

**THE SEMI-WEEKLY TELEGRAPH**  
 A Semi-Weekly Paper published every Wednesday and Saturday at 5.00 a year, in advance by the TELEGRAPH PUBLISHING COMPANY, of Saint John, a company incorporated by act of the legislature of New Brunswick. THOMAS DUNN, Business Manager; JAMES HANNA, Editor.

**ADVERTISING RATES.**  
 Ordinary commercial advertisements, the run of the paper—Each insertion 50 cents. For the first week, 10 cents for each insertion of 5 lines or less. Notices of Births, Marriages and Deaths 5 cents for each insertion.

**IMPORTANT NOTICE.**  
 Owing to the considerable number of complaints as to the mismanagement of the paper, the TELEGRAPH PUBLISHING COMPANY, in order to secure the best results, has decided to reorganize the paper, and to place it under the management of a new and more efficient staff. The new staff will be composed of the following gentlemen: JAMES HANNA, Editor; THOMAS DUNN, Business Manager; and a number of other gentlemen of high standing in the community. The new staff will be in a position to give the public a paper of the highest quality, and to secure for the advertiser the best results. The new staff will be in a position to give the public a paper of the highest quality, and to secure for the advertiser the best results.

**FACTS FOR SUBSCRIBERS.**  
 Without exception names of no new subscribers will be entered until the money is received. Subscribers will be required to pay for their paper in advance, and to send their money to the TELEGRAPH PUBLISHING COMPANY, of Saint John, N. B. The money should be sent by post office order or registered letter, in which case the remittance will be at our risk. In remitting by check or post office order, subscribers will please make them payable to the TELEGRAPH PUBLISHING COMPANY, of Saint John, N. B. All letters for the business office of the paper should be addressed to THE TELEGRAPH PUBLISHING COMPANY, of Saint John, N. B. All correspondence for the editorial department should be sent to the Editor of THE TELEGRAPH, of Saint John, N. B.

**THE BRIDGE MATTER.**  
 The bridge matter out of which the opposition are trying to create a political issue is a very simple one, and can be disposed of in a very few words. When the government began to build steel bridges they invited tenders for their construction, and contracts were awarded for three bridges—one to the Canadian Bridge Company for the bridge at Hampton at seven-and-a-half cents a pound and two to the Dominion Bridge Company for the Salisbury and Trout Creek bridges at six cents and seven cents respectively. None of these bridges proved satisfactory so the government, desirous of encouraging native industries, obtained the bridges they have since built from the Record Foundry, which bought a plant suitable for bridge work. They have paid this company a smaller price than was paid for either the Hampton or the Trout Creek bridge and they have got good bridges, much superior to those furnished by the Montreal concern. Now these outside concerns, which charged higher prices for their work than the Record Company, are declaring that they can build bridges for half the price they formerly demanded. And the opposition is assisting them in a vain attempt to destroy our New Brunswick Bridge Works.

**THE CONTEST IN CHARLOTTE.**  
 The card which has been issued by the four opposition candidates in Charlotte county is more amusing than anything in comic opera, considering that it has been supporters of the provincial government ever since 1887. When we remember that Messrs. Chipman and Clarke vigorously supported the government of Mr. Blair, Mr. Mitchell and Mr. Emmerson down to the time of the Moncton convention in July last, that is to say for a period of more than fifteen years, what are we to think of the following which appears in their card?

**COOK'S GOTTEN ROOT COMPOUND**  
 This is a most effective remedy for all kinds of skin diseases, such as eczema, psoriasis, and other eruptions. It is made from the roots of the gottena plant, and is of a most delicate and pleasant taste. It is sold in St. John by Messrs. W. C. Wilson & Co., and in other parts of the province by Messrs. W. C. Wilson & Co., and in other parts of the province by Messrs. W. C. Wilson & Co.

exposures have revealed, and the participation of administrations which have existed contrary to the wish of the electors as expressed at the polls. We are satisfied that such conditions do not tend to the welfare of the people; and we appeal to you on a platform which has as its first plank a fuller recognition of the principle of responsible government than is now manifest in the conduct of public affairs, so that at all times, without the possibility of defeat by deal or coalition, the will of the people may prevail.

In the above declaration Messrs. Chipman and Clarke boldly repudiate the opinions with regard to provincial politics which they have been holding for the past fifteen years. They have been all wrong it appears for half a generation, and they never found, it out until the Moncton convention ordered them to oppose the government. They then discovered that an enormous debt had been piled upon the province, and that the government had been extravagant. They wind up with a deliberate insult to the memory of the late Hon. James Mitchell, who represented Charlotte in the legislature for so many years. They say—

We shall endeavor to give Charlotte a better and more energetic representation in the house of assembly than the county has heretofore enjoyed. In order that an adequate recognition of our requirements in the way of subsidies for steam service, proper wharf accommodations along our shores and due attention to the construction and repair of roads and bridges may be secured.

Mr. Mitchell was elected a representative of the county of Charlotte in 1882 and he was a member of the provincial government from 1883 until his death in December 1897. Mr. Mitchell filled the offices of Surveyor General, Provincial Secretary and Attorney General and Premier, receiving during the whole of that period the support of Messrs. Chipman and Clarke, yet now they tell the people of Charlotte that Mr. Mitchell was not a good and energetic representative of that constituency. They then, after denouncing the increase in the provincial debt, declare that Charlotte will demand more public money for steam subsidies, wharf building and bridges. We are inclined to think that the friends of the late Hon. James Mitchell will not rest until this insult to the memory of their departed leader. With regard to the debt of the province, it is no harm to remind the electors of Charlotte that \$415,000 of it went to subsidize the Shore Line railway, most of which lies in Charlotte County.

**DR. SILAS ALWARD.**  
 Dr. Alward seems to have been in great form when he made his speech at the opposition county convention on Monday evening. He told his hearers that "after sixteen years of the Blair regime we have a debt of over three million dollars as against one million dollars when Blair and his men took office. The interest charge was \$50,000; now it is \$130,000. What does this show? Extravagance and corruption." Dr. Alward put the question and answered it himself. He said it was a proof of extravagance and corruption for the provincial government to add \$2,000,000 to the debt and \$70,000 to the interest in sixteen years. What would the learned doctor have said if the provincial government had added not a penny \$2,000,000, but a splendid \$7,000,000 to the burden of the province in nine years. Are there any words that he could have found in Burke sufficiently strong to express his outraged feelings? But that is what the government of which Mr. Foster was a member did. In 1880 the debt of Canada was \$152,451,000; in 1886 it was \$258,497,000. The increase in sixteen years was \$106,046,000, and New Brunswick is responsible for one-fifth of that sum of \$7,000,000. What has Dr. Alward to say to this? Absolutely nothing. Although he thundered against the late government on many platforms and even published pamphlets against them, he has taken back all the abuse he lavished on them and declared himself to be a slanderer. How great must be the contempt which Mr. Foster feels for Alward and Stockton who have divested themselves of their principles and crawled in the dirt before him?

One of Dr. Alward's most witty remarks was in response to an interruption by Dr. Gilchrist who said the provincial government had taxed even the dogs. The sprightly Silas at once replied: "Yes, and they will go to the dogs." It is needless to say that this exceedingly witty remark created a profound sensation in the Conservative convention and caused much laughter. We wish we could be quite certain that it was entirely spontaneous, and that Dr. Gilchrist had not been coached to make that remark at that particular time. However, accepting it as the freshly-coined product of Dr. Alward's brain, we have no doubt that the canine illustration came quite ready to his tongue, for in his time he has seen many of his speculative enterprises and a large assortment of his political hopes go to the dogs.

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the government papers had been about him, but we have not observed anything of that kind in the press which supports the provincial administration. If Dr. Alward will make careful inquiry he will learn that the hardest thing that has been said about him have been uttered by the persons with whom he is now in alliance. Why should the government or its friends abuse Dr. Alward? He never did them any harm. The only persons whom he has injured are the persons whose cause he happened to be opposing. So far as THE TELEGRAPH is concerned, we felt that we were paying him a high compliment when we stated that he was teaching school when he was only eight years old. This statement was based on the assumption that the date of Dr. Alward's birth was that given in the Parliamentary Companion, viz April 14th, 1842. A correspondent, however, writes to inform us that this date is wrong and that Dr. Alward was born not in 1842, but in 1838. In proof of this assertion, he quotes the statement made by Dr. Alward himself in his petition to the Barriers' Society when he was about to begin the study of the law, that noble profession of which he is so distinguished an ornament. That petition was dated the 10th Oct., 1860, and the material part of it is as follows—

That your petitioner is desirous of entering as a student at law in the office of George G. Gilbert Esq.; that your petitioner is a resident of the city of St. John, that your petitioner was educated at Acadia College in the province of Nova Scotia and your petitioner prepared to undergo an examination in the English and Latin languages, mathematics, geography and history.

If the statements contained in the above quoted document are correct Dr. Alward must have been fourteen years old when he began to teach school, so that some of the credit we have been giving him for extreme precocity is necessarily lost. Still, it is a remarkable proof of the early vigor of his intellect that he was able to teach school when only fourteen years old. We need not stop to inquire how the date of his birth happened to be changed from 1838 to 1842, but possibly that and other mysteries will be explained later.

**THE BRIDGE QUESTION.**  
 The people of this province probably are becoming aware of the "true inwardness" of the attacks that have been made by the opposition on the government because they are having their steel bridges built at Moncton and not at Montreal. All this cry about the cost of our home-made bridges being too high comes from a few disappointed bridge builders in other parts of Canada, aided and abetted by the few politicians out of work who hope to float into office on the rain of our native industries. The government tried these outside bridge builders and found them wanting, so that it became impossible to deal with them further. The Hampton bridge, which was built by the Canadian Bridge and Iron Company, Montreal, at a higher cost than that charged by the New Brunswick builders of the bridges they built, was so weak that it required important repairs within one year from the time of its erection. The price paid for this bridge was seven and a half cents a pound, yet notwithstanding this high cost the bridge did not come up to the requirements of a permanent structure. The same company which built the Hampton bridge also built the bridge at Woodstock and lost \$4,000 on it, instead of making \$4,000, as they expected. Why did they lose this large sum of money on a work which they had obtained by tender? The reason was that the government compelled them to build the bridge according to specification and to carry out their contract to the letter. The government inspector watched the work so closely that they could not slight it. The secretary treasurer of the Canadian Iron and Bridge Co., in a letter written to Mr. C. W. Robinson, M. P. P., says—

The Canadian Bridge and Iron Company made a loss of some \$4,000 or \$5,000 upon the Woodstock bridge contract, whereas at our contract price we should have made about \$4,000. The cause of our loss was the determination of the government engineer to make us carry out the specification to the letter. By this I do not mean that we signed on turning out bad work, but we certainly did fight on some leeway. You may not be aware that the bridge builders were for a time entirely at the mercy of the European manufacturers. No deliveries were guaranteed, and the bridge builder had to take whatever sections of iron and steel the makers were turning out. Bridge engineers understood this, and consequently allowed the builders to make changes in plans, providing, of course, for sections of equal strength to those specified. Mr. Wetmore, however, would not allow us to make any change and we had to buy in the United States at a very high price much of the material for the Woodstock bridge because we could not get in Europe the exact sections required by him. Some time ago I wrote to the late superintendent of the bridge company on this very subject, and his reply, which I enclose, will give you some idea of the cost of manufacture in the shop. I remember the shop cost of the bridge in question exceeded the estimated cost by 30 per cent, and this was due to our being at the mercy of the inspector, who we understood had strict orders from the engineer to insist on the method of inspection. Our erection foreman also complained about the expense the inspector put him to.

Here is a nice confusion for a reputable corporation to make. They can make money on the bridges they build if they are not subject to inspection, but if there is an inspector who compels them to carry out the specifications they lose money. It is clear from this that these outside bridge companies are in the habit of tendering for bridge construction at a lower price than the work can be done for, relying on being permitted by the inspector to substitute other material and different parts from what the specification called for. In this way any attempt on the part of New Brunswick bridge builders, who intend to carry out their contract to the letter, to compete with the upper province concerns, would be defeated, and our provincial bridge works would have to be closed for lack of support. Premier Emmerson has prevented this, and has thereby earned the gratitude of every person who is interested in New Brunswick industries.

**THE PROVINCIAL DEBT.**  
 When Dr. Stockton talks about the provincial debt being increased since 1884, he forgets to tell his hearers what New Brunswick has obtained to represent it. We made mention of this matter the other day, but the facts are worth repeating. For this debt the province obtained no less than fourteen different lines of railway which were constructed by the aid of subsidies granted by the province and for which bonds were issued. Between 1884 and 1897 inclusive, bonds were issued in aid of these lines of railway as follows—

New Brunswick and P. E. I. railway. \$ 71,000  
 Carleton railway. 30,000  
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 Black Brook and Nelson. 25,000  
 St. Louis, Richibucto and Beauséjour. 21,000  
 Eglar, Petitcodiac and Havelock. 37,000  
 Moncton and Beauséjour railway. 36,000  
 Alberton railway. 48,500  
 Central railway. 47,000  
 St. John railway and Bridge Co. 5,000  
 Camelsport railway. 43,000  
 Tobique Valley railway. 70,000  
 St. Stephen and Milville. 35,000  
 Gulf Shore railway. 35,000  
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The above expenditure, as we stated before, gave New Brunswick about 500 miles of railway traversing no less than 10 counties, viz: Madawaska, Gloucester, York, Queens, Northumberland, Kent, Westmorland, Albert, Kings and St. John. In addition to this the magnificent Woodstock bridge was built at a cost of \$150,000; permanent bridges of steel costing \$375,000 were constructed in various parts of the province, and the floating debt of \$250,000 left by the government which preceded that of Mr. Blair was retired by a bond issue of that amount. Thus the increase of the debt of New Brunswick is accounted for, and its results are with us still in the shape of useful railways, splendid bridges and permanent public works.

**A QUESTION OF EXPENDITURE.**  
 The Halifax Chronicle and Herald are engaged in a controversy over the question of Dominion expenditure, and the conduct of the latter paper with respect to this matter is a notable illustration of the manner in which the Conservative papers deal with questions of fact—

The feeble-minded Chronicle continues to grow more feeble-minded. On Wednesday it declared that Sir Charles Tupper, before the general election of 1878, "pledged himself and the Tory party that if returned to power they would govern the country efficiently for \$22,500,000—\$1,000,000 a year less than was expended by the Mackenzie government." It also said that the alleged "pledge" and "Tilly's too" could be found in the Herald of September, 1878. It informed that no such pledge was made, and that no such pledge could be found in the Herald of September, 1878, the foolish organ attempts to make good its allegation by producing two quotations from speeches of Sir Charles Tupper, which do not to the slightest extent support its statement.

We did not think that any man in the maritime provinces would venture to deny that Mr. Tilly stated in a speech delivered prior to the election of 1878 that the expenditure of the government of Canada ought not to exceed \$22,500,000 a year. The expenditure for the fiscal year 1878-79, under the Mackenzie government, was \$23,519,901; and for the fiscal year 1877-78 it was \$23,653,168. This, Mr. Tilly said, was too much for Canada to spend, and if he became finance minister he would reduce the annual expenditure to \$22,500,000. The speech in which this statement was made was delivered in the Mechanics' Institute in July, 1878, and will be found fully reported in THE TELEGRAPH, and also in the first issue of the St. John Sun, which appeared a few days after the speech was made. It was extensively circulated as a campaign document and accepted as a proof of the economy that would prevail under a Conservative government. The Conservatives who are now justly denouncing that such a speech was ever made were very proud of it at the time.

Mr. Tilly no doubt thought he could carry out the promise contained in this speech, but he found himself woefully deceived. In the fiscal year 1878-79, the first year of the new Conservative government, the expenditure instead of falling to \$22,500,000, as had been promised, rose to \$24,455,381. This was almost a million dollars more than the Liberals had been spending when they were denounced for their extravagance. In 1879-80 the expenditure was \$24,850,634; in 1880-81 it was \$25,502,554; in 1881-82 it leaped up to \$27,067,103; in 1882-83 it reached \$28,730,157. In 1883-84 the expenditure rose to \$31,107,706, and in 1884-85 it made a further jump and attained a total of \$35,037,060. Mr. Tilly, who had promised to limit the expenditure of Canada was finance minister during all these years, yet instead of reducing it he had increased it to seven years by \$11,500,000, or an average of \$1,640,000 a year. We challenge the Herald to deny or to explain away these figures.

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The Moncton Transcript says that the Hon. Pascal Poirier is proceeding against Mr. J. L. Black, of Sackville, for libel, claiming \$10,000 damages. Mr. Black made statements in the Times' report of a farmers' meeting in Sackville about four ground from New Brunswick wheat at Senator Poirier's mill, which the latter gentleman claims to be libellous and prejudicial to the growth of an important local industry. Mr. Black is father of Mr. Frank Black, one of the opposition candidates for Westmorland. The Sackville Post, under a scare heading begs the people of Westmorland to vote against the government because of their wheat policy. Messrs. Black and McCready are evidently of the opinion that it is a wicked thing to grow wheat in this province. Political spite never went farther than it has in this opposition cry.

**F O B A T E C O U R T.**  
 The will of the late Thomas H. McAlpine has been admitted to probate and letters testamentary granted to his widow. The estate consists of \$1,500 personal property and is all left to Mrs. McAlpine. Messrs. Bustin & Porter, solicitors.

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**THE ST. JOHN SUN**  
 The Sun of Tuesday contained no intimation whatever of the terribly hard work some leading members of the opposition had to induce Messrs. Carson and Dean to run for the county. The Sun's report made it appear that these men were unanimously nominated, and that they at once accepted. The fact was that four persons were put in nomination, Messrs. Dean, Carson, MacRae and Mosher, and two ballots were taken, at the first of which Mr. Carson was selected, he receiving 28 votes, while Messrs. MacRae and Dean got 18 each, and Mr. Mosher only three. A second ballot gave Dean 22 votes to MacRae's 13. Then Messrs. Carson and Dean declined to run, and it took an hour of hard work to induce them to change their minds. As they were in a manner coerced into taking up the banner of the opposition, they may again change their minds before nomination day.

Mr. Archibald, in his open letter, makes many bold challenges in regard to the bridges built by the government, and seems very anxious that some one shall take notice of him. His anxiety that our bridges should be built outside of the province and not at Moncton, is touching, but we fear that it will not find a response in many New Brunswick hearts. The people of this province are quite capable of building their own steel bridges, and while the present government is in power they will be allowed to do so. When Dr. Stockton becomes premier, which will be about the time of the Greek Kalends, our bridges will probably be built by the Montreal firm that wanted a little "leeway" in connection with the Woodstock bridge and lost \$4,000 on their contract, because the government inspector compelled them to build that bridge according to specification.

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make money on the bridges they build if they are not subject to inspection, but if there is an inspector who compels them to carry out the specifications they lose money. It is clear from this that these outside bridge companies are in the habit of tendering for bridge construction at a lower price than the work can be done for, relying on being permitted by the inspector to substitute other material and different parts from what the specification called for. In this way any attempt on the part of New Brunswick bridge builders, who intend to carry out their contract to the letter, to compete with the upper province concerns, would be defeated, and our provincial bridge works would have to be closed for lack of support. Premier Emmerson has prevented this, and has thereby earned the gratitude of every person who is interested in New Brunswick industries.

**THE PROVINCIAL DEBT.**  
 When Dr. Stockton talks about the provincial debt being increased since 1884, he forgets to tell his hearers what New Brunswick has obtained to represent it. We made mention of this matter the other day, but the facts are worth repeating. For this debt the province obtained no less than fourteen different lines of railway which were constructed by the aid of subsidies granted by the province and for which bonds were issued. Between 1884 and 1897 inclusive, bonds were issued in aid of these lines of railway as follows—

New Brunswick and P. E. I. railway. \$ 71,000  
 Carleton railway. 30,000  
 Canada Eastern railway. 819,500  
 Black Brook and Nelson. 25,000  
 St. Louis, Richibucto and Beauséjour. 21,000  
 Eglar, Petitcodiac and Havelock. 37,000  
 Monct