POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., APRIL 7, 1900.

PROVINCIAL PARLIAMENT.

Fredericton, April 3-(Special)-In the Hon. Mr. White introduced a bill to protect

Fredericton, April 4.—In the house to-day Hon. Mr. Tweedie introduced a bill to amend 54 Vic. chapter 11, entitled an

they had been making and in order that they had been making and in order that it might be seen if the increase in the tolls was necessary. That decision of the committee had for some reason been rescinded. There was no evidence that this increase in the tolls was necessary, and he did not think it was necessary. The total stock of the company was \$3,000 and thus pay a yearly dividend of 12½ per cent. besides providing a rest of five cents per sides providing a rest of five cents per thousand, which rest was intended to pro-vide for the repair of booms. Ale adsmall logs than large ones, but the company was making a good profit all round and should be prepared to take the bitter with the sweet and not ask to increase the tolls. If the Maritime Sulphite and Fibre Company have to pay an increased rate for rafting and booming their pulp lumber the increased tolls will come out of the small operators who supply that company. The Maritime Sulphite and Fibre Company had done much to advance the welfare of Northnmberland and legislation approach by the supply that the substitute and the substitute approach by the substitute of the substitute and the substitute approach by the substitute and the substitute approach by the substitute approach approach as the substitute approach appro legislation opposed by them should not pass unless it was shown that such legislation was necessary. The boom company had not shown that it was necessary and had refused to produce their books in order that the committee might see if the

received exclusive privileges should not charge larger tolls than would give them

charge larger tolls than would give them a fair return on their investment. He was surprised that the company should have refused to produce their books.

Answering Mr. Carvell, Mr. Burchill said the bill as amended provided that 60 cents per thousand should be charged for the booming and rafting of logs which do not average 40 feet per pieces and 45 cents.

ber would have to pay extra tolls, but Mr. Burchill's statement was at variance

ter could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell said there was considerable

talk about the interests of the poor man in connection with the consideration of this bill. If the chief opposition to this bill was because of the fear that the interests of the poor man would suffer why had the representative of the wealthy pulp mill made three different visits to Fied-ericton in opposition to the proposed legislation? The principal objection to the bill was that the company had not produced their books before the corporation committee to show what their profits tees of the house and why should the of this company? Mr. Hutchison, a member of the company, had told the committee that the capital stock of the company was \$4,000, but that they had sperit addition upon the property some \$13,-

Hon, Mr. Tweedie-Where did they get that money? That was part of their pro-

affected by it some one would have been heard in his behalf. There had been an enormous increase in the pulp industry with leave to sit had made in other branches of this busi-hart he almost thought it would have been hart he almost thought it would have been ness.

The witness said since starting the well to visit some of the bridges under time and the house adjourned at midhart he almost thought it would have been night.

Ottawa, April 4.—The entire afternoon with Rullate there had been great increases in the num-ber of smaller logs coming to the booms. since 1897 it was not unreasonable that the company should ask authority to insheriffs and jailers.

Mr. Osman's resolution authorizing highway commissioners to expend road money
on any part of his division he may see fit

was more difficult than the larger logs, was lost.

The amended Newcastle bill was agreed was more difficult than the larger logs, Messrs. Ritchie and Hutchison had shown that for many years the company had The Campbellton bill as amended passed.
The town council now has power to expel its mayor or any member by a being so, the income was not an excessive two thirds vote.

the North West Boom Company bill was pridges. The smaller of mend of the construction of railways, and 62 Vic chapter 28, being an act in aid of the construction of railways, and 62 Vic chapter 28, being an act in amendment thereof.

He explained that the bill was intended to review the subsidy for the Stanley Railway and also to alter the regulations with respect to the Restiguoche and Western Railway Company, making the subsidy apply to the whole of that road.

Mr. Burchill committed a bill amendment proposed the more it would not ask similar authority to increase its rates. There was no reason why the South the top company a fair profit. The company increase its rates are the company and refused to produce their books and the position of the corporations committed and the position of the company as fair profit. The company are resonmitted, and agreed to with amendments.

The following amendment proposed the word "that" and in the word "that" and in the word "that" and in the word of the company incorporated by the legislature of the company and refused to produce their books and the position of the corporations committed and are the word of the company and act in an act in aid of the construction of railways, and also to alter the regulations with respect to the Restiguoche and Western Railway Company, making the subsidy apply to the whole of that road.

Mr. Burchill company bridges not with amends are recommitted, and agreed to with amends are the following amendment proposed "the Mr. Ruddock said in his opinion when the word "that" and in the word of the ton with a ments.

The following amendment proposed "the Mr. Hadedo had a frailway bridges cost so much more per pound that the word of the ton its investment) and in the company had refused to produce their books and the position of the company as fair profit. The company had refused to produce their books and the position of the corporations committed as of the committed as fairness. The following amendment proposed "the Mr. Hadedo made the word of the t

to increase the rate on small logs, which cost more to raft and boom than did large logs. He could not say what the profits of the company had been.

Hon, Mr. Tweedie said it was strange that his colleague did not know what the profits of the North West Boom Company had been. The company was company had been. The company was company had been. The company was composed of Mr. George Burchill, the father of the honorable member, Mr. Allan Ritchie and Mr. Ernest Hutchison and the honorable member was a member of the honorable member was a member of the honorable member was a member of the firm of George Burchill & Sons. The profits of the honorable member was a member of the honorable member was a member of the firm of George Burchill & Sons. The profits to be an experience of the company of which he desired to say frankly he (Tweedie) was solicitor. But he spoke in opposition to this bill as a representative of the county of Northumberland. The company got a renewal a representative of the country got a renewal of their charter in 1897 for 20 years. What as a rest for the repair of booms. Five ments. new conditions had arisen since then that cents per thousand on twelve or fifteen they should ask to increase their tells from 45 cents per thousand to 60 cents upon logs largely used in the manufacture of pulp Their original proposition under the present bill was to make to make the present bill was to make to repairs. There seemed to be no question under the present bill was to make to repairs. There seemed to be no question and the present theorem is the proposition of repairs. There is the proposition as the proposition of the present bill was to make the proposition as the proposition of the prop the increase to 75 cents per thousand. The tion that the company was making a profit The house then adjourned. interfere with the crown lands of the prov-ince. If unreasonable tolls are charged the

cents per thousand should be charged for the booming and rafting of logs which do not average 40 feet per piece; and 45 cents per thousand on logs over 40 feet.

Mr. Carvell said he had been struck with Hon. Mr. Tweedie's statement that under the bill battens and other small lumber would have to pay extra tolls, but Mr. Burchill's statement was at variance with that view.

Mr. Shaw said he understood the member for Charlotte (Todd) to say that the

speech, and moved the following resolu-tion: "Resolved, that the bill do not now pass, but that in the opinion of this house the principle of assessing incomes at a higher rate than is imposed upon real the principle of assessing incomes at a higher rate than is imposed upon real terial left over from Mill Cove bridge.

Nays-Messrs. Farris, McKeown, Whitehead, Osman, Burchill, Shaw, O'Brien (Northumberland), Fish, Barnes, McLeod, Gibson, Campbell, Carpenter, Hazen, Law-son, Carvell, Todd, Laforest, Fleming,

Burns, Leger—21.

Hon. Mr. Tweedie announced that being solicitor for the Martime Sulphite Fibre Company, he would of course not

The Bridge Investigation.

Fredericton, April 3.-When the comthat the rate was not so excessive as to interfere with the crown lands of the province. If unreasonable tolls are charged the lumber industry will be that the lumbermen of the province will be seeking a reduction in the stumpage rates. The lieutenant governor in council should coverouse control over the tolls charged by the boom companies, and he thought should be obliged to do so in the public interests.

Mr. Osman said that considering the amount of money invested by the boom company and their responsibility the proposed legislation should pass.

Mr. O'Brien (Northumberland) said was not made logs; should arrive on Thursday. In thought he had favored an increase to 50 cents on small logs; and in view of that position he would not make the tolls sixty cents on small logs; and in view of that position he would not now support the proposition to make the tolls sixty cents on small logs; and in view of that position he would not now support the proposition to make the tolls sixty cents on small logs; and in view of that position he would not now support the proposition to make the tolls sixty cents on small logs; and in view of that position he would not now support the proposition to make the tolls asked the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the proposition to make the tolls asked control of the pr mittee appointed to investigate the bridge charges reassembled this morning, Dr.

Mr. Shaw said he understood the member for Charlotte (Todd) to say that the premier had stated that it was not usual for companies to be required to produce their books before the standing committees. That being so and the resolution of the committee being rescinded because of the premier's view, why should the company be blamed for not having produced their books?

Progress was reported with the company to the centre span of this bridge and hand so the premier's view, why should the company be blamed for not having produced their books?

Progress was reported with the centre span of this bridge and hand so the centre span of this bridge and hand so the centre span of this bridge and hand so the centre span of this bridge and hand so the centre span of this bridge and hand so the centre span of the centre truss spans. He (witness) then came to Fredericton and made arrangements for the chief commissioner to take some of the material off his hands at cost. A portion of this material was afterwards used at the Trueman Pond bridge. Mr. Ruddock had built the centre span of this bridge and hand so the centre truss spans. He (witness) then came to Fredericton and made arrangements for the chief commissioner to take some of the material off his hands at cost. A portion of this material was afterwards used at the Trueman Pond bridge. Mr. Ruddock had built the centre span of this bridge and hands are commissioner to take some of the material off his hands at cost. A portion of this material was afterwards used at the Trueman Pond bridge. Mr. Ruddock had built the centre span of this bridge and hands are commissioner to take some of the material off his hands at cost. A portion of this material was afterwards used at the Trueman Pond bridge. Mr. Ruddock had built the centre span of this bridge and hands at cost. heir books?

Progress was reported with leave to sit

Haines and inspected by him. Mr. Rud-

their profits in improving their property that was just the same as if they had spent \$13,000 or \$14,000 and an imoson of \$400 per year was only about three precent on the investment and one that it is not desirable to retain and that the had been allowed that it cost more to rait and boom the small logs than large cone, and the principle of assessing incomes at a rate five time.

A great deal of difference between the campbell and Sussex bridges, the former, and the witness opinion, being very such and about three precent on the investment and one of the train of the witness opinion, being very such and the works for the Turean Pond being the had the color than the witness opinion, being very such and the works for the Turean Pond being the had the color than the witness opinion, being very such and the witness opinion, being very such that the had and personal and that the chair and report the results and the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the had the works for the Turean Pond being the works for the Turean Pond being the pond bei

Mr. Mott, from the law committee, submitted a report.

Answering Mr. Melanson's inquiry as to the amounts paid to John Hodge on account of government buildings for the years 1898 and 1899, 11on. Mr. White said he presumed the honorable gentleman's inquiry referred to the amount which Mr. Hodge received for his personal services. In 1898 that gentleman had received at 1883.34 and in 1899, 234.

Hom. Mr. Tweedie introduced a bill in aid of the construction of cold storage warehouses; also a bill in aid of the construction and equipment of a graving dock are the port of St. John.

And the presument the honorable gentleman's inquiry referred to the amount which Mr. Tweedie introduced a bill in aid of the construction of cold storage warehouses; also a bill in aid of the construction and equipment of a graving dock are the pround as railway bridges, cost about two cents per pound, while loop eye bars used on this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on a suced in this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on a suced in this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on a suced in this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on a suced in this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on a suced in this province, cost 4 to 5 cheaper class of bridges, cost about two cents per pound, while loop eye bars used on a bridge work he had added more plant. The done had the carry out in the House was taken up with a the House was taken up with a the House taken understance of the best r

solutely necessary. He would like to inquire why this company was asking to inquire why this company was asking to inquire why this company was asking to increase its tolls from 45 cents oer thousand to 60 cents, and he would also be pleased to hear from the honorable gentleman what the profits of the company had been.

Mr. Burchill said it was only proposed to increase the rate on small logs, which cost more to raft and boom than did large logs. He could not say what the profits of the company had been.

Mr. Todd said that it was he who had for the company by the throat.

Mr. Todd said that it was he who had moved for a reconsideration of the vote at the meeting of the corporations company had been.

Mr. Todd said that it was he who had moved for a reconsideration of the vote at the meeting of the corporations committee that the boom company be required.

Mr. Todd said that it was he who had moved for a reconsideration of the vote at the meeting of the corporations committee that the boom company has not given such information the committee does not deem it desirable to pass the bill was the committee does not deem it desirable to pass the bill was of the opinion that an eye beam in subway would weigh five times as much as one in the Trueman Pond bridge. He had also seen the Boston subway, which was composed to a great extent of the opinion that an eye beam in its present form, but is of the opinion that an eye beam in the reasonable flexuary.

The reasonable flexuary is not the committee does not deem it desirable to pass the bill was of the opinion that an eye beam in the resonable threasy.

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The reasonable flexuary is not the committee does not deem it desirable to pass the committee does not deem it desirab

ination of witness, who said in taking a job like a subway at 3 cents he thought he could make half a cent per pound on it. Had visited the Charlestown bridge about ten days since. He did not know of any highway bridge in New Brunswick which would cost less than a railway bridge. Of the three bridges built by him vote on the matter.

Mr. Lawson committed a bill amending the towns' incorporation act, 1896; Mr. Barnes chairman. Agreed to with amendments.

Hon. Mr. Tweedie committed a bill amending 54th Vic., chapter 11, Entitled government wanted \$300 or \$400 for his share of the construction of railshare of the cost for erection; but he de-clined, as he had understood he was to

clined, as he had understood he was a construct it 61-2 cents f. o. b. cars.

A few more questions by Dr. Stockton, Mr. Laforest and Mr. Hazen concluded the cross-examination of the witness.

In reply to a question by Dr. Pugsley, the control of the witness said the cost of forging eye bars varied from 6 to 8 cents per pound, but depended upon the amount of labor on them. He did not agree with Mr. Brown

it with amendments.

Fredericton, April 4.—Owing to business in the legislature requiring the members' attention it was nearly 9.30 this evening when Edward N. Lockhart was sworn as when Edward N. Lockhart was sworn as a witness for the defence. He resided, he said, at Moncton and was employed as bridge repairer on the Intercolonial Railway. He was employed for 24 years, first as a blacksmith in the engineering department and during the last eight years as repairer and erector in the bridge department. He had erected nine bridges and ment. He had erected nine bridges and repaired a number. He had charge of a crew of men. He recently examined the Sussex, Hampton and Campbell bridges. He arrived at Sussex Monday evening, from thence went to the Campbell bridge, then to the Hampton bridge. Mr. A. E. Peters and Mr. Thomas Sefton went with him. The witness said he looked over the bridges but took no measurements. The Campbell bridge was not of the same class as the Hampton and Sussex was erected under the supervision of Mr. Progress was reported with leave to sit again, the understanding being that the bill would be recommitted at the evening session.

Dr. Pugsley committed a bill relating to the assessment of rates and taxes, Mr. Melanson chairman. Dr. Pugsley explained that this bill was intended to affect only the city of Fredericton and would place real estate, personal property and income on an equal footing.

The bill was under consideration at 6 o'clock when recess was taken till 7.30.

After recess the Fredericton bill was farther considered. The bill was opposed in a lengthy speech by Mr. Thompson, who said that the legislation was promoted largely by the officials in the employ of the provincial government.

Hon. Mr. McKeown followed in a lengthy speech, and moved the following resolution: "Resolved, that the bill do not now pass, but that in the opinion of this house of the committed at the event in series and inspected by him. Mr. Ruddock said that in the opinion of this house was recreated under the supervision of Mr. Hadson inspected by him. Mr. Ruddock had spent ten days at the site while the bridge was being erected and thought the bridge was the site while the bridge was fere eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per day. He also had six men engaged for eight or nine days at wages averaging \$1.50 per

would be three times as great.

A great deal of difference between the Campbell and Sussex bridges, the former, in the witness' opinion, being very super-

bell bridge loose. If there had been imperfect boring in a bridge he would have noticed it. If hole was too large it would affect the bars.

To Dr. Pugsley the witness said he would be surprised to hear that the Sussex bridge was better than the Campbell

This concluded the witness' evidence and adjournment was made until tomorrow morning, when Premier Emmerson will go

DOMINION PARLIAMENT.

Ottawa, April 3-In the house today Col. Prior brought up the case of Lieut:
Col. W. W. White, of Guelph, who had
been selected for a four months staff
course at Kingston Military College. His appointment was cancelled and the reason given by General Hutton for the cancellation was that Mr. White had been a partizan, and had taken part in attacks on the government. Col. Prior made a long speech on the matter, assuming that the statement made by General Hutton with regard to the cause of Lieut. Col. White's removal from the staff course was correct, although it is positively denied by the minister of militia. General Hutton withdrew his letter to Lieut. Col. White after it had been made public and stated that the reasons for his removal were that he

term of service had expired, although it had been extended two years by the min-

proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excersive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramich. They could not do so, for the very good reason that in nearly every case the rates are higher than upon the North West.

Messrs Porter and White thought the books of the company should have been produced and in their absence there was not sufficient information.

Mr. Lawson said it was not contended that 45 cents was too high a rate for an interview with the minister they must report to him what occurred. He was report to him what occurred. He was prepared to justify the reasons for removing Col. White's name from the list, Recently he had discovered that Col. White had uttered sentiments which no militia officer ought to state. He had said we had a distoyal element in Canada in the

the retired list. He challenged any man to show that he had been actuated chief-

Mr. Foster continued the debate after recess attacking the minister of militia, upholding General Hutton and charging that the minister of militia had plunged the department into a depth of political degradation never before known.

Sir Louis Davies challenged the judgment of the house to say if the minister of militia had not conducted his department.

As form wind carried the fiames to the Second Presbyterian church on the op-

ment in a manner above reproach. As for General Hutton he did not think that parliament would tolerate what Mr. Foster seemed to want, the placing of the general over the minister of militia. It would be intolerable that a general should come here imagining that he had either superior power or extraneous power. The general was a subordinate officer and un-der the orders of the minister. The idea

legislation of the Michigan legislature which had conferred a bounty of one cent of the boys are well. We have the Boers This witness also referred to the plans on the wall and compared the bridges in about the same manner as Mr. Lockhart had done. He had seen hundreds of industry.

in putting machinery for the manufacture of sugar on the free list is proof that the government is in sympathy with the again considered in committee and went over at the expiry of the hour for private

The Democratic National Convention to be Provided for--Subscription List for a New Hall
Circulated While the Old One
Circulated While the Old One

Reservoir describing the instrumental randeperg Drift fight, says: "Brigadier-General Smith-Dorrien said to us the day after the big fight: Men, I was proud to hear that the Royal Canadian Regiment was to Burned.

hall, where the Democratic rational convention was to have been feld on July 4, was laid in ruins in less than 30 minutes this afternoon by fire. The tire burned with such fury that it was evident almost from the start that the structure was doomed and the threngen soon turned their attention to saving surrounding pro-Presbyterian church, one of the finest edifices in the city, the church parsonage, edifices in the city, the church parsonage, the Lathrop public school, a two storey thirteen room building, all situated across the way on Central street and a half block of three storey flat buildings on Twelfth street, were totally destroyed. Several residences were damaged and for a time, it was feared that several blocks of buildings in the residence district would go.

The aggregate loss is \$400,000, apportioned as follows: Conventional hall, \$235,000; insurance, \$155,000; church, \$50,liamson block, Twelfth street, \$60,000, in-

Second Presbyterian church on the op-posite side of Thirteenth and Central streets and in 40 minutes that structure, occupying half a block in length, was in occupying half a block in length, was in ruins. The parsonage adjoining and next the Lathrop school, which was partially destroyed in the cyclone of 1888 and which had been set aside for the use of the newspaper correspondents during the coming convention, were attacked simultaneously and soon nothing but their walls were left standing. Fortunately the

At the request of Mr. Peters witness had visited the bridges described by Mr. Charlton, in reply, indersed the Lockhart. He had in the first place found the Sussex and Hampton bridges all that were required. The Campbell bridge design was more expensive.

Sisted by a bounty here as in the United States.

Mr. Charlton, in reply, indersed the was too far gone when I got to him with a stretcher. He was too far gone when I got to him with a stretcher.

about the same manner as Mr. Lockhart had done. He had seen hundreds of bridges and considered the Campbell bridge. He thought the factor of safety was in the Campbell bridge, as on small bridges labor must be saved on them whenever possible. The Campbell bridge was a much more costly designed bridge and a superior bridge both in design and works, manship. He had erected hundreds of bridges and never saw a better one. The witness had served under Mr. Archibald and had a large experience under him.

To Mr. Baxter the witness said he had erected a good many highway bridges in both this and the old country. The highway bridges he had erected on the I. C. R. were of a different class.

He did not find the bars of the Campbell bridge loose. If there had been imputing machinery for the manufacture of sugar on the free list is proof that the plain means before the government policy in put the factor of the discussion continued until 6 o'clock when the order of business changed. There was no expression of government policy in put the factor of the government of sugar on the free list is proof that the plain means before the government of sugar on the free list is proof that the plain means before the government was to allow a small bounty.

The discussion continued until 6 o'clock when the order of business changed. There was no expression of government policy given but the action of the government of sugar on the free list is proof that the

Pte. Hewitt, of "C" Company, Toronto, overnment is in sympathy with the vive some of the battle of the solution of the sol again considered in committee and went over at the expiry of the hour for private bills.

The debate on the transportation question was resumed by Mr. Charlton, who was followed by Messrs. Powell, Bell (Pictor) and Davin.

After this Mr. Bennet's motion was withdrawn and the House adjourned.

Ottawa, April 4—(Special)—At 5 o'clock His Excellency attended the Senate today and gave royal assent to the bills to provide for the pay of the contingents and to the San Jose scale bills.

Pte. J. R. Dunlop, of the First Canadian contingent, in a letter to friends in Toronto describing the first Paardeberg be in my brigade, but my pride has increased one hundred fold. The coolness with which they went into action and their formation was to my eye perfect. As I stood on yonder hill and watched you gain ground so rapidly until you reached the firing line, I said, By Jove, those are the fellows.

Chester D. McLaren, writing to London friends, describes the attack at Paarde-berg and the hail of Bore bullets. He says: "It certainly was a warm day's work and we only had a bottle of water and a started firing when I felt a sharp pain in my thigh. I knew that I had been struck but the ball only went in about one inch and came out. The wound is very clean."

In a letter to a friend in Toronto, written from Orange River, February 25, Lieut. Col. Sam Hughes says: "I turned the general (Hutton) down just as soon as I found he was working against me. But from the start I thought I was different from the rest, in that I would be under pay and allowance from Canada and Plans are on foot to rebuild Convention hall immediately and have it ready for the Demokratic convention in July. While the first years still it was a still in said at De Arr for existed, had lain in said at De Arr for existed, had lain in said hall immediately and have it ready for the Demotratic convention in July. While the fire was still in progress members of the Commercial Club, through whose efforts the hall was built, mingled in the crowd of spectators and began soliciting funds for a new structure. This evening \$25,000 had been subscribed and Secretary E. M. Clendenning, of the club, called a mass meeting of citizens for tomorrow to devise ways and means for raising an additional \$50,000. The Hall Association has \$10,000 in the bank and will have the \$15,000 insurance for immediate use, the insurance companies having offered to waive the usual 60 days limit and make settlement on demand. The Kansas City Lumber Co., that furnished four fifths of the lumber for the old building, has agreed Lumber Co., that furnished four fifths of the lumber for the old building, has agreed to duplicate the order at once at the rate in existence two years ago and the Mina disloyal element in Canada in the Min-French whom we might some day have to fight. No man ought to be allowed to remain an officer who would say such a thing.

The fire started just above the boiler

The fire started just above the boiler

Wednesday and Inursday, I was in com-mand of all the camps—Orange River, Witteputs, Rammah, Zoutpan's Drift, Bel-mont. He was good enough to take me along with him, and I am therefore all the toom where some plumbers had been at more pleased. A dozen Canadian officers work. There was no fire in the furnace have visited me here and seen me in harto show that he had been actuated chiefly or to any extent by political consideration in the administration of the affairs of his department. He, however, proposed to do justice to his own political friends and he had done no more than justice to them.

McMullen, Col. Tisdale, and Mr.

McMullen, Col. Tisdale, and Mr.

Work. There work is that the blaze start and the supposition is that the blaze start and the suppo

Paris Exposition Bills

Washington, April 2-The president today washington, April 2—The president today sent to the Senate a statement from Commissioner General Peck showing the expenditures made by the commission to the Paris exposition during last year. The total outlay was \$240,663. In his letter of transmittal Mr. Peck says the United States will be represented at the exposition by 7,000 exhibitors.

Another of the Fleet In.