

A Mighty Poor Case Made by the Prosecution.

Fredericton, March 30.—In the house today, Mr. Humphrey made his inquiry: "Is the government aware that the Horseman bridge (so called) on the road leading to Salisbury from Moncton, is in a unsafe condition, and if aware of the fact when will it be attended to?"

Hon. Mr. White replied: "In answer to the honorable gentleman, the information that the department have is that a bridge known as the Horseman bridge, located some three miles or so out of Moncton, was constructed for by tender on the first of December, 1898, to be completed on or before the first of March, 1899, the contract price being \$650, of which \$250 has been kept back pending the report not yet received, that the work has been completed according to contract. The supervisor filed with the department a report dated July 13, 1899, stating that the bridge had been completed except putting on the rail and a little finishing off. The department have received no complaints from the honorable gentleman or any other source that the bridge is unsafe."

Hon. Mr. McKewen, from the municipal committee, submitted a report. Mr. Hazen made his inquiry with respect to the removal of Robert A. Phillips, of Johnston, Queens county, from the position of game warden.

Hon. Mr. Dunn replied that Mr. Phillips had been dismissed because his services were no longer required, and read correspondence from Chief Game Warden Knight to justify the dismissal. Mr. Humphrey made his inquiry: "Is it the government's intention to grant \$1,000 for the building of bridges, on the new road from the end of John street to Barry's Mills, in the parish of Moncton. If the government does not intend to grant \$1,000 for the above purpose, how much will be appropriated for the purpose?"

Hon. Mr. White replied: "For the information of my honorable friend I may say the government will take the matter into serious consideration."

Hon. Premier Emmerson committed a bill relating to persons brought into the province for certain purposes and unable to support themselves. Mr. Carpenter, chairman, Progress was reported with leave.

Mr. Purdy committed a bill relating to the civil government of the city of St. John. Mr. Carpenter, chairman. Agreed to with amendment and amended title.

Hon. Mr. McKewen committed a bill authorizing the city of St. John to enter upon and take for public purposes any private property that may be required for public use. Mr. Osmann, chairman.

The bill was agreed to with amendment.

Mr. Mott, from the law committee, submitted a report and the house adjourned.

Fredericton, March 31.—At 10:45 this morning bridge inquiry was again taken up.

Mr. Shaw, who had gone to St. John, was the only member of the committee absent.

Dr. Pugsley said he did not feel like going on with evidence in Mr. Shaw's absence as he was the only opposition member on the committee with the exception of Mr. Hazen, who had made the charges, and it was extremely necessary that he hear all evidence given. Mr. Shaw was in the position of a jurymen on a serious case and should be present.

Mr. Hazen pointed out that Mr. Gibson had been absent on one occasion and the committee had gone on.

Mr. Gibson created a laugh by replying that he was only absent at the time Mr. Johnston of Moncton was called and he did not think it was necessary for any of the committee to be present on that occasion.

After further discussion Dr. Pugsley said he would have to consult his client before proceeding. On being consulted Mr. Emmerson stated that while Mr. Shaw's absence was to be regretted that he would be willing to have the case go on sooner than delay the committee in their work.

Dr. Pugsley then continued his cross examination of Mr. Peters, who stated that he began arrangements for erecting bridges in 1892 and that arrangements were entered into with Hon. Mr. Blair, who was then leader of the provincial government.

Mr. Blair had stated to him that giving province firms was not giving satisfaction and wanted a provincial firm to undertake the work. After consulting with his brother Mr. Peters arranged to build three bridges—Cusack, Elgin and Douglas.

A rate of 65 cents per pound for 100 lbs on cars at Moncton was agreed on for those bridges. This was a basis of ordinary standard of business as explained by the witness yesterday, although the profit on ordinary business would be a little more than that on bridges. Mr. Haines had followed inspection of these bridges from the beginning to the end. The next bridges built by the Record Company were the Grand Manan, Dingee and Saunders Brook at 65 cents per pound for 100 lbs at Moncton.

The submittals of the Grand Manan bridge were asked for on an angle. The Saunders Brook bridge could by itself have been built cheaper than 65 cents but if the Grand Manan bridge had been taken by itself it could not have been built for 10 cents per pound. Taken as a whole, 65 cents per pound, witness said, was as low as was possible to build the bridges for.

Continuing, Mr. Peters said Mr. Haines had exercised great care and had required bridges to be built in accordance with specifications and plans of the provincial engineer, and any change in the bridges was only made after suggestions had been submitted to the chief engineer.

Witness then told of the Campbell bridge, which had not been properly welded. Mr. Peters said that as a mechanic Mr. Haines was regarded by prominent bridge men above the average and his opinion considered to be superior to that of many engineers. In witness' judgment he was a thorough mechanic.

Taking the three bridges just mentioned the witness said only fair and reasonable prices were charged.

The witness then said the next bridges he had built were for Mr. Willard Kitchen at 65 cents on cars at Moncton. He (Peters) knew of no arrangement or bargain by which Mr. Kitchen was compelled to get superstructure from the Record Foundry Company. In quoting 65 cents per pound to Mr. Kitchen the company felt they could not build the bridges for less. The reason the company were enabled to make a reduction in price of last bridges over first ones was that new machinery had been put in the foundry for the purpose of constructing bridges and new knowledge had been gained which enabled the company to do the work cheaper. The total amount which the Record Foundry Company had put into bridge

building, the witness said, was \$10,000 to \$12,000.

The witness also stated he had been amused at some statements made by Mr. Roy. If Mr. Roy had possessed mechanical knowledge he would not have made many of the statements which he had.

Mr. Peters then gave information on riveting and showed that hand riveting was much superior and of a more practical character than by an air pressure machine, although the latter was cheaper and looked better. The witness also said Prof. Swain had shown ignorance in regard to mechanical parts of the work.

As Mr. Emmerson had insisted that the bridges should be erected at 65 cents and the Record Company did not feel willing to take the risk the witness had agreed to take the contract himself and the company would give him material at Moncton for five cents per pound. He figured that the company had got 41 cents per 100 pounds on material below the standard of regular profits. The amount of five cents per pound which he (Peters) had paid to the company was less than they should have received on a proper business basis.

Mr. Emmerson stated that the above offer was all he would give and so as not to lose the trade after going to the expense of putting in a plant the company and Peters personally had come to the above arrangement.

On the LePage and Nepisiguit bridges the witness had lost money, while on the other bridges he had made a small profit. To Mr. Hazen the witness said as he had no use for his books after the work was finished he had destroyed them and therefore did not know what profits or losses he had made.

The witness stated he would probably lose from \$1,000 to \$2,000 in the erection of the Kingston bridge, upon which he was now working. Mr. Peters said that the bridge shown used in bridges built by the Record Foundry Co. had cost ten times as much in labor as those in the Salisbury and Sussex bridges. The cost of the LePage and Blackwell ten times as much as those in Hampton and Sussex bridges and that the bridges designed by Mr. Wetmore and built by the Record people were of a more expensive class than the Sussex and Hampton bridges. He compared the highway with railway bridges and said a span of the latter would weigh four or five times as much as one in the former of the same length. There would be as much profit for his firm in building railway bridges at \$2.75 per hundred pounds as in building highway bridges at \$4.41 per hundred pounds. The Record Company never had a chance to tender for railway bridges on the I.C.R. until a short time ago and as they had lots of work on hand and had suffered from fire had not then tendered.

In examining the blue chart left by Mr. Roy, Mr. Peters showed that the Hamilton Bridge Co. had made on material and shop labor 83 per cent. profit against 75 per cent. made by the Record Co. Mr. Peters thought it was "prudent to have a thorough inspection of the bridges both at the works and on the bridges. Please see the government engineer called for minute details and Inspector Haines said that they were carried out."

In regard to which Mr. Haines was in the Record Foundry Co. the witness said the shares were obtained in the usual way.

At one o'clock the committee adjourned for dinner.

At the afternoon proceedings Mr. Peters cross-examination of Dr. Pugsley was continued.

The witness said bridges built by the Record Foundry Co., according to the plans and specifications of Mr. Wetmore, the government engineer, were superior to those built by the Hamilton Bridge Co. He stated the amount received by the Record Foundry from the government for the first six bridges delivered on board cars at Moncton was \$13,377.67 and the total amount to the close of the year 1898 at 5 cents per pound on cars was \$49,246.36. Mr. Peters also said the dividends for the last six years on bridges were greater than in the first years of such work. Dividends had not been increased by entering upon bridges.

Dr. Stockton, on resuming the examination of the witness, questioned him on the standard and basis of carrying on his business. Dividends had been effected but little by entering upon construction of bridges.

Outside of the government and Willard Kitchen building.

Mr. Wetmore's plans frequently called for old pieces in which case the plans have to be departed from slightly.

The Londonbridge bridge people made defective eye bars on the Campbell bridge and Mr. Haines would not accept them.

The bridge business was only about ten per cent. of the Record Foundry Co.'s whole business and they did not depend on it. They were building bridges for outside of the province nor in the province either, except for those he had mentioned. Hand made rivets, he said, were superior to machine rivets, but not to those made by hydraulic power.

Mr. Hazen stated that Mr. Peters would be the last witness which his side would call.

A discussion took place as to the stock list of the Record Foundry Co., and on the suggestion of Mr. Baxter it was agreed that Mr. Peters send list of the stockholders to Mr. Peters and both Dr. Pugsley and Dr. Stockton look it over and pick out any name they thought would be friendly to the government and liable to influence the government to give contracts to the Record Co.

Dr. Pugsley then examined Mr. Peters again. The witness said assuming Dominion Bridge Co. erected a railway bridge at Moncton at 3 cents per pound they would make a greater profit than he would by erecting bridges at Moncton at 65 cents per pound.

Dr. Stockton—in erecting bridges over rivers the expense depends upon local conditions.

This concluded Mr. Peters' evidence and the list of witnesses, as far as Mr. Hazen is concerned.

Mr. Hazen will not even call Mr. Rudbeck.

Dr. Pugsley stated that although in his opinion the opposition had failed to make a case he would put Mr. Rudbeck on the stand and also Mr. Emmerson and one or two others.

It was agreed to adjourn until Tuesday morning next.

Mr. Phelps Johnston has written Mr. Hazen that the directors of his company felt to send papers asked for would "deplete the archives" of the company, therefore he would not come.

Death of Archibald Forbes.

London, March 30.—Archibald Forbes, the well known war correspondent, died in this city during the night. He had been unable to write or do anything owing to complications arising from rheumatism and paralysis. He spent most of his time at his home in London. His wife was a Miss Melgale, daughter of the late quartermaster general of the United States, General M. C. Meigs.

Information on the Purchase of Road Machines.

Fredericton, March 31.—Hon. Mr. White replying to Mr. Laforest's inquiry said he did not desire to press a point of order against the honorable member's inquiry because he did not wish to be under the imputation of withholding information. The honorable member was guilty of a violation of a well settled parliamentary rule when he seeks to get an answer to an inquiry, information which could only be expected on a notice for returns and such returns could only be brought forward after the consent of his honor the lieutenant governor had been obtained. In future the honorable member would be expected to confine himself to the rules of the house in making inquiry. Continuing Mr. White said: "A letter was written to the Hon. H. R. Emmerson, chief commissioner of public works, by Mr. H. H. McCain, M. P. P., and Mr. Frank B. Carvell, M. P. P., which I believe was of the date and to the effect set forth in the honorable gentleman's question, but as the letter with the accounts were referred to the public accounts committee at this session for their examination and report, I am unable to speak with absolute certainty as to whether the honorable gentleman has exactly and literally divined and set forth the contents of the document, though I believe he has done so. There was a genuine dispute prior to the writing of such letter between the department of public works and the Hon. H. H. McCain, which, according to the best information I have been able to obtain arose and was as follows: Mr. McDonald purchased some road machines for the use of at least two machines a price some \$70 or more in excess of what the government believed to be the fair price of such machines and in excess of what the government had been paying. The machines were purchased under the authority and by the direction of Mr. Dibley, then representative for Carleton county. When this department was asked to pay for the machines it refused to pay the price charged. Mr. McDonald not having authority from the department to make the purchase, had not and never has any valid claim against the government in respect of the same, but whatever he had was against Mr. Dibley, who, as I understand it, gave the authority to purchase the machines and against Mr. Smith, who afterwards signed a note with Mr. Dibley in favor of Mr. McDonald in payment or part payment therefor. Ultimately the department agreed to pay the sum of \$224.10 upon the distinct understanding and agreement that the government would not recognize the claim of Mr. McDonald in connection with the matter and that this \$224.10 could be applied as far as it would extend toward the payment of the said notes given by Mr. Dibley and Mr. Smith to Mr. McDonald. Mr. McDonald requested that the cheque should be made payable to the order of Mr. Dibley and Mr. Smith, but the government was a disinterested party to be entrusted with the payment of the money and the carrying out of the arrangement. Mr. McDonald was to be made payable to Mr. Nicholson and forwarded to him. The department has been informed by Mr. Carvell that the money was paid to Mr. Nicholson and no record as to whether the said William McDonald ever consented to accept said sum of \$224.10, or any other sum, in full payment of his claim, nor has he received any discharge from him of the said sum of \$274.10 or any part thereof, nor does it expect to receive such a discharge. Mr. McDonald's claim against the government for any sum whatsoever in connection with the said machines. The fact that the said William B. Nicholson has not made any claim for the said expenditures. The cheque in question is the payment referred to in the annual general report for 1899, on page 186."

Mr. Melanson gave notice of inquiry: "What amount has been paid John Hodge by the government or any of the departments during the year 1898, and also the year 1899 for any and all services performed by him?"

Mr. McKewen from municipalities committee submitted a report.

Answering Mr. Humphrey as to when the returns asked for in connection with the installation of the electric light at the Lunatic Asylum would be brought down, Hon. Mr. White said he thought they would be ready by Monday. The investigation had entailed very considerable extra work upon the department of public works, Mr. Winslow, the clerk, had been very busy. The returns asked for by the honorable member would be ready in a few days, which, he hoped, would be satisfactory to the honorable member.

Fifty-five bills (including the appropriation bills) have passed the present session.

Hon. Mr. Emmerson recommended a bill relating to persons brought into the province for certain purposes and unable to support themselves. Mr. Carpenter, chairman, Progress was reported with leave.

Premier Emmerson said that while all agreed that some such measure was needed, while it had been promoted by the common council of St. John, and while he (Emmerson) had introduced the bill, yet he did not wish to be held responsible for the measure. The bill was of a character that it strikes the line as being ultra vires of this legislature. He had substituted damages for penalties, and as amended the bill may run the gauntlet of the department of justice. Agreed to with amendment and amended title.

Hon. Mr. White committed a bill relating to actions of ejectment commenced prior to September 1, 1894. Mr. Humphrey, chairman. Agreed to.

Mr. Fish presented the petition of 169 residents of the town of Newcastle praying that the bill relating to the town of Newcastle be amended so that the appointment of Scott act inspector should be left with the county council; and that it be further amended so that the council would be compelled to divide the said town into four wards and that one resident alderman be elected from each ward and four aldermen be elected from the town at large.

Bills relating to the value of the real and personal property of William F. Humphrey in the city of Moncton, (known as the lock factory property) for taxation purposes, and his right to free water therefor for manufacturing purposes; and relating to the real and personal property of the Record Foundry and Machine Company, in the city of Moncton, for taxation purposes and the rates to be charged, said committee for water, used in their shops, were amalgamated and agreed to with amendments and an amended title.

Premier Emmerson said that as many members were absent as there were few bills left on the files of the house, and as the investigating committee had adjourned Tuesday, he would move that when the house adjourned it should stand adjourned until Tuesday next. The motion was carried and the house adjourned accordingly.

Rev. T. F. Fotheringham Gets the First.

Saturday evening's mail from Upper Canada brought to Rev. T. F. Fotheringham, pastor of St. John's high school church, a medal in recognition of his services in the Fenian troubles of 1866. Mr. Fotheringham was then a student at Upper Canada college, Toronto, and one of the companies of The Queen's Own Rifles was composed of young men from this institution. Mr. Fotheringham was sergeant of the company, having just been through military school whence he graduated with a captain's certificate. At the time of the Fenian invasion he was placed in garrison duty at Ridgeway. With the announcement that "Fenian raid medals" were to be given, Rev. Mr. Fotheringham's application was sent in through the colonel of the Queen's Own.

He values the medal much. It is of silver. The Queen's head is on the face with the inscription, "Victoria Regina et Imperatrix." The reverse shows the Canadian flag amid a heavy wreath of maple leaves. The inscription is simply the name "Canada." On the edge of the medal are indented these words: "Serg. T. F. Fotheringham, 2nd Co. Q. O. R." There is also a silver bar with this legend: "Fenian Raid, 1866."

The United States will Realize Twenty-six Thousand Dollars by the Importation of a Valuable Painting.

New York, March 31.—General Appraiser Howell has announced his decision in the matter of the painting "The Holy Family" by Rubens, which was sent to this country and entered at a value of 132,000 francs. It had been sold at public auction under a very low valuation and the customs authorities stopped it and held it for reappraisal.

General Appraiser Howell advances the valuation to 188,000 francs, making the duty 20 per cent., or about \$7,000.

According to law, however, there is an inflexible penalty attached to goods imported under a low valuation and in the case of the painting this penalty amounts to \$19,000 in addition to the duty.

The Ex-President says the Interview Was an Old Story—He Was Misrepresented.

Princeton, N. J., March 31.—Ex-President Cleveland, when interviewed today, relative to an article on "Imperialism, war and citizenship," said:

"The article is a perfect fraud. It has been taken word for word from the speech I delivered at Lawrenceville in June, 1898."

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The Downward Curve Given by the New French Stays.

The styles in corsets change almost as frequently as do the styles in outside garments, and with a view to obtaining the latest fashion in this particular article of wearing apparel several stores were visited this week and it was found that most of the new corsets are deeply V'd, as the expressive phrase used by those who handle them, goes. This is a return to natural lines from the artificial form moulded by the old-fashioned stays which pushed the bust upward with stiff buckram and whalebone. The new French corsets are pretty and easy affairs. The old corset made the body long waisted, upward from the waist. The new corset attempts to make the body compressed, if anywhere, from the waist downward. The model now in request is a corset short of these to wear with long black silk or these that are often cut up on the hip to permit an elastic movement in walking. The steels, and elaborate whalebone stiffeners are almost wholly downward toward the belt.

Many of the new corsets are very expensive, but good ones can be bought at a reasonable price.

It is never advisable to purchase a corset unless it fits, and the best figure is not that which is compressed into a figure in the strict bonds of a tight, stiff corset.

A Parisian Shade.

Citronade, as the French call the clear lemon color, which is one of the best evening shades, is popular just now in Paris. Delightful patterns and weaves of citronade are shown in the newly imported silks, satins, finished foulards, taffetas and surahs. A small black spot enhances the yellowness of one pattern, while zig-zags of satin in self color distinguish another lemon beauty. Try one of these to wear with your black silk or satin skirt and you will be charmed with the effect.

Palatable Little Dish Quite Easy to Make.

This is decidedly novel and by no means difficult or expensive to make. Take some slices of bread, toast them, butter thickly and cut into squares, and on each square put a quarter of a hard boiled egg. Melt on a pan of the fire a little hard cheese, you may have on hand; season with a little salt, pepper and a little mixed mustard. Pour this over the egg and brown in a hot oven. Serve hot. This is a good way to use up old pieces of hard cheese that are too hard to use in the ordinary way.

Prune Cookery.

In a large new book just issued the pruners of Lower California give a number of authorized recipes for cooking prunes. One of them is a sort of soufflé, and is made by boiling until tender a quart of prunes, which are then pressed through a sieve, and sweetened to taste before the whites of three eggs, beaten until stiff, are whipped lightly in. Put the mixture at once into a slow oven and bake for an hour and a half. The prunes are cooked over the water-pan in the chafin dish.

Sussex Personals.

Sussex, March 31.—H. H. Dryden, hardware merchant, has returned home from the United States after an extended business trip to the leading manufacturing centers.

Thomas Heffer, contractor, will begin work next week on a brick building which is to be erected on the site of the old church.

J. D. O'Connell has gone on a trip to the western states. He will probably visit San Francisco before his return.

James W. Knowlton, of Apolukau, who died on Monday last, was yesterday interred in the family burying ground at Sun's Creek. The funeral service was conducted by Rev. C. W. Hamilton and a large and influential body of citizens followed the remains to their last resting place. The deceased was an active politician, a supporter of the Conservative party, one of the oldest justices of the peace in the parish and at one time represented Kings county in the local legislature.

Norton News.

Norton, March 29.—Last Sabbath, at the close of the service in the Midland church, the pastor was pleasantly surprised, by being presented with the valuable gift of a fine coin silver clock. The presentation was made by Deacon Johnston. Mrs. Currie at the same time was made a present of a beautiful fur lined cape. These presents, which will be of great value to the church, are the united gifts of Norton, Midland and Long Point churches.

The donor replied in a very feeling manner, and thanked the donors for their thoughtful kindness to himself and wife. Price & Marshall have bought the place formerly owned by Mr. William Bassett. Mr. Bassett and family have gone to the United States.

Chas. W. Weyman, social act inspector, has lately secured convictions against Wm. Doherty and John Doherty. The case against Gilead Seck of the Central Hotel, Norton, was dismissed.

Shipping Notes.

Chartered—Schooner Utility, Black River, Jamaica, to New York, Liverpool, 84.50; Barque St. Paul, Philadelphia to St. Pierre or Fort de France, lumber, \$3.

The damaged schooner E. Norris, which has been laid up at East Boston since she was towed in here bottom up several months ago, has been sold by the Suffolk Towboat Company to C. H. Hanson, of Portsmouth, on private terms. The damaged vessel has been towed to Leighton's yard, where she will be converted into a lighter for her new owner—Boston Globe.

The barque Launberg, of Maitland, N. S. Capt. John C. McDougall, which arrived here a few days ago from Manila (Philippine Islands), with a cargo of hemp, has discharged the hemp, and is now at Mystic wharf, Charleston, where a couple hundred tons of old iron which was carried as ballast is being unloaded into care to be shipped in bond to Canada. The Launberg will load lumber at Mystic wharf for Buenos Ayres. Capt. McDougall, who was taken sick with grip shortly after his arrival here, is now convalescing, and will go to his home in Nova Scotia in a few days for recuperation.—Boston Post.

The finest lemon orchards in the world are those in Sicily, where an acre of lemons is worth \$1,500.

POULTRY NETTING.

Best Galvanized Poultry Netting in all widths. Send in your orders now. Anyway write for prices before ordering elsewhere.

W. H. THORNE & CO., Limited, Market Square, SAINT JOHN, N. B.