# POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., APRIL 14, 1900.

## DR. PUGSLEY ON THE CHARGES.

A Masterly Exposition of the Inherent Weakness of Mr. Hazen's Charges-Some Witnesses Who Hated to Tell the Truth-Nova Scotia Bridges Cost More

than the New Brunswick Structures.

adjourned last evening he was proceeding to consider the cost of the Mill Cove bridge from the standpoint of its length, because he thought that was a fair mode, money of the public data and all restricts, of considering the questions at to what is a fair price for a bridge. He had endeath that in the erection of bridges the cost deposits any that in '29 when the Beerg data and the minist and pethaps even to a larger extent the cost of the methal and the minist and pethaps even to a larger extent the minist and pethaps even to a larger extent the minist and pethaps even to a larger extent the minist and pethaps even to a larger extent the minist and pethaps even to a larger extent the cost of the methal and the highest pethaps even to a larger extent the cost of the methal and the highest pethaps even to a larger extent the cost of the methal and the highest pethaps even to a larger extent the cost of the methal and the high larger extent the cost of the methal and the high larger extent the cost of the methal and the high larger extent that even the cost of the methal and the high larger extent that even the cost of the methal and pethaps even to a larger extent that even the cost of the methal and the high larger extent that even the cost of the methal and pethaps even to a larger extent that even the larger extent t because he thought that was a fair mode, or one fair mode at all events, of considering the question as to what is a fair price for a bridge. He had endeavored to convince the House that in the erection of bridges the cost depends upon the metal and perhaps even to a larger extent upon the workmanship which is put upon the bridge, and it had appeared before the committee by the evidence of Mr. Peters and others that the cost of labor upon many of the bridges of the province board of directors were such men as Amos Ogden, one of the most prominent men. bridge, even under the circumstances under which it was paid for, and which called necessarily for the equitable consideration of the chief commissioner, the price paid was only at the rate of \$20 per lineal foot, and if you take the contract price for the Hampton bridge at \$11,400, it being a bridge about 600 feet long, it will be seen that that bridge cost about \$20 per front. He was not however, limited in a bridge about 600 feet long, it will be seen that that bridge cost about \$20 per foot. He was not, however, limited in his comparison to bridges in this province, as the statement dragged out of Mr. Roy under threat of imprisonment showed that in 1898 his company was paid \$32.72 per lineal foot for a bridge at Ramsey, a bridge with only a 16 foot roadway, or three feet narrower than the roadway of the Mill Cove bridge; and that in the same year they built a riveted bridge with a span of 80 feet at a cost of \$2,341, or \$29.26 per running foot, as against \$20 per foot, which has been claimed was an exorbitant price for the Mill Cove bridge, and that bridge had only a 14 foot roadway, as against a 19 foot roadway on the Mill Cove bridge. This, he thought, showed conclusively that the price paid for the Mill Cove bridge was not an exorbitant

It spoke eloquently for the economy of the government, the price of the Mill Cove bridge. He would say the evidence proved if you could get a lighter bridge and by reason of a superior design and by means of the increased labor you have to pay a little more per pound but make it up in the cost of the total length of the bridge, Company was \$29.26 per lineal foot, and this does not include the lumber and the bridge is five feet narrower than the Mill and cost \$2,341, the contract price, which would be at the rate of \$29.26 per lineal foot. Honorable gentlemen who came after him speaking upon the other side after him speaking upon the other side of the question might say that was a heavier bridge, but that was not necessary, because this company might have material on hand, material rolled from the mill, upon which there had been little labor expended, which they would send to put into the bridge work; the shop labor was light and they could afford to sell at a much less price per pound than if built of sections such as were in the Lefebvre and Campbell bridges upon which from two to ten times the amount of labor had been expended in the construction of the bridge. He intended to refer further to this statement of Mr. Roy, and would say mne had only to study this statement carefully in order to see that it proved beyond a doubt that in respect to many of the bridges which this company had from six to seven cents per pound, and many of those were riveted bridges and of

Mr. Pugsley, resuming the debate on the bridge charges, said that when the House adjourned last evening he was proceeding in effect were that these gentlemen had would be able to demonstrate from that

bridge is five feet narrower than the Mill Cove bridge. How can my honorable friend answer that? It showed that this government had obtained in the Mill Cove bridge a bridge certainly just as good, he claimed nothing more for it. The live load, the strength or the strain of it was just as great as in the bridge to which he referred in the province of Ontario, and it was obtained at \$9.26 less than that company charged the municipality in Ontario to which he referred for a bridge five feet wider than the bridge which cost \$9.26 per lineal foot more. (Bridge No. 1082)

That was a riveted bridge of 80 feet and cost \$2,341, the contract price, which

from six to seven cents per pound, and many of those were rivested bridges and of a cheaper character, the price of which was from one to one and a half cents to the was from one to one and a half cents to the proper thanks a riveted bridge costing 6.42 cents per pound than a pin bridge. He took for example bridge No. 1100, which was a riveted bridge costing 6.42 cents per pound, and a half cents to that and it made a fair selling price of 7.82 cents per pound. He wondered if his short and it made a fair selling price of 7.82 cents per pound. He wondered if his short and it made a fair selling price of 7.82 cents per pound. He wondered if his short and it made a fair selling price of 7.82 cents per pound. He wondered if his short and it made a fair selling price of 7.82 cents per pound. He wondered if his short and it made a fair selling price of 7.82 cents per pound. He wondered if his short pound, and the thing to the popple of this country that he should not prove that the strain and it made a fair selling price of 7.82 cents per pound. He wondered if his short pound if he wondered if his short pound if he wondered if his short prove the popple of this country that he strain sheet requires and the material sheet or design requires and the material sheet or fair and roll the material sheet or design requires and the material sheet or design requires and the material sheet or fair and roll the material sheet or fair and roll the material sheet or fair and roll the material sheet or design requires and the material sheet or design requires and the material sheet or fair and roll the material sheet or fair and roll the material sheet or fair or light of the hours bleg sentleman, and it has the would ank it candid or fair or first of the hours bleg sentleman, and just to the people of this country that he bridges to which the sentleman, and just to the people of this country that he bridges to which the some proposed the proposed of 7.82 cents per pound. He wondered if his should prove the proposed of 7.82 cents

contract that in order to yield a fair living profit, that between seven and eight cents per pound was the price which should have been charged in respect to that

in respect to many of their own bridges and such as would yield a fair and living profit.

He had called attention to the fact Mr. Roy came here, as Mr. Johnson sought to come here, with a few selected continuous factories and the price of that bridge come up to wards of 8 cents per pound. (Hear, Hear). And that would only allow a fair and reasonable profit. Now in the face of this fact he would ask it candid or fair this fact he would ask it candid or fair the selected continuous factories.

make?

Dr. Pugsley—He claims to have made a profit of \$6.58.

Mr. Pugsley submitted that \$277.58 would not begin to pay the shop labor upon it and could prove it by their own statements, because bridge No. 925 which only weighed 34,988 pounds, only 4,000 pounds more than this bridge weighed, cost \$700.96 for shop labor as against \$277.58.

statement of Ale. Boys he would be able to prove fi, it would be borned by the would be able to prove fi, it would be borned by the provided and provided to the provided to the provided and provided to the p

would be put into the bridges. (Applause.)
That will explain, Mr. Speaker, how it is these companies when they can, build bridges according to their own design and strain sheet and material sheet, having no inspection or anybody to look after it on behalf of the municipalities they can roll the material lighter than the strain sheet requires and the material sheet or design requires and in that way save money.

KIRKUP—In this city on the 10th inst., Frank R., son of the late Caleb and Frances Kirkup, leaving one brother and sister and uncle and aunt to mourn their sad loss. EVANS—In this city, on the 10th inst., William J. Evans, aged 45 years, leaving four children to mourn their loss.

BIRCH—At Milford, on the 10th inst., after a short lliness, Charles J. Birch, aged 33 years, leaving a wife and one child to mourn their sad loss.

McLEUD—At Carsonville, Kings county, N. B., on Monday, 5th inst., Ann, wife of Mr. Alexander McLeod, aged 81 years, leaving an aged husband and six children to

L'Edna, Siree, for Quaco; Beaver, Huntley. for Hillsboro; Packet, Gesner, for Bridgetown; barges No 4, Wadman; and No 2, Salter, for Parrsboro.

DOMESTIC PORTS.

Arrived.

Barrington, April 9, ship Canara, in tow of tug; Flushing, from Shelburne, for St John.

Halifax, April 10, stmr Silvia, from New York, and sailed for St John's, Nidd; Manchester Commerce, from St John, and sailed for Manchester; Cairnerag, from Darien, Ga. via Norfolk, bound to continent for repairs.

Annapolis, April 7, Advance, Shand, from St John; 9th, barque Birnam Wood, Morris, from Buenos Ayres to load lumber for England. In port, 10th, schrs Josie, loading lumber for West Indies; Lizzie Wharton, loading piling for Boston.

Halifax, April 11—Stmrs Ulunda, from Liverpool via London, St John's, Nid; Hispania, from Stettin, for New York, (short of coal and sailed); schr Wellman Hall, from Barbados via Vineyard Haven.

Cleared.

Halifax, April 10, bqtn Peerless, for Baltimore; schr Moravia, for San Juan, P R.
Salled.

Louisburg, April 10, stmr Cambroman, for

lor, for St John.

Halifax, April 10, stmr Cambroman, for Portland, Me: Glencoe, for St John's, N F.

Halifax, April 11, both Peerless, for Baltimore; Moravia, for San Juan, P R.

BRITISH PORTS.

Arrived.

Arrived.

Liverpool, April 7, barque Norman, Burn-

Lebbe, from Barbados, and sailed 30th, for La Have, N.S.

Port Elizabeth, April 10, barque Cedar Croft, Nobles, from Philadelphia.

Sailed.

Barbados, April 5, schr Fannie, for St John.
Tyne, April 10, stmr Cheronea, Hanson, for Hopewell Cape.
Bristol, April 9, barque Hutitu, for Shed-

ac. Movile, April 10, stmr Lake Huron, Thomsa, for St John.
Ardrosan, April 9, stmr Dunmore Head,
Burns, for St John.
Belfast, April 7, barque Romanoff, Faulkner, for Chatham. Liverpool, April 9, barque Alma, Jacobson, for Halifax; P C Petersen, Andersen, for Pugwash. FOREIGN PORTS.

Pugwash.

FOREIGN PORTS.

Arrived.

New York, April 8, stmr Manhanset; from Leith, for St John; Prince Edward, Lockhart, from Massau.

Port Townsend, April 8, ship Lancing, Chapman, from Honolulu,; Queen Elizabeth, Fulton, from Shanghal.

Vineyard Haven, April 8, schr Harry W. Lewis, from Jacksonville, for Halifax.

Boston, April 10, stmrs Louisburg, from Louisburg, C B; Cumberland, from St John; Prince Edward, from New York; bqtn Antilla, from Buenos Ayres; schr Belmont, from Weymouth, N S.

City Island, April 16, schrs Rebecca W. Huddell, from St John; Phoenix, from Windsor, N S; Rewa, from St John.

Philadelphia, April 7, schr Annie T Bailey, Finlay, for Savannah.

Mobile, April 9, barques G S Penry, Dagwell, from Stannah; Margaret S Smith, Mobile, April 9, barques G S Penry, Dagwell, from St John.

New London, April 1, schr Sierra, Saväge, from Pensacola; April 2, schr Boniform, Jones, from Mobile: April 1, schr Sierra, Saväge, from Pensacola; April 2, schr Boniform, Jones, from Mobile.

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Metallimore, April 11, schr Sierra, Saväge, from Pensacola; April 1, schr Sierra, Saväge, from Pensacola; April 1, schr Sierra, Saväge, from Pensacola; April 1, schr Siera, Mobile, Mo

Miq. Calais, Me, April 11, arrived and sailed,

This striking photograph represents the three-year-old son of Mrs. Jess. Potter of 394 South First Street, Brooklyn, N. Y., who says, under date of Potter of 394 South First Street, Brooklyn, N. Y., who says, under date of Sept. 23, 1899, regarding his cure of a disfiguring face humor: My baby's face was covered with ringworms. We could not lay a pin between the sores on his face and neck, and he was a sight to look at. Two doctors attended him for three weeks, without success, when I heard of Cuticura. I got a box of Cuticura Soap, and a box of Cuticura Ointment. I only applied them three days, when I could see his face was better, and in four weeks he was cured. His face is as clear as a bell, and not a mark on it.

In all the world there is no treatment so pure, so sweet, so economical, so speedily effective for distressing skin and scalp humours of infants and children as CUTICURA. A warm bath with CUTICURA SOAP, and a single anointing with CUTICURA Ointment, purest of emollient skin cures, followed when necessary by a mild dose of CUTICURA RESOLVENT, will afford instant relief, permit rest and sleep to both parent and child, and point to a speedy, permanent, and economical cure, when all else fails. Sold throughout the world. Potter Drug and Chem. Corr., Sole Props., Boston. "How to Cure Baby Humours," free.

# Seeds that will Flower

ble Seeds at home. We deliver any SIX PACKETS OF SEEDS selected from our Catalogue for TWENTY-FIVE CENTS. Send us a portion of your order.

P. E. CAMPBELL, Seedsman, Grower and Importer, No. 4 Dock Street.

### SEEDS!

### SEEDS!

Just received from the best growers a choice assortment of FIELD and GARDF SEEDS. Our Celebrated Rosedale, Siberian, Lincoln and Banner OATS. J. K. HAMM, Marsh Bridge, St. John.

Chatham, Mass, April 10—Outside, bound north, some 25 schooners.

Machias, April 7—Underwriters for schr irene, of St John, which went ashore on southeast end of Cross Island in a snow storm March 31, and which after being floated on the following high tide, and made a narbor at Cutler in a damaged condition, have taken her in charge, and she is now at Machiasport, where she will be repaired. Her keel is gone, and to starboard her bilges are badly chafed and otherwise shaken up. Repairs will be made at once. She is bound from St John, N B, with lumber for Boston.

She is bound from St John, N. J.

Pascagoula, April 9—Barque Culdoon, from
Havana, for Pascagoula, which was got off
Chandeleur Island and taken inside the bar,
remains in the same position.

VESSELS BOUND TO ST. JOHN.

Steamers.

Steamers.
Amarynthia, Glasgow, March 29.
Consols, Galveston, via Havre, March 23.
Duart Castle, at Bermuda April 9.
Dunmore Head, from Ardrossan, April 9.

# Carter's Little Liver Pills.

Must Bear Signature of

Breut Sood Sea Fac-Simile Wrapper Below.

Very small and as easy

CARTER'S FOR HEADACHE. FOR BILIOUSNESS. FOR TORPID LIVER. FOR SALLOW SKIN. FOR THE COMPLEXION

CURE SICK HEADACHE.

Vineyard Haven, April 10, schr Avalon, from St John, for New York.

Arendal, March 24, barques Charlotte Radbury, for Liscombe; 28th, Active, for Dalhousie; 29th, schr Kristine, for Miramichi; 3rd, barque Ajax, for Miramichi; 3rd, barque Ajax, for Miramichi.

Astoria, Ore, April 10, barque Samaritan, Dexter, for Cork, fo.

Havre, April 7, barque Rimfaxe, for Campbellton.

New York, April 11, barque Veronica, for St John, N B.

City Island, N Y., April 11, bound south, barque Falmouth, for St John; wendall Burpee, for do; Walter Miller, for St John; Wendall Burpee, for do; Walter Miller, for do; Leonard B, for Two River, N S.

Havana, March 30, schrs Walleda, Kemp, for Santa Cruz; Utility, Copp, for Wilmington.

New York, April 9, stmr Prince Edward, Lockhart, for Boston.

Antwerp, April 7, ship Maren, Haloorsen, for Annapolis, N S.

Machias, April 9, schr Alaska, from Parrsboro, for New York; Irene, for St John.

Boston, April 11, stmr Louisburg, for Louisburg, C B.

NOTICE TO MARINERS.

REPORTS, DISASTERS, ETC.

New York, April 10—In port, stmr Manhanset; expected to sail April 11, for St John.

Vineyard Haven, April 8—Schr Harry W Lewis, Jacksonville, for Dorchester, N B, reports April 1—Iat 36.4 lon 73.44 during

John.

Vineyard Haven, April 8—Schr Harry W
Lewis, Jacksonville, for Dorchester, N B,
reports April 1,—lat 36.24, lon 73.44, during
a heavy northwest gale, broke foremasthead, hove to until gale moderated; made
temporary repairs and proceeded.
REPORTS, DISASTERS, ETC.
Cape Henry, Va., April 9.—Passed out,
stmr Storm King, Crosby, from Baltimore,
for Antwerp.
Chatham, Mass, April 10—Outside, bound
north, some 25 schooners.
Machias, April 7—Underwriters for schr
Irene, of St John, which went ashore on
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Trojan, at Genoa, March 17.

Vanduara, at St Nazaire, March 16.

Trojan, at Genoa, March 17.

Francesco R, at Cape Town, Feb 17.

Franc

# Send for List of names and addresses of TWE V. SEVEN (27) of our students who be-

tained good positions between January 1st and March 31st, the three dullest business months in the year. Also for catalogues of our business and shorthand courses, which enable our students to ac-



# Intercolonial Railway. On and after Sunday, January 14, 1900, trains will run Daily, (Sunday except d) as

TRAINS WILL LEAVE ST. JOHN. Express for Campbellton, Pugwash, Piztou and Halifax.... 7.38
Express for Halifax, New Glasgow and Pictou. 12.06
Express for Sussex. 16.46

Express for Quebec and Montreal..... 17.36 

TRAINS WILL ARRIVE AT ST. JOHN Express from Sussex.. .... 8.2 Express from Montreal and Quebec .... 12.20 

Express from Halifax.... 19.18 Accommodation from Monoton...... 24.46
All trains are run by Eastern Standard
time, Twenty-four hour rotation.

D. POTTINGER, General Manager. Moncton, N. B., Jas. 12, 1906. CITY TICKET OFFICE

7 King Street, St. Jehn, N. B. Barquetn Culdoon, Havana for Pascagoula, which was floated and taken inside the har, remained in the same positic on