

SUNDAY SCHOOL COLUMN.

MONCTON CONVENTION MATTERS, ETC.

If you have not already elected delegates from your school for the convention, do so now and send their names to James Baynes, Moncton.

Each school can send two delegates, the primary union three and county five. All ministers and ministers of the provincial executive are entitled to all the privileges of the convention.

Pay full fare going and get a standard certificate to bring you back.

The normal graduates of St. John are requested to meet in Queen square church this Tuesday evening at 8 o'clock.

Prof. H. M. Hamill will spend next Sunday in St. John on his way to the provincial convention. It is expected that he will address a mass meeting of Sunday school workers in Germain street Baptist church on Sunday afternoon at 4 o'clock, and in Queen square Methodist church Sunday evening at 8 o'clock.

The superintendent of the normal department requests notification of all classes formed for either the first year's course or the post graduate. It will be very encouraging if he is able to report at the convention that a large number of classes have already been formed for next year's work.

Mrs. D. A. Morrison is to conduct the primary workers' conference at the convention. It will be a wide awake, interesting conference.

Rev. G. O. Gates will again conduct the devotional services.

It will be interesting to note the different point of view as shown in the addresses on the World's Sunday school convention, as seen by a Yankee and by Canadians.

Last year it was felt that the programme made place for too many addresses to be a good working programme. This year, while interesting addresses will be delivered in almost every session, it is essentially a workers' programme. It is well fitted to make the theme of the convention more than a title.

THE THEME OF THE CONVENTION.

The Sunday school to be improved and increased as an educational agency, an evangelistic grace, a spiritual power." Is it not all these in a nut-shell? And are not Prof. Anderson, Rev. J. D. Pritchard and Dr. Hamill just the men to make these three departments live as they address us on them?

The annual meeting of the St. John City Sunday School Association has been postponed from the 15th to the 22nd inst.

St. John's Presbyterian church has a meeting tonight to consider the matter of systematically grading this Sunday school.

It is expected that Mr. Archibald, field secretary for Quebec and Maine, will be in the city Thursday and Friday on his way from the Nova Scotia convention. He will probably address a meeting on Thursday evening and attend the Primary Union on Friday afternoon. Further notice will be given later.

NOTES FROM FIELD SECRETARY LUCAS.

During the past week conventions have been held in the parishes of St. Marys and Douglas in York county. That of St. Marys was held at Nashua Centre and attended by the field secretary and parish officers.

That of Douglas, and Douglas in New Brunswick, was attended by Messrs. Dr. Barbour, Messrs. McFarlane and Lemont gave much assistance.

ANNUAL FAIR

The agricultural society of Mansons Sutton, York Co., district No. 33, held their annual fair at the agricultural hall, Harvey settlement, on Tuesday, October 4th. There was a very large number present and the exhibition was in every way first class.

HORSES.

Pair horses—1st, J. Albert Little, 2nd, Matt. Swan. Hires or mare, any age—1st, S. B. Hunter, 2nd, S. McFarlane.

CATTLE.

Grade Ayrshire—Cow, 4 years old—1st, Jas. T. Swan; 2nd, Jas. T. Swan; 3rd, Wm. Speedy. Heifer, 3 years old—1st, John M. Swan; 2nd, Harry Swan.

SHREEP.

Ram lamb—1st, Matthew Swan; 2nd, John M. Swan; 3rd, Jas. Coburn.

Two lambs—1st, David Lessor; 2nd, Andrew Robinson; 3rd, Andrew Robinson. Ram shearing—1st, David Mowatt; 2nd, Robt. Piercy; 3rd, S. McFarlane.

SWINS.

Brood sow—1st, Wesley Hay. Gosse and Ponds—over 1 year—1st, D. Lester; 2nd, Jas. Rutherford.

EGGS AND POULTRY.

Early Rose—1st, John H. Grievie; 2nd, Robt. Thompson; 3rd, Matt. Swan. Eggs—1st, Geo. Moffatt; 2nd, John Rutherford; 3rd, Matt. Swan.

POTATOES.

Beau Rose—1st, W. W. Messer; 2nd, Thos. Moffatt; 3rd, Robt. Piercy. Best assortment potatoes—1st, Alex. Willson; 2nd, Thos. Robinson.

BEANS, ETC.

Beans—1st, Wm. Piercy. Beans, turp—1st, Alex. Willson; 2nd, Geo. Moffatt; 3rd, Matt. Swan.

VEGETABLES.

Onions, potato—1st, J. A. Little; 2nd, Geo. Moffatt; 3rd, Matt. Swan. Onions, large—1st, Matthew Swan.

FRUIT.

Apples—1st, Wm. Speedy; 2nd, Jas. Rutherford; 3rd, Matt. Swan. Peaches—1st, Wm. Speedy; 2nd, Jas. Rutherford; 3rd, Matt. Swan.

NEW BRUNSWICK.

John Rutherford; 2nd, John G. Coburn. Greening—1st, John H. Grievie; 2nd, John Rutherford; 3rd, Matt. Swan.

BRITISH COLUMBIA.

Ab Albert County Man Dies in Vancouver, British Columbia. (Vancouver World, Oct. 3.)

CAPT. WOOD DEAD.

We have to chronicle the death of Capt. Wood, who died at his home in St. John, N. B., on Thursday morning last. Capt. Wood was a native of St. John, N. B., and was more than thirty years in the service of the North Atlantic coast.

AS THE FISH SEE US.

"No look at all!" replied the second fish. "The man is the end of the line is an idiot."

ANNUAL FAIR

Of the Mansons Sutton Agricultural Society. The agricultural society of Mansons Sutton, York Co., district No. 33, held their annual fair at the agricultural hall, Harvey settlement, on Tuesday, October 4th.

CARTER'S LITTLE LIVER PILLS

Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating.

SICK HEADACHE

Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating.

Small Pill, Small Dose, Small Price.

Substitution

the fraud of the day. See you get Carter's, Ask for Carter's, Insist and demand Carter's Little Liver Pills.

MORE ABOUT THOSE BRIDGES

How the Substructure Plans of Lefebvre Bridge Were Altered,

And a Cheap Job Accepted at a Fat Price—Work Given Without Tender.

More Interesting Evidence of the Manner in Which Favored Contractors Swell Their Profits at the Expense of the Taxpayers.

MONCTON, Oct. 8.—The publication of the statement by Mr. Hazen, showing that two prices have been paid for steel bridges superstructures has naturally aroused a good deal of interest in this part of the province, and forms the principal subject of discussion in connection with the politics of this province. There has long been an impression that the provincial government was playing ducks and drakes with the public money in the construction of bridges, but the publication of the engineer's report and the Dominion Bridge Company's offer to do such work at less than half the price paid, surprised even those who were most suspicious that all was not right. But it appears that the misuse of public money is not confined to the superstructures. The contracts for substructures have been let in a hodge and corner way, and after being let to government favorites, the plans and specifications have been departed from to such an extent as in some cases to make a difference of thousands of dollars on a single transaction. The Times has been interviewing local contractors and on Monday will publish the result.

James Reid of Dorchester was one of the unsuccessful tenderers for the substructure of Lefebvre bridge. He is one of the most prominent contractors in the province, was foreman of construction on Trinity church, St. John, under Contractor James McE. McDonald, and was also foreman for Mr. McDonald on the construction of the Louisa bridge across the Red River at Winnipeg. During the last fifteen years Mr. Reid has been contracting on his own account, build many of the leading stone and brick structures in St. John's, Nfld., and Halifax; also bank buildings in Windsor, Truro and Moncton, so that he is a man of wide experience in his line of business. He gives his experience with tendering for the local government of this province as follows:

Have you done any work for the Intercolonial railway or the government of New Brunswick in recent years?

Nothing at all. Have you frequently tendered for New Brunswick government work?

Yes, until I came to the conclusion that it was useless to do so. Have you secured any contracts from the N. B. government?

None whatever. How do you account for this?

The word always was that I was too high, but I cannot explain it. I always figured as low as possible to do the work in accordance with the plans and specifications submitted to me, and I have always been able to get my share of work, tendering in competition with other bidders.

Did you tender for the substructure of Lefebvre bridge?

Yes; I put in a tender. Was it advertised by public tender?

Not in the newspapers that I know of. I saw the advertisement on the wall of Mr. Emmons's office.

Where were plans and specifications exhibited?

They were in Mr. Emmons's office. You did get the contract?

No. Who got it?

William Kitchen of Fredericton. His figures were said to be lower than mine. Was the work carried out in accordance with the plans on which your tender was based?

No. Will you describe briefly the changes made in plans and specifications? The plans called for a centre pier of stone masonry, with concrete foundation carried down to bed rock, which is six feet below the bed as shown by the soundings. Concrete if properly prepared as the original plans called for would cost, about, or nearly, as much as stone. It would also be a very difficult piece of work at the place in question; in fact, the most difficult and uncertain part of the pier, and a caisson or coffer dam would be required to put in foundation. This would entail special pumping to keep the water out. I tendered to do the work as called for by the plans and specifications. I have learned, however, that no concrete foundation was put down at all. The pier was founded on tiers of squared hardwood timber, which was not carried down to bed rock, as the bottom of it can be plainly seen stuck above water at low tide. This wooden foundation was built on shore and floated into position. Was any change made in the size of

the pier as called for by the original plan?

Yes; the dimensions of the pier were materially reduced and this would reduce the quantity of masonry and consequently the cost.

Were you not notified of these radical changes and given an opportunity to tender on the revised plan?

I received no notice whatsoever of any contemplated changes and had no opportunity to tender on the revised plans. In fact I knew nothing of the change until the work was well advanced. The end abutments were built first and it is possible that the changes were not decided on until the work was somewhat advanced. I first knew of the changes when passing the bridge and seeing the work under way.

Did the change of plans materially diminish the cost?

Most assuredly, but I could not make an estimate of hand. It might cost \$2,000; in fact, in making my bid I considered the concrete foundation a very important item.

Do you consider the work as carried out anything like as substantial as in the original plan?

Certainly not. The concrete foundation put in as called for by the original plan was practically laid aside and as far as bed rock itself. The hardwood timber foundation resting on the mud is in danger of being affected by the soft running waters and of undermining as was the case with the Cornwallis bridge, and I understand the government is now taking steps to cure it from scouring, by building a crib work around it. This of course means additional expense that would not have occurred if the original plan had adhered to.

Do you know that Mr. Kitchen does a large amount of work for the local government?

Yes, he is reported to have got many contracts. Will you tell me some of the chief works he has executed?

He built the substructure of the Westport bridge. It was about a \$50,000 job. Did he build the Bathurst bridge?

Yes; he took his men direct from Memramook to Bathurst. How large a bridge was this?

I could not say. Was it advertised publicly?

Not that I know of. It is my business to keep the run of work of this class, but I knew nothing about this bridge being up to tender until I saw it stated that Mr. Kitchen had the contract. I presume it was advertised the same way as the Lefebvre bridge, but putting no notice in the chief commissioner's office or in some other such place. I had no notice personally and knew of no advertisement exhibited in any place.

Do you know who built the superstructure of Bathurst bridge? No. I suppose you have seen the contracts made by Mr. Hazen in regard to the excessive prices paid for substructures?

Yes. Do you think Mr. Hazen's charges are well founded?

I would not say so, but my impression as a contractor that bridge work is costing a very large sum if the published figures are correct.

Do you suppose that excessive prices have also been paid on the same scale for substructures?

I could not say positively, but this I do know, that the work was not carried out in accordance with the plans and specifications.

Had you not something to do with the building of the Pestisodac bridge?

No, but I knew something of the Elgin bridge.

Who were the contractors?

Hanson Bros. of York county. Did you condemn the work?

There were complaints from the people that the work was not being done according to specifications, and I was requested to inspect it, which I did. I found that the complaints were well founded, and so reported to Mr. Emmons.

What did the chief commissioner then do?

He said he would write to Mr. Hazen, and that officer confirmed my report. As a result, a considerable part of the work was taken down, and Hanson Bros., who probably had the job too low to do it according to the requirements, were unable to finish it. The contract was abandoned and the government finished the work by the day. The contractors also left some bills unpaid in the neighborhood, and these were afterwards settled by the government.

Did you ever bring the matter of the injustice done you in the Lefebvre bridge contract before the public?

I did think of having the matter brought before the legislature, but seeing the way things are done at Fredericton and the impossibility of getting redress I took no action.

Do you not think that in justice to honest contractors and the taxpayers some change in the local government should be made in the local government? I have generally been a liberal and a supporter of the government at Fredericton, but some time ago came to the conclusion that I could not con-

tinued to support men who conduct the affairs of the province as these men are doing. I have never taken an active part in politics.

ANOTHER CONTRACTOR'S EXPERIENCE.

Another contractor who probably could, if he would, tell something about the tender and contract system as manipulated by the local government is Joseph A. Killam of Moncton. Mr. Killam is a brother of A. E. Killam, I. C. R. bridge inspector, and has been engaged in building, chiefly bridge work, for some 25 or 30 years. He built a great many of the bridges on the Moncton and Buctouche railway and all those on the Central railway. He also built the Rockland bridge, in Westmorland county, the Salmon river bridge in Queens county, and rebuilt the Grand Falls suspension

bridge for some 25 or 30 years. He built a great many of the bridges on the Moncton and Buctouche railway and all those on the Central railway. He also built the Rockland bridge, in Westmorland county, the Salmon river bridge in Queens county, and rebuilt the Grand Falls suspension

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local government some years ago was the bridge policy. Mr. Jonah contended that the proper policy with respect to bridges was to construct bridges with the material that was to be had within the province. A steel bridge, however, was a very good construction, and bridge steel was not. He contended that if the interest incurred on the borrowed money to construct these permanent bridges was computed the amount would very nearly keep our wooden bridges in passable condition. A very lavish expenditure was made in the construction of bridges in this province. An investigation had been made, and it was shown that for every permanent bridge constructed in New Brunswick a considerable amount had been put into the pockets of a corporation in this province, or in other words for every one bridge constructed enough had been expended to construct two bridges. This was a most lamentable state of affairs and enough to cause the electors to stop and think. In consequence of the double price paid by this province for bridges, most suspiciously connected, was it not time they began to hold public meetings in every school house in the province. (Applause.) Mr. Jonah pointed out that there were bridges all over the country in a more or less dilapidated condition, and that the government's large expenditure on steel bridges and the neglect of the smaller structures. He said a few of us employed the luxury of steel bridges, but the great majority of the people were neglected in respect to bridge construction. The government had had the eight steel bridges, and would have had for the same money instead bridges in this province. The conservatives condemned this extravagance and contended that this money had not gone to the wage earner in the city of Moncton. Would not said that no check on the government had been put on it if the government had built two bridges instead of one? Therefore he held that it was more in the interests of the wage earner if we got what we paid for. (Applause.) This money was due to the fact that there was no check on the government. Further, our debt had been rolling up at an alarming rate. The same principle of honesty that controlled our business principles should also control the public affairs of the province, and all should see to it that for every dollar laid out its equivalent should be given in return. Mr. Jonah concluded with the contention that one party or the other should be held responsible for the administration of affairs in this province. (Applause.)

Another contractor who probably could, if he would, tell something about the tender and contract system as manipulated by the local government is Joseph A. Killam of Moncton. Mr. Killam is a brother of A. E. Killam, I. C. R. bridge inspector, and has been engaged in building, chiefly bridge work, for some 25 or 30 years. He built a great many of the bridges on the Moncton and Buctouche railway and all those on the Central railway. He also built the Rockland bridge, in Westmorland county, the Salmon river bridge in Queens county, and rebuilt the Grand Falls suspension

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