before the had the had been transported to the had been transported. Before the had transported. Before the had been transported. Before the had the had been transported. Before the had been transported. Before the had been transported. Before the had been transported. Befo not go under them and did not look into them thoroughly. He could not tell as to the design or as to the floor construction. He could give you the general appearance, but beyond that nothing more. Mr. Roy was only on the bridges about as hour and a half. He did not go underneath them, and he did not examine them as engineers would, having regard to the life of the bridge. He was conscious of the fact that it was a much disputed question as to the durability of these steel structures. He knew it depended very much upon the care which was taken of them and the conditions which surrounded them. These were all elements which had to be taken into consideration, yet he was convinced and had been told by men who assumed to know that our bridges were very much better been told by men who assumed to know this our bridges were very much better-yes 100 per cent. better, as far as durability was concerned, than those built in this province by Upper Canadian firms. No man, while he may express that opinion, will come upon the stand and swear that it is so. Take for instance the evidence of Mr. Arnold. He told the committee that the Campbell and Lefebvre bridges were better designed than the bridges built by the Upper Canadian concerns; that the work on them was better,

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where the work that Mr. Whinsow did and the carried space point against the government. He (Trites) had been taught by Mr. Archibald, as all their friends throughout the province had been taught to believe, by reason of this little pamphlet, that highway bridges should cost less than railway bridges; that railways bridges had more labor work that Mr. Whinsow did and the condition of the condition of the condition of the condition of the work that Mr. Whinsow did and the condition of the condition of the condition of the condition of the work that Mr. Whinsow did and the condition of the condition of the work that Mr. Whinsow did and the condition of the work that Mr. Whinsow did and the condition of the work that Mr. Whinsow did and the condition of the work that Mr. Whinsow did and the carried that Mr. Whinsow di bridges; that railways bridges had more labor upon them and were more expensive and therefore worth a higher price, and he thought therefore in showing they paid four cents a pound for a railway bridge that he was making a telling point against the government. The statement of his (Trites') partner was to this effect: "I beg to state that in the only bridge work in Nova Scotia in which Mr. Trites figured I was his partner, under the firm name of Gray, McManus, Trites & Co., and that was at River John, Pictou county, Nova Scotia, in the construction of the so-called Short Line Railway in that province. The firm asked for tenders in different parts of the United States and construction of the so-called Short Line Railway in that province. The firm asked for tenders in different parts of the United States and construction of the so-called Short Line Railway in that province. The firm asked for tenders in different parts of the United States and construction of the so-called Short Line Railway in that province. The firm asked for tenders in different parts of the United States and construction of the so-called Short Line Railway in that province. The firm asked for tenders in different parts of the United States and construction of

rey, Glasier, Lafouest, Fleming—7.
Premier Emmerson did not vote.
The result was received with great applause by the members of the government and their supporters and Premier Emmerson was the subject of many hearty con-

a dollar a split, and all drinks 50 cents each. As I said, it does seem cents each. As I said, it does seem that at this late date living would become a little cheaper, but people who have anything to sell want the earth for it, and the hapless consumer must pay the price or go with-out. The only consolation is that it will be as bad or worse at Cape Nome this summer, though that will probably tumble quicker because it is so much more accessible than the Klondike.'

shoots started from the roots, and from that date alfalfa eight inches tall was cut.

Get Acquainted With Sheep. It is not enough to go into the sheep barn two or three times a day, throw down a little hay, give them a mouthful of grain and let it go at that, says a correspondent of The Rural New Yorker. The successful man gets acquaint ed with his flock-many of them individually-during the winter and in

FACTORY INSPECTOR'S REPORT.

What is Contained in the 12th Report to the Legislature,

The Twelfth Annual Report of the Inspectors of Factories for Ontario for 1899 has been issued by the Department of Agriculture. The Proy-

ince is divided for the purpose of factory inspection into three districts the western, central and eastern, and in addition to the reports from the respective Inspectors for these divis-Miss Margaret Carlyle, female factory inspector. The report of Robert Bar-ber for the Western District notes the improved condition of manufacturing in consequence of which several fac ries worked night and day with double staff of employes. Wages were increased in many industries and one-third more overtime permits than usual were issued. But few children were illegally employed, compulsory attendance at school assisting the Inspectors in enforcing the law. The number of accidents shows a great increase. There were 157 as compared with 102 in 1898 and 99 in 1897. This is regarded as partly owing to the increase in the numbers employed and partly to the better observance of the law in reporting accidents. Of the accidents reported 84 happened i the wood-working industries. Eleven of the total number were fatal. Elevators were responsible for seven casualties. Similar conditions prevailed in the Central District where numerous complaints against requests to work overtime were noted. Twenty three overtime permits were granted The number of accidents reported was 146, 11 of which were fatal. Nin 140, 11 of which were fatal. Ninc-teen were caused by circular saws, 5-fatalities being among the number, 10 by belts, 15 by power or other presses and 7 by gears. One cause to which the increase of accidents is attributed is the high speed at which machines are run. Some defects in ventilation are noted owing to the absence of fans for the removal lust from polishing wheels, steps b ing taken to improve conditions. The spector for the East reports steady improvement in factory conditions though some causes of complaint remain more especially in the employ ment of young children and the ne