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PROVINCIAL ELECTIONS!

NOMINATIONS: Saturday, February 11th

POLLING: Saturday, February 18th

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., FEBRUARY 8, 1899.

A SELF-CONVICTED MINISTER. MR. EMMERSON'S FATAL DEFENCE.

In this issue will be found that part of Mr. Emerson's Fredericton speech which attempts to explain or defend his two price bridge contracts.

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As to the claim that the four bridges are better than those of other provinces, Mr. Emerson must excuse us from believing a word of it.

It is not necessary to discuss with the premier the merits of Engineers Holmes and McCarty, who measured his bridges. The measurements were used to establish the fact that the government has been paying six cents per pound or more for steel bridges.

The premier is less accurate when he gives the cost of the Salisbury and Sussex bridges, which were built by contract, and for which he says the government paid the Dominion Bridge company six cents and seven cents per pound.

Emmerson expressed great confidence in his engineer and his inspector. Is the one unable to prepare specifications giving the correct size and strength? Is the other not fit to pass upon the work and see that it meets requirements? Mr. Emmerson says that they do this all right with the Record company. Why would they not do it with any contractor?

If proof were needed that good bridges could be procured under the tender and contract system, Mr. Emmerson himself gives it. His story of the Woodstock bridge is an answer to the rest of his speech. That bridge cost, when completed, erected, floored, and painted, less than four cents per pound at a time when the market price was far higher than last year.

The instructive correspondence which Mr. Emmerson produces shows that the contractors would like to have had \$3,000 more, or \$50,000 in all, in order to have made a substantial profit out of the job.

The obvious conclusion to which one is forced after reading Mr. Emerson's bridge story is that as the government had the machinery for forcing the contractor to build the right kind of a bridge at one price in 1892, it might have kept on getting the right kind of bridges at one price. Why on earth did the government abandon the policy of preparing specifications for bridges and accept any sort of weak structures that might be offered, as Mr. Emmerson now claims that they did?

As to the claim that the four bridges are better than those of other provinces, Mr. Emerson must excuse us from believing a word of it. His chief commissioner is no more anxious to get good bridges than other chief commissioners, and no more than the great railway companies which risk their property and human life on their bridges.

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It is not necessary to discuss with the premier the merits of Engineers Holmes and McCarty, who measured his bridges. The measurements were used to establish the fact that the government has been paying six cents per pound or more for steel bridges.

Mr. Holmes computed the cost according to his measurements at 6.44 cents per pound. Mr. Emmerson admits that the price paid was 6.1-2 cents. This shows that the engineer was a small fraction within the mark.

Having the premier's confession on this point, we may dispense with the engineer's measurements on the two priced bridges. Six and a half cents is more than double the market value.

ity or popularity among his remaining friends. Major Campbell, the warden of the county, has more than once been sought as a candidate in Kings, and now for the first time consents. Mr. Campbell is a peculiarly suitable representative for an agricultural county. He is a first class farmer, and known to agricultural parliament, and capable of giving Mr. Laflotte much valuable information.

The nomination of Mr. Parker Glesier in Sunbury is no surprise to any one. His position in the county as a business man, a large employer of labor, the personal standing and high reputation of himself and his family, and his own public record insure his election as one of the candidates.

The York conservatives are not to be intimidated by new combinations and attacks from Ottawa. They meet Mr. Blair as they have met him before, and with the same men, who some years ago showed him the road to Queens.

THE CANDIDATES IN QUEENS.

As everybody expected, the Queens county conservatives have confirmed the nomination of Mr. Frank Woods. When he was named last summer Mr. Woods' candidature was received with great favor, and he has since been considered the leader of the Queens ticket, whoever his colleagues might be.

The rejection of the compromise offers where they have been made, and the confidence that they will be rejected to the end, has given the province a party which believes thoroughly in itself, and whose members believe in each other. One effect of this mutual trust and confidence is seen in the list of opposition candidates.

WAR IN THE PHILIPPINES.

This was the day set for the vote in the United States senate on the treaty with Spain. An amendment is under consideration respecting the future of the Philippines. The people of the Philippines have not awaited the vote, but have undertaken to manage their own future.

THE COAST FISHERIES.

In his manifesto, Mr. Emmerson speaks of the claim of the provinces to the control of the shore fisheries and consequently to the proceeds of the fishery award. The fishermen of this province and doubtless of the other ports of Canada would hardly like to see that claim sustained and enforced.

MONDAY'S OPPOSITION NOMINATIONS.

St. John and Charlotte have preserved the excellent record established by constituencies that had previously held conventions. Unusual interest attaches to the action of these two counties because both gave the government candidates an unopposed election three years ago.

St. John county called upon two councillors, who have already shown that they have the confidence of their own parishes, and who, though preferring to fight in the ranks, have not felt free to refuse the call to a more prominent position.

Charlotte county comes to the front with an opposition ticket composed of men, every one of whom has more than a local reputation. Mr. J. D. Chipman, who sat in the last house for the balance of a broken term as an independent member, is well known throughout the province, both personally and as a man of business.

THE LATE SIMON BAIZLEY.

Simon Baizley, who passed away on Saturday in his 83rd year, was one of the old shipbuilders who made St. John famous in the days of wooden vessels. He was thoroughly master of his trade, and neglected not the smallest detail in carrying out the work he undertook.

DEATH OF PILOT SPOUL.

The death occurred on Saturday afternoon of John Sproul, one of St. John's oldest and most capable pilots. The deceased was born here about 64 years ago, and held a pilot's branch for upwards of 40 years.

CAMPOBELLO.

WELLSPOOL, Campobello, Feb. 3. William Lank of North road, who has been for several weeks sick at Eastport at the residence of his sister, Mrs. Geo. Mallock, has returned home.

WOLFVILLE.

WOLFVILLE, N. S., Feb. 6.—News has just been received of the death of Frederick Harris in Boston, son of Mr. John Harris. He was the youngest of a large family of thirteen.

MANCHESTER'S TONIC Condition Powder. A Preparation put up by qualified Veterinary Surgeons and compounded from the purest drugs and best materials to be obtained in medicine.

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CITY

Recent Events Around

Together With from Correspondents

When ordering WEEKLY SUN the NAME of the office to which the paper should be sent.

THE SUN Publishing weekly WEEKLY SUN, Edition of all parts Maritime Province please make a note

John W. Beckley is now a member C. city council.

Town incorporator Bridgewater, N. B., vote of 266 to 40.

Dr. A. Macneil and Dr. Secord are removing.

The Dartmouth church has extended Oscar Gronlund, in Lunenburg Co.

The ship Corv from Yarmouth with 1,101,000 suit largest cargo the that port.

James McShee trade, well re-ents of the mor New York about died in that city

Harold C. Chas Bank of Nova S has been transfe the newly estab bank in Boston.

Str. Hartlaw, G evening for B cargo of shoo After discharge Halifax to repa gaging in the se

A despatch fr announces the dea of Capt. Patrick who was a Miss children, reside James' formerly Main street.

The fact that a candidate in in any way in hours in this of each hour to 5 p. m.

Capt. W. H. B homes for a year mezd of the S Boston, loading Ayres, Capt. P Friday en route

It is underste Chronicle, that been making in regarding a stea an excursion pe the Paris exhibit

The death of John Duffy, a at his home on deceased was be of age, and for been connected pany.

The causes of ending Feb. 4, 1899, age 2, of old age, 2, of organic heart bronchitis, 1; 1; softening of brain, 1; total.

The death of son of the Hon Charlottetown, at Marlin, Feb 4th year, and a graduate lege.

The remains of brakeman on the HALD railway, neckout while duties, was t Friday on their Woodstock, N. B.

The last Roya tie of the Inco patent of the with a total ca; corporations are Dickinson, Wc Sarah I. Dickl mond.

Apoptal carin story hea Sun office:

St. John Sun- subscriber, E. D. Od N. B., has a vice. Librarian

It is underste known King's cecece will o restaurant abo this south st premises will modern manne rent will be

A BASKET The ladies church intend dance in Dr station, on V S. In adv of cordially invit

Our System The Business Practice is the latest development in scientific methods, and gives the student the actual handling of almost every conceivable kind of business paper.

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Our students make their entries directly from these papers, and observe in all respects just the same routine as is practiced in an up-to-date business office.

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