

CENTRAL INQUIRY RESUMED; E. G. EVANS ON THE STAND

Former Manager of Road Tells of History of His Connection With It, and Gives Statement of Finances—His Evidence to Be Continued Today—Hon. Wm. Pugsley to Be Asked When He Can Attend.

The sitting of the commission appointed to inquire into the affairs of the Central Railway was resumed yesterday in the admiralty court room. E. G. Evans, formerly manager of the road, was the only witness examined. The hearing will be resumed this morning, when Mr. Evans will again be on the stand. The three commissioners—Judge Landry, A. J. Todd and Fulton McDougall—were present with H. A. Powell as counsel. A. P. Barnhill, K. C., represented the former commissioners, Geo. McAvity and Senator King, and also appeared for Mr. Evans. F. B. Carroll appeared for the directors of the New Brunswick Coal & Railway Company. The inquiry opened at 10 o'clock. Mr. Barnhill announced that he appeared for Mr. Evans as well as for the old commissioners.

In answer to Mr. Powell, Mr. Evans said he had been a civil engineer for twenty-two years. He was employed by the Central Railway Co. in 1888 or 1889. He was engaged as assistant engineer, and ultimately became manager, in 1890. He continued in the management until Aug. 1, 1902. That included the time he was manager and had an option on the road. He secured the option in September, 1900. The road was not paying at that time. E. W. Clark & Co., and Drexel & Philadelphia, were the owners. He got the option when these people said they were going to abandon the road, and they made an offer which he accepted. The option was for three years, the amount \$35,000, and he was to pay interest on \$5,000 of that amount. He was to take the road over and operate on his own account. E. C. Elkin was a party with him in obtaining the option. There was no understanding with any other parties. The road at that time commenced at Norton and ended at Chipman. Under the terms of the option he was to get all the bonds amounting to \$50,000. These bonds constituted a first charge on the property, being secured by the trust company. The option also covered 65 to 70 per cent of the capital stock of the company. He had no impression as to what the whole stock was issued.

Asked by Mr. Powell if the option covered anything else besides the Central Railway, he said it included the Hampton and St. Martins Railway, as well. All the stock and bonds of that railway were included. Both companies were running at that time. The Hampton & St. Martins Railway was sold under sheriff's sale and the bonds cancelled. He was not to his option. At that time the Central Railway held subsidies from the Dominion and provincial governments for building the road from Chipman to Fredericton.

To Judge Landry witness said he was looking after the engineering work from Chipman to Gibson as well as operating the road from Norton to Chipman. After he got the option he continued to operate the road in the name of the company. Asked if he knew of the incorporation of the N. B. Coal & Railway Co., in 1901, he said he had heard of such a company which proposed to build a line from Chipman to Fredericton and he opposed it as it would parallel the Central.

In 1901 negotiations were entered into with the N. B. Coal & Railway Co. and George W. Allen were two of the men with whom he negotiated. He had been one of the party, witness answered, and Mr. Barnhill also stated that he had never acted on such a committee and he had notified the company he could not act on such a committee as he was representing Mr. Evans. He could corroborate the statement by the copy of a letter to the late Judge Treuman.

A proposition was made on June 13, 1901 to sell the line from Chipman to Fredericton, to the N. B. Coal & Railway Co. for \$115,000.

The proposition was accepted. He was also to draw plans of bridges and submit his bill, as an extra. This \$115,000 was ultimately paid to him in full, he thought by Mr. Allen, secretary of the company. Mr. Powell's report to the provincial government in this matter, was read by Mr. Powell.

To Judge Landry witness said he understood that the N. B. Coal & Railway Company had the right to build a line from Chipman to Gibson, and he had therefore opposed it.

Witness said to Mr. Powell that he had expressed the opinion that the location of the survey could be improved, as the old maps were almost obsolete and he had notified the company he could not act on such a committee as he was representing Mr. Evans. He could corroborate the statement by the copy of a letter to the late Judge Treuman.

A proposition was made on June 13, 1901 to sell the line from Chipman to Fredericton, to the N. B. Coal & Railway Co. for \$115,000.

The proposition was accepted. He was also to draw plans of bridges and submit his bill, as an extra. This \$115,000 was ultimately paid to him in full, he thought by Mr. Allen, secretary of the company. Mr. Powell's report to the provincial government in this matter, was read by Mr. Powell.

To Judge Landry witness said he understood that the N. B. Coal & Railway Company had the right to build a line from Chipman to Gibson, and he had therefore opposed it.

Witness said to Mr. Powell that he had expressed the opinion that the location of the survey could be improved, as the old maps were almost obsolete and he had notified the company he could not act on such a committee as he was representing Mr. Evans. He could corroborate the statement by the copy of a letter to the late Judge Treuman.

A proposition was made on June 13, 1901 to sell the line from Chipman to Fredericton, to the N. B. Coal & Railway Co. for \$115,000.

The proposition was accepted. He was also to draw plans of bridges and submit his bill, as an extra. This \$115,000 was ultimately paid to him in full, he thought by Mr. Allen, secretary of the company. Mr. Powell's report to the provincial government in this matter, was read by Mr. Powell.

To Judge Landry witness said he understood that the N. B. Coal & Railway Company had the right to build a line from Chipman to Gibson, and he had therefore opposed it.

Witness said to Mr. Powell that he had expressed the opinion that the location of the survey could be improved, as the old maps were almost obsolete and he had notified the company he could not act on such a committee as he was representing Mr. Evans. He could corroborate the statement by the copy of a letter to the late Judge Treuman.

A proposition was made on June 13, 1901 to sell the line from Chipman to Fredericton, to the N. B. Coal & Railway Co. for \$115,000.

tended with. There was considerable hard pan but there were no heavy cuttings. Replying to Mr. Powell, the witness said the claim of the Barnes Company under the contract was \$99,315.33 and on the 15 per cent basis \$112,788.19. The total expenditure at the end of the Barnes Company's work was \$212,103.32. He did not know the actual amount the Barnes Company was paid. He was not consulted. Mr. Barnhill interposed that as Mr. Evans resigned in June, 1904, he would not be there to consult.

Mr. Powell then read the order-in-council authorizing a government issue of \$230,000 for the road. Mr. Evans said he did not know that the road was bought from I. C. R. had not been paid for by the rolling stock purchased from Rhodes, Curry & Co. The extension of the road began at Chipman and ran to Minto. The branches by measurement were 7.2 miles. He did not know that Mr. Barnes bought off Mr. Wheaton for \$55,000 to get the road to put the road in good condition for which he was to receive \$30,000. This did not appear in writing.

The N. B. Coal & Railway Company was to assume the operation of the road as soon as the first payment was made. Out of the \$180,000 he was to pay all indebtedness on the road, and \$30,000 was an estimate of the cost of putting the road in good shape.

To Judge Landry witness said he had the period of his option with Clark and Drexel and the option to the N. B. Coal & Ry. Co., the indebtedness had increased. It was about \$18,000 or \$20,000 he thought at the time the N. B. Coal & Ry. Co. took it over. Up to the time this company took it over, the total expenditure on the road by Mr. Elkin and himself was about \$77,000. The road was taken over by the N. B. Coal & Ry. Co. on August 1, 1902, free from debt and incumbrances.

Mr. Evans was asked to show from his books the exact amount of the indebtedness. He said it was \$77,429.88. Mr. McDougall asked how this \$77,000 was financed. Witness replied that it was raised by himself personally, Mr. Elkin, the two jointly, and from receipts of the road. Witness said he could find an account in the ledger of the moneys received from the N. B. Coal & Ry. Co. The payments were October, 1901, \$12,500; February, 1902, \$9,500; July, 1902, \$5,000; September, 1902, \$5,000; October, 1902, \$3,785; November, 1902, \$3,000; December, 1902, \$2,000; January, 1903, \$3,750; February, 1903, \$5,500; March, 1903, \$5,000; April, 1903, \$1,500; June, 1904, \$22,224.00; making a total of \$78,769.06.

Since that time he had received \$37,500 and \$8,000, making a total of \$83,319.06. Mr. Powell said according to the government report a cheque for \$15,000 had been drawn by witness. He said he received only \$12,500. In the second payment, he had received only \$9,500; although the record showed that a cheque for \$15,000 had been drawn.

Mr. Powell said that the witness was credited by Mr. Snowball, who was acting for the Royal Trust Co., representing Drexel, with the payment of \$35,000. Mr. Evans stated that the option was for \$50,000 and he had borrowed \$5,000, which with interest made \$5,500. Witness remembered that such a payment was made in settlement of the option with Clark and Drexel. On this payment the bonds being questioned about the road turned over to the N. B. Coal & Ry. Co., and the stocks and bonds of the Hampton and St. Martins were handed over to the witness. Mr. Powell asked witness what had been done with the stocks and bonds of the Hampton and St. Martins Ry.

Mr. Barnhill objected strongly to the witness being questioned about the Hampton & St. Martins Railway as it was not material to the inquiry and was entirely a personal matter. Mr. Evans replied that there was no excuse for prying into the matter.

After the commissioners had conferred, his honor announced that they had decided not to make a decision on the matter until the afternoon, and in the meantime Mr. Powell could go on with something else. His honor said there was no need on the part of the commission to pry into private affairs that were not going to throw light on the inquiry.

Resuming the examination Mr. Powell asked if \$103,319.06 represented the total payments to him in cash from the New Brunswick Coal & Railway Co.

Witness said that it did. In addition to that there was an amount due the I. C. R., of \$1,000, and another \$1,000. These amounts were accounts which under the option he should have paid. Asked if the N. B. Coal & Railway Co. paid both these amounts, witness replied that he thought the company had paid the I. C. R. account but not the other. If these amounts had been paid by the company the total he had received would be \$114,319.06. He had received no other moneys from the company and a balance of \$88,020.12 was still owing him. The actual cost was \$103,319.06 and \$5,000 were not entered in the books because the payments had been made after the books were closed up.

Witness said his management of the road commenced Aug. 1, 1902 and a new set of books were opened at that time. These books reflected all transactions from the time he took charge until he resigned. He entered his employ as an engineer. He remembered building the road from Chipman to Minto. The estimated cost was \$130,000. It was witness' duty as an engineer to keep a full and correct record of the work done. These estimates were sent to Fredericton, but he had exact copies, which he produced.

Mr. Barnes had drawn up the contract and the Barnes Construction Co., took it over at 15 per cent advance. The witness then read from the progress estimate he had prepared, which totaled as follows:—Main line, \$90,310.28; branches, \$3,844.24 and extras, \$5,164.81, grand total, \$99,315.33.

On resuming in the afternoon, the examination of Mr. Evans was continued. Replying to Mr. Powell, he said there was a dispute with the Barnes Company, at the time they threw up the contract, over a claim for track laying. They claimed \$7,206.33 and were paid \$2,408.87 and at a later date \$1,232.81. He did not think the balance of \$3,494.54 was paid. Payments under the agreement by which Barnes & Co. were paid the force and material accounts plus 15 per cent were then sent into the auditor's office. A copy of the agreement which was already in evidence was shown to the witness. He said that was the agreement that had been made. The payments were

made as follows:—\$15,000 in two months from Aug. 28, 1901; \$15,000 in four months; \$30,000 in nine months; \$30,000 in 15 months, and \$90,000 in two years.

Witness said it was understood that he was to put the road in good condition for which he was to receive \$30,000. This did not appear in writing.

The N. B. Coal & Railway Company was to assume the operation of the road as soon as the first payment was made. Out of the \$180,000 he was to pay all indebtedness on the road, and \$30,000 was an estimate of the cost of putting the road in good shape.

To Judge Landry witness said he had the period of his option with Clark and Drexel and the option to the N. B. Coal & Ry. Co., the indebtedness had increased. It was about \$18,000 or \$20,000 he thought at the time the N. B. Coal & Ry. Co. took it over. Up to the time this company took it over, the total expenditure on the road by Mr. Elkin and himself was about \$77,000. The road was taken over by the N. B. Coal & Ry. Co. on August 1, 1902, free from debt and incumbrances.

Mr. Evans was asked to show from his books the exact amount of the indebtedness. He said it was \$77,429.88. Mr. McDougall asked how this \$77,000 was financed. Witness replied that it was raised by himself personally, Mr. Elkin, the two jointly, and from receipts of the road. Witness said he could find an account in the ledger of the moneys received from the N. B. Coal & Ry. Co. The payments were October, 1901, \$12,500; February, 1902, \$9,500; July, 1902, \$5,000; September, 1902, \$5,000; October, 1902, \$3,785; November, 1902, \$3,000; December, 1902, \$2,000; January, 1903, \$3,750; February, 1903, \$5,500; March, 1903, \$5,000; April, 1903, \$1,500; June, 1904, \$22,224.00; making a total of \$78,769.06.

Since that time he had received \$37,500 and \$8,000, making a total of \$83,319.06. Mr. Powell said according to the government report a cheque for \$15,000 had been drawn by witness. He said he received only \$12,500. In the second payment, he had received only \$9,500; although the record showed that a cheque for \$15,000 had been drawn.

Mr. Powell said that the witness was credited by Mr. Snowball, who was acting for the Royal Trust Co., representing Drexel, with the payment of \$35,000. Mr. Evans stated that the option was for \$50,000 and he had borrowed \$5,000, which with interest made \$5,500. Witness remembered that such a payment was made in settlement of the option with Clark and Drexel. On this payment the bonds being questioned about the road turned over to the N. B. Coal & Ry. Co., and the stocks and bonds of the Hampton and St. Martins were handed over to the witness. Mr. Powell asked witness what had been done with the stocks and bonds of the Hampton and St. Martins Ry.

Mr. Barnhill objected strongly to the witness being questioned about the Hampton & St. Martins Railway as it was not material to the inquiry and was entirely a personal matter. Mr. Evans replied that there was no excuse for prying into the matter.

After the commissioners had conferred, his honor announced that they had decided not to make a decision on the matter until the afternoon, and in the meantime Mr. Powell could go on with something else. His honor said there was no need on the part of the commission to pry into private affairs that were not going to throw light on the inquiry.

Resuming the examination Mr. Powell asked if \$103,319.06 represented the total payments to him in cash from the New Brunswick Coal & Railway Co.

SENSATIONAL EVIDENCE AT MARINE INQUIRY

(Continued from page 1.)

"Didn't it occur to you to ask for a receipt from others?"

"No."

"Did you think the payment of the \$30,000 was contingent upon the \$3,000 bribe being given?"

"Sure, since it was given."

"Did you not know they could not refuse paying an honest account?"

"They could delay it and had done so for nine months. There might be an implication that you yourself pocketed the money. Have you taken care to protect yourself?"

"Are you willing to help me find the teller who paid you the money?"

"To the best of my ability."

Witness here stated that recently the Bank of Montreal had refused him permission to look over the old books of the People's Bank.

"Will it make any difference to your statement if it turns out that Boudreau denies the whole thing?"

He replied that he did not know.

"Not a particle. I'm not here to perjure myself. I've been threatened."

"I got a letter saying that if I did not retract a \$10,000 action would be instituted, it has since been withdrawn."

"By whom?"

"Yes, and I had verbal threats."

Witness here related meeting Boudreau at a Senator Chouette's when the former denounced him (witness) as a liar and scoundrel and said that he (Boudreau) could prove that he (Van Felson) took the money if anyone did.

Since then another man had told him to be careful or he would land in jail and he should think of his children. He had replied it would be no disgrace to go to jail for telling the truth.

"It would depend upon which charge you go to jail," observed the judge.

Mr. Watson—"I have the attendance books of the department and find that on the 5th, 6th, 7th, 8th, 9th and 10th of March, 1903, Boudreau was in Ottawa, does that affect your statement as to the date of his going to see you?"

"I said if I can remember right, that was the date."

"Why was not this evidence given at Quebec?"

"Was asked to keep away from court."

"By Mr. Halliday. He and I went and consulted Hon. Mr. Taschereau and I was told to keep away from court. It was not to be called. I was also told that unless I was able to produce written evidence I might be jailed. I kept silent."

THIS DIVISION IS 59 YEARS OLD

E. S. Hennigar, Head of Sons of Temperance, Home from Albert County.

E. S. Hennigar, grand worthy patriarch of the Sons of Temperance in New Brunswick, returned Wednesday from Albert county, where he attended two meetings.

A large and enthusiastic gathering was held in the Methodist church in Albert on Monday evening. Rev. W. J. Kirby, pastor of the church, presided. The meeting opened with a hymn, reading of scripture lesson and prayer. The chairman delivered an inspiring address, followed by a report from the division.

On Tuesday evening Mr. Hennigar, Rev. Mr. Kirby and Miss Kirby, of St. John, well liked and paid an official visit to Golden Rule Division, S. of T. They were officially received by the division officers and several members of the division.

On Tuesday evening Mr. Hennigar, Rev. Mr. Kirby and Miss Kirby, of St. John, well liked and paid an official visit to Golden Rule Division, S. of T. They were officially received by the division officers and several members of the division.

This division has met continuously for fifty-nine years. Several members present Tuesday evening said that their children were charter members. A very pleasant meeting was brought to a close by all joining in the closing order of the day.

On Friday evening, Rev. C. W. Hamilton was expected to take part in the meetings referred to but was prevented by being busy in the Scott act campaign in Salisbury parish.

A new instrument for determining the hardness of substances is attracting some attention among engineers. This device, which has been named the scleroscope, from the Greek skleros ("hard"), measures hardness by the rebound of a hammer with a fine diamond point, which is allowed to drop on the tested substance from a little height.

It has been noted that the different methods of measuring hardness used hitherto, such as scratching with a diamond, filing, pressing with a steel ball, etc., do not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

What kind of hardness is it that the scleroscope measures? A writer on the subject in the Iron Age defines it somewhat vaguely and forbiddingly as "the recuperative energy instantaneous available under permanent deformation." This definition will surely confirm the layman in his unfortunate impression that scientific phraseology is necessarily obscure, but if it is accepted, and if this is what we mean by "hardness," then the new instrument shows some interesting features. Among others, it demonstrates that metals usually are increased in hardness by compression, though in the soft alloy known as "Babbitt metal" it produces exactly the opposite effect.

A special feature of the instrument is that it alone, among devices for testing hardness, indicates relative degrees of hardness. Always assuming that the inventor's definition is to be accepted, we may now say not only that one substance is harder than another, but that it is twice or four times as hard.

Its use depending on this feature may be very wide. The inventor, for instance, does not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

What kind of hardness is it that the scleroscope measures? A writer on the subject in the Iron Age defines it somewhat vaguely and forbiddingly as "the recuperative energy instantaneous available under permanent deformation." This definition will surely confirm the layman in his unfortunate impression that scientific phraseology is necessarily obscure, but if it is accepted, and if this is what we mean by "hardness," then the new instrument shows some interesting features. Among others, it demonstrates that metals usually are increased in hardness by compression, though in the soft alloy known as "Babbitt metal" it produces exactly the opposite effect.

A special feature of the instrument is that it alone, among devices for testing hardness, indicates relative degrees of hardness. Always assuming that the inventor's definition is to be accepted, we may now say not only that one substance is harder than another, but that it is twice or four times as hard.

Its use depending on this feature may be very wide. The inventor, for instance, does not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

What kind of hardness is it that the scleroscope measures? A writer on the subject in the Iron Age defines it somewhat vaguely and forbiddingly as "the recuperative energy instantaneous available under permanent deformation." This definition will surely confirm the layman in his unfortunate impression that scientific phraseology is necessarily obscure, but if it is accepted, and if this is what we mean by "hardness," then the new instrument shows some interesting features. Among others, it demonstrates that metals usually are increased in hardness by compression, though in the soft alloy known as "Babbitt metal" it produces exactly the opposite effect.

A special feature of the instrument is that it alone, among devices for testing hardness, indicates relative degrees of hardness. Always assuming that the inventor's definition is to be accepted, we may now say not only that one substance is harder than another, but that it is twice or four times as hard.

Its use depending on this feature may be very wide. The inventor, for instance, does not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

What kind of hardness is it that the scleroscope measures? A writer on the subject in the Iron Age defines it somewhat vaguely and forbiddingly as "the recuperative energy instantaneous available under permanent deformation." This definition will surely confirm the layman in his unfortunate impression that scientific phraseology is necessarily obscure, but if it is accepted, and if this is what we mean by "hardness," then the new instrument shows some interesting features. Among others, it demonstrates that metals usually are increased in hardness by compression, though in the soft alloy known as "Babbitt metal" it produces exactly the opposite effect.

A special feature of the instrument is that it alone, among devices for testing hardness, indicates relative degrees of hardness. Always assuming that the inventor's definition is to be accepted, we may now say not only that one substance is harder than another, but that it is twice or four times as hard.

Its use depending on this feature may be very wide. The inventor, for instance, does not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

What kind of hardness is it that the scleroscope measures? A writer on the subject in the Iron Age defines it somewhat vaguely and forbiddingly as "the recuperative energy instantaneous available under permanent deformation." This definition will surely confirm the layman in his unfortunate impression that scientific phraseology is necessarily obscure, but if it is accepted, and if this is what we mean by "hardness," then the new instrument shows some interesting features. Among others, it demonstrates that metals usually are increased in hardness by compression, though in the soft alloy known as "Babbitt metal" it produces exactly the opposite effect.

A special feature of the instrument is that it alone, among devices for testing hardness, indicates relative degrees of hardness. Always assuming that the inventor's definition is to be accepted, we may now say not only that one substance is harder than another, but that it is twice or four times as hard.

Its use depending on this feature may be very wide. The inventor, for instance, does not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

STREAM OF WELL-TO-DO SETTLERS FOR NEW BRUNSWICK POSSIBLE, AND WE OUGHT TO GET THEM QUICKLY

Easy to Secure Them if Our Advantages Are Made Known, Says R. H. Court of "Canada"—This Province, He Finds, Has More Attractions Than Any Other for Men Who Wish to Go in for Mixed Farming—Says We Hide Our Light Under a Bushel.

Friday, Dec. 18. R. H. Court, general manager of "Canada," the well known illustrated weekly journal published in Great Britain, is in the city at the Royal Hotel. He has just completed a tour of the Dominion from coast to coast in the interest of his journal, which now has an extensive Canadian business. Seen by a representative of the Telegraph last night, Mr. Court said that he thought it a great pity that New Brunswick was not better known in the old country. "In my opinion," said Mr. Court, "New Brunswick is known less of all the provinces of Canada, and yet you have the province that is most suited to the settlement of the middle classes with small capital who are now looking towards Canada as the future home."

"The conditions which obtain here are more similar to the conditions in the old country than any other province in Canada."

"English and Scotch farmers are essentially mixed farmers. And that is the kind of farmers that New Brunswick is exactly suited for."

"I understand that there are thousands of acres of cleared land available in the province. If this was only made known to the old country and the suitable conditions, climatic and otherwise, advertised, I believe that within a very short time all these available lands would be taken up by experienced farmers and others with small capital."

A stream of Well-to-Do Settlers. Asked by The Telegraph representative what classes were now looking towards the Dominion with a view to settling here, Mr. Court replied:

"Canada is now regarded by thousands of the well-to-do classes as a country which may not only offer as comfortable a living for themselves, and the probability of investing their capital far more remuneratively than is possible in England, but also as a country which affords much better chances for their families."

"Thousands of such families are eagerly gathering all the information they can get regarding the country which they are learning to regard as a future home."

"This well-to-do middle class are much more intelligent, and have far more stakes than the ordinary emigrant class. They want to know which of the various provinces will suit their constitutions and purses the best, the price of land, the return they may expect, the cost of starting a place of their own, and that of living as compared with their present ideas, the investments in which they may employ their spare capital, with the return to be expected from such investments, and, finally, they wish to know the particulars of actual places which are for sale, so that they may emigrate with something definite in view, and not on speculation entirely."

"Advertise." Mr. Court said: "Now, the other provinces of Canada are making known their resources and opportunities in the old country with a view to capturing these better classes, much more than they do in New Brunswick. And yet your province has better inducements to put forward than the other provinces for these particular classes. Your climate is similar to that of the old country and you are only six days' journey from Liverpool, a fact which would strongly appeal to the prospective settler."

"Then you think that New Brunswick could easily secure her share of these better class settlers if she made her resources known," remarked The Telegraph man.

"Most certainly," replied Mr. Court, "in fact I believe you could easily secure more than your share if you only went after them."

"The government of New Brunswick should make a special effort in this direction as the other provinces are doing. You need good class settlers to take up your land and farm it. We have these people on the other side looking for the facilities which New Brunswick can offer. But they will not come and seek you—it is up to the people of New Brunswick to see that these opportunities and inducements are placed before them."

"In conclusion I would suggest that the government of New Brunswick appoint an active agent general in London who would have a central office and devote the whole of his time to looking after the interests of New Brunswick in Great Britain and the whole of his time, then he would produce results."

An Experienced Journalist. Mr. Court is in the city on his third annual tour of the Dominion, where he spends six months every year traveling from coast to coast in the interest of his paper. During his tour this year Mr. Court has compiled a series of articles on the country and its resources, which will be reproduced in "Canada" during the next few months.

Today Canada is much better known than formerly, its wonderful natural resources and boundless possibilities are better understood and appreciated than was ever thought possible a few years ago. As a result, a large section of the better classes in Great Britain are looking towards this country as their future home, and private investors are placing their funds in real estate mortgages and other sound Canadian securities.

As Mr. Court said: "A great confidence in your wonderful and beautiful country has been inspired in the Britishers at once."

It is upon this feature that the inventor, for instance, does not measure precisely the same quality. A substance may be hard on an instantaneous action and soft to a slow and continuous one, as in the case of asphalt, which may be fractured by a quick blow, but yields like wax to slow pressure.

What kind of hardness is it that the scleroscope measures? A writer on the subject in the Iron Age defines it somewhat vaguely and forbiddingly as "the recuperative energy instantaneous available under permanent deformation." This definition will surely confirm the layman in his unfortunate impression that scientific phraseology is necessarily obscure, but if it is accepted, and if this is what we mean by "hardness," then the new instrument shows some interesting features. Among others, it demonstrates that metals usually are increased in hardness by compression, though in the soft alloy known as "Babbitt metal" it produces exactly the opposite effect.

A special feature of the instrument is that it alone, among devices for testing hardness, indicates relative degrees of hardness. Always assuming that the inventor's definition is to be accepted, we may now say not only that one substance is harder than another, but that it is twice or four times as hard.

Its use depending on this feature may be very wide.