POOR DOCUMENT

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

Hon. Dr. Pugsley in an Able Speech Shows How the Honest and Able Administration of the Public Works Department Left Mr. Hazen No Opening to Sustain the Bridge Charges.

draw the truth from the witnesses who had been brought by Mr Hazen to give evidence in the charges against the premiser he felt that he had in some degree reflected credit on the profession to which he was proud to belong. He would like to be able to congratulate the leader of the opposition on having in his speech placed before the House and the country the truth and the facts brought out on the investigation, but he was not able to do so, because he felt that he had not done justice in his remarks to the gentleman who had been made the subject of attack in these bridge charges. The leader of the oposition had not presented the facts as they were brought out before the committee, and he had also attempted to drag into the discussion statements which were not in evidence and so influence this House and country by heresay statements—statements not made under oath, but statements which have been made by gentlemen who are interested in the prose-cution of these charges and which are not fortified by the testimony of a sworn wit-

The gentleman (Hazen) has said that there was not a full and fair investigation into the charges by the committee. He (Pugsley) would assert without fear of contradiction by any disinterested per-son who has followed the proceedings that son who has followed the proceedings that there was never an investigation before a committee of any parliament which was fairer, which was conducted on broader principles, and which gave greater latitude along the lines proper to be pursued than was the case in the investigation just closed. The first complaint of the gentleman is that the committee did not become Mr. Donald to bring all his man is that the committee did not ena Mr. Donald to bring all his books here showing the prices he paid for a steel roof put on a railway station in the city of Halifax. The committee did not refuse to subpoena Mr. Donald, but they did refuse to place on record a statement that they would, at the extension of this country call from all parts. pense of this country, call from all parts of this province and the dominion witof this province and the dominion wit-nesses to produce books and papers which could by no possibility have the slightest bearing upon the charge which they were called upon to investigate. They wished to compare the cost of steel roofs to the cost of highway bridges. They might as well ask to have witnesses called to show the prices paid for anchors and chains and as thousand and one articles which had no bearing on the case. The com-mittee stated that they were perfectly willing to hear Mr. Donald's evidence if he had any evidence to give which was at all relevant to the inquiry, but they refused to hear his evidence as to the cost of steel roofs. Mr. Donald was not called, Mr. Laforest stating to the committee that as Mr. Donald could not be subthat as Mr. Donald could not be sub-poenaed to produce all his books and papers bearing upon the question of steel roofs they would not have him called as a witness at all. One might have thought that they were serious in their desire to have Mr. Donald appear as a witness, but when Mr. Peters, from whom Mr. Donald purchased his steel roofing, was upon the stand, having all the books of the Record Foundry Company here showing all their gentleman or his counsel had not a ques-tion to ask him as to

The Cost of the Steel Roof

put upon the station at Halifax. The sec ond ground of complaint of the gentle-man was that the committee had forced Mr. Roy to produce a document which he had prepared for his own private information, and that thereby a great injustice was done to him. He would state to the House what took place in that connection. Mr. Roy came here as the engineer of the Hamilton Bridge Company. He went up-on the stand and swore that his company at the rate of four cents a pound, and as

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write us about it.

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W. A. McLaughlin, selling agent, St. John. and that he would inform the chairman the other and give bearing to

FIRE AT ALL DRUGGISTS

could say to the municipalities or to the governments that he would do their work for certain prices. It was not private information, but it was information which he had made up for the company of which he was the engineer—for himself, if you like, as the engineer of the company, to enable him to do the company's work in tendering for these various contracts. It was a document which had a material bearing upon the evidence which he had given, and if it had not been produced before the committee Mr. Roy would have left the witness stand enjoying a very dif-ferent reputation from that which he now the province with the reputation of a reputable and honest man. On the con-trary he left the stand and he left the

and seeking to place upon the records false. He had sworn that his company were building bridges at four cents a pound, but in that statement bridge after his company received all the way from 6 to 7 cents and in one case nearly 8 cents per pound. Yet this is the man who complains that, having in his pocket the evidence showing that his company received from 6 to 8 cents per pound for highway bridges—who complains that he was not allowed to leave the committee room after giving the impression to the committee that the price his company had charged for these bridges was only 4 cents per pound. (Applause.) He complained that his company might feel that he was giving away private information. Then why did he pick out and bring here four contracts which would necessarily show the profits which his company had made on those which his company had made on those contracts. Surely it did not lie in his mouth to give information as to certain contracts, and then say in respect to others that he was afraid to produce them because his company might think he was giving away something of a private nature, and thus place himself in an awkward position. The leader of the opposition has stated that he is gled that statement was position. The leader of the opposition has stated that he is glad that statement was produced. All he (Pugsley) could say that if he was pleased he had a very strange way of showing the pleasure which he felt. He (Pugsley) was glad that document had been produced, and he would be able to show to the House

which he gave and shows that he was attempting to deceive the committee and a travesty upon justice. The facts in that connection were these: When it was announced that Mr. Johnson was coming here as a witness he (Pugsley) had asked the chairman of the committee to notify Mr. Johnson that he would be required to produce the various contracts entered into by his company for the construction of bridges during the years 1895, 1896 and 1897, and for a few years preceding and a few years after; that is, from 1891 down to 1897. Was that an unreasonable rea few years after; that is, from 1891 down to 1897. Was that an unreasonable request? Mr. Johnson was coming here just as Mr. Roy had come—picking out a few contracts for bridges constructed by his company—selecting contracts for bridges constructed at particular places and at particular prices. It is no use to say that he had contracts for bridges constructed in Nova Scotia, because in order to get at the fair and reasonable cost of bridges he

that that statement completely discredits Mr. Roy and contradicts the testimony

Charged in Their Home Market, and not the prices charged in the lower provinces where they are probably trying to drive out the small local concerns, and therefore are willing to do the work at a much less rate than they charge in their own market. That was the case with the Hamilton Bridge Company, as was shown by Mr. Roy's evidence. In one case they made a profit of \$496 on a certain bridge, made a profit of \$496 on a certain bridge, in another \$346, another \$314, another \$189, another \$555, another \$395, another \$322, for bridges built in their own provinces, but for the one bridge which they built in the province of Nova Scotia, and in respect to which Afr. Roy had picked out the contract they made the magnificent profit of \$6.58. (Applause.) That was a bridge which appears by the contract to have been undertaken by the contract to have been undertaken to build at the price of \$4.20 per hundred way. (Applause.) This was put forward as a specimen of the contract showing the prices which this company received for their highway bridges. These men were not coming here as disinterested witnesses, and he (Pugsley) had felt justi-fied in asking that Mr. Johnson should be subpoenaed to bring contracts showing the prices charged by his company in their come out of courtesy to the committee and was prepared to give every information as to the contracts which he had picked out and brought with him. The committee asked him to extend his courtesy a little farther, and instead of picking out those contracts which suited his ideas, to bring those contracts which would be of value to the committee in enabling them to deed upon to determine. Mr. Johnson was asked to return to Montreal and bring back with him all the contracts asked for, and mittee told him that all

His Expenses Would be Paid.

Fredericton, April 9.—Following Mr. Hazen, Dr. Pugsley said that the honorable member who had just taken his seat had done him the honor of savag that he province of Quebe at that he (Pugsley) was one of the best crossexaminers in the province. If he had intended by that to imply that he (Pugsley) was able to bring out from witnesses the truth and lay the facts before a committee or a jury as the case might be, and that he was able to drag from a reluctant witness facts which he wished to conceal and which were material, then he (Pugsley) accepted it as a compliment, because he thought that the cheet which every havyer ought to have a view was to elicit the whole truth. Very often witnesses are disposed to keep back the truth, and he was sorry to say that this was the case and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge work and to give him the information upon which he every care would be returned to, him free did not care to bring them himself, and they would be returned to, him free and the profit and loss upon each bridge. Mr. Roy stated that the document was and the profit and loss upon each bridge. Mr. Roy stated that the document was a rot the profit and loss

but he did not have produced one single contract for a bridge built in the province of Ontario or Quebec, the home market of these companies, where and where alone it would be possible to ascertain what are it would be possible to ascertain what are the usual and customary prices being charged by the company for bridges constructed by them. These were the whole grounds of complaints of Mr. Hazen with respect to the course of the committee, and he (Pugsley) repeated that the investigation was one of the fullest and fairest than held before a parliamentary commit. ever held before a parliamentary committee. (Applause).

The leader of the opposition had made his bridge charges, but he has not sought to prove that the Record Foundry Company or Mr. Ruddock have got out of their contracts more that a fair and honest to prove that the Record Foundry Company or Mr. Ruddock have got out of their contracts. more that a fair and honest price. Mr. Ruddock, who is a man of the lighest reputation and standing, has sworn that on the Mill Cove bridge he only made a profit of \$400, and on the two spans of the Blackville bridge a profit of \$900 or a total of \$900 on the two bridges. This was not an unreasonable profit and he (Pugsley) felt that the people of the province of New Brunswick were willing that the Record Foundry Company and Mr. Ruddock should get a fair profit on the bridges constructed by them. The leader of the opposition says we should give these bridges to the upper province concerns if they underbid our own local companies, no matter whether they billed the bridges at a loss or not. He (Pugsley) did not believe that was the feeling which actuated the people of this province of the province of the opposition says we should give these bridges to the upper province concerns if they underbid our own local the bridges to the province of the opposition says we should give these bridges to the upper province concerns if they underbid our own local the bridges at a loss or not. He (Pugsley) did not believe that was the feeling which actuated the people of this province of the province of the province of the opposition says we should give these bridges to the upper province concerns if they underbid our own local the bridges at a loss or not. He (Pugsley) did not believe that was the feeling which actuated the people of this province of the province of the province of the opposition says we should give the season of the province of the opposition and the province of the opposition an ince. He believed that if the Record Foundry Company and Mr. Ruddock did their work thoroughly and up to contract and specification the people were willing to pay them a fair and reasonable the prices are too high because Prof Swain and Mr. Roy had said so. While he (Pugsley) had a great respect for Prof. Swain he denied that he had such a prac-tical knowledge as would enable him to speak with any authority of the cost of bridges in this country. Prof. Swain on cross-examination admitted that he

Knew Nothing of the Cost of Metal in 1897 and previous years, that he knew nothing of the cost of shop labor, of duty, of freight, or as to manufacturers' profits. He knew nothing of these, and yet he swore that these bridges in New Brunswick could be built for four cents per pound. That being so it was fair to critiof the gentleman (Hazen) is with regard to the treatment of Mr. Phelps Johnson, the manager of the Dominion Bridge Company, which he (Hazen) characterizes as a travesty upon justice. The facts in that been consulting engineer of the Boston subway also for the Charlestown bridge and of a bridge at New Bedford. He admitted that the Charlestown bridge was almost as heavy as a railway bridge and was built largely of plate girders, which was the cheapest kind of metal work it was pos-sible to have in a bridge and he stated per lineal foot, proving that the bridge was an exceptionally heavy structure. was an exceptionally heavy structure. Prof. Swain admitted that the cost of a bridge of that character relatively to the pound would be no criterion at all to en-able one to judge as to the cost of high-way bridges in this country. When it is considered that that is about all the experience Prof. Swain has had in reference to highway bridges it will be seen that his opinion as to the cost of highway bridges in this country would be of very little value indeed. Prof. Swain stated before the committee that the structural work in the Boston subway was very much the same as that in the Trueman Pond bridge. He (Pugsley) would admit that so far as the angles are concerned they are similar, but so far as beams and channels and griders are concerned there is no comparison, because he did not believe there was a beam or a channel or a girder in the Trueman Pond bridge. The bridge was made up entirely of angles, which was the most expensive kind of iron cateria. most expensive kind of iron entering into the construction of bridges, and bridge for two cents per pound is con-cerned, we have it in evidence that the angles actually cost Mr. Ruddock at his works in Chatham \$2.20 cents per hundred

The Slightest Reliance on the Evidence

committee to understand in his evidence that the prices which he named for the that the prices which he named for the Boston subway were for the material erected, and the gentleman (Hazen) had put questions to Mr. Ruddock as if those prices were for the material erected. It would be seen by the contracts, however, that the prices which ranged from \$1.97 per hundred pounds as high as \$2.50 per hundred pounds, was simply for the material delivered on the Boston Common—practically the raw material, as Common-practically the raw material, as there was very little work done on it The material consists of beams and channels and is all of the very heaviest character, and different altogether from the material that went into the Trueman Pond bridge.

These gentlemen talk as if the best metal governed the prices of the structures. I say if an engineer skilled in this Mr. Johnson said he would go back to having light material he can make one add



Dr. KOHR MEDICINE.CO., P.O. DRAWER I 2341, MONTREAL:

If he produces an equally good and strong a structure but more graceful, we must allow for the labor on that bridge, just as we would and therefore in respect to the weight, if you have per pound a light highway bridge the cost necessarily is very much greater than with respect to a heavier

That is Why There is no Comparison

between railway bridges and highway bridges, so far as weight is concerned, and you must have been amused, and I think I had better refer to it just now, by the statement of my friend that he did not wish to trouble the committee by bringing before them any comparison as between railway and highway bridges. When did it on the 12th of March when from his place in the house he charged the commissioner of public works had paid for highway bridges in this country as much as double the price per pound as paid for railway bridges? Was not that the charge then put forward, and let me ask him in good faith if that was not the charge which Mr. Archibald was brought here to sustain?

county know, but me in a position to know the character and market value of all kinds of bridge material. Tenders for different classes of bridges were called for yearly and awarded to the lowest bidder. The records of the department will show the Intercolonial Railway has for the past six or seven years been buying bridges, the character of which in every respect is fully equal, if hot superior, to those you have been erecting for the province, and at one-half the prices you have paid." (Hear, hear).

That Is the Charge

charged, and if I would say, the charge imagine anything, I would say, the charge us, charged the municipality of Ramsay at the rate of \$32.72 per lineal foot. Is not formation given by Mr. Archiba'd in that letter. And my honorable friend charged this province has a bridge equally as what against the chief commissioner? good, and better I venture to say, and good, and better I venture to say, and Medical orderly Waneford worked what against the chief commissioner? That he had paid for highway bridges in this province double the price the government of Canada had paid for bridges on the Intercolonial Railway. At the very commencement of this inquiry Mr. Archibald was present. My honorable the Hamilton Prides In the Hamilt very commencement of this inquiry Mr.

t Archibald was present. My honorable friend got a subponea at the first sitting and Mr. Archibald was present and very much in evidence indeed, but, sir, after I had cross-examined Prof. Swain and Mr. Roy, and after they both admitted it. Roy, and after they both admitted it that the Bedford bridge was almost as heavy. The copy of the contract for the Charlestown bridge showed that for the 600 feet contained in the eight spans the contract price was \$75,000, or upwards of \$100 tract price was \$75,000, or upwards of \$100 tract price was \$75,000, or upwards of \$100 tractical foot proving that the bridge tractical foot proving the foot proving that the bridge tractical foot proving the Archibald suddenly remembered he had business elsewhere. (Applause.) He departed and he too has not returned, and we have not the benefit of his evidence and you can see, Mr. Speaker, when my honorable friend talks about not being able to get gentlemen from Nova Scotia, Stewart or MacNeill, and says how handicapped he has been, here he had right in his hand a gentleman who, according to extra allowance last year and an increase himself, for 20 years has been a respon- in the sessional indemnity of the members sible head of the engineering department of the I. C. R., and during all these years, including the years that those bridges were built, says he knew all about the prices gation of the bridge charges, speaking for the livesting to the livesting the large property of the headers of \$100. of bridge material, and no person in the country is better qualified to give better judgment on the subject; he says, and charges the chief commissioner as Mr. Hazen did on the 12th of March, with having paid two prices for highway bridges as compared with what railway widges cost. When he speaks of Nova Scotia bridges he should have availed a witness as Mr. Archibald. He would have proved the price of railway bridges per pound at probably 33 cents per pound in the year 1897. He would have proved pounds, or 20 cents per hundred pounds more than Prof. Swain said the bridge could be built and erected for. This only way cost in 1897 31 cents per round, and goes to show how far astray the house and country would be in placing paying in the vicinity of seven cents; they said double the price per pound of rail said double the price per pound of railway bridges. Well, said Prof. Swain, so of that gentleman. Prof. Swain gave the it ought to be, in effect; so said Mr. Ruddock, in effect;

in reference to the Boston, the Charlestown bridge, in respect to which Prof. Swain had experience, and respect to the Boston subway, with which Prof. Swain had experience, and upon which he based his judgment; because as Mr. Ruddock says, all that material is from three to five times heavier than in the Trueman Pond bridge and therefore the labor was very much greater in the latter relatively.

Dr. Pugsley gave some attention to the Mill Cove bridge, respecting which the heaviest claim of an exorbitant figure is made. Mr. Pugsley showed than an entire change had to be made in the plan after under the plans of the chief engineer, be-cause those plans provided for steel ap-proaches. It was found that instead of the former crib work approaches being hollow they were filled with stone and could not be removed, except under great

That Is the Charge

as any of this government, and a great deal of labor relative to the pound, and yet it only cost the province, under the circumstances I have mentioned, \$20 a foot, against a bridge three feet narrow my honorable friend the premier. He charged, and if I were to be allowed to imagine anything I would say, the charge us charged the municipality of Payers at the Captain MacLaren was soverely wound.

agreed to in committee of the whole. Mr. Robinson, chairman.

Hon. Mr. Farris submitted a report of

snoke until 11.30 o'clock, when he moved made the order of the day for tomorrow.

The death occurred Monday of Mrs.
Alex. McLeod, at her home, Carsonville,
Kings county. Deceased was 98 years of
age. Her children are Mrs. G. W. Cosman, Mr. W. T. McLeod and Dr. Mary
E. McLeod, of this city; W. A. McLeod,
of Maine, and Miss McLeod and Mrs. C.
H. Cook, of Studholm, Kings county.
Two bodies were taken through the city
Tucsday for burial—that of Mrs. Charlotte E. Titus, who died at Quincy. Mass.

so said all the witnesses called in effect; it ought to be double the price per round, the reason being just as I have said, the lighter the material the greater the labor land, Mass., April 7, to Springhill, N. S.

Family size, 25 cents.

the Mill Cove bridge, was used in the Trueman's Pond bridge and the province was out nothing by the transaction.

The reasonableness of the price paid for the bridge was shown by this statement

which Mr. Hazen said he was glad to

courts, and Hon. Mr. McKeown a bill consolidating and amending the law relating to the arrest, imprisonment and ex-

the contingent committee, recommending the payment of several accounts. Among official reporter, because of the great after putting his army in first class con-amount of extra work, on the basis of his dition."

gation of the bridge charges, speaking for two hours. He was followed by Mr. La-forest, for the opposition. At a quarter to six the house took recess until 7.30 o'clock. Mr. Laforest resumed his speech at 8 o'clock, speaking for two hours. Mr. Carvell was the next speaker and crocks with 11.30 o'clock, when he moved

Deaths and Burials.

The Boers Outnumbered the British Two Fall of Ladysmith was to have

Buluwayo, Tuesday, April 3—Colonel Plumer engaged the Boers between Rama-thabama and Mafeking March 31. The Boers appeared in considerable force six miles from Mafeking and to prevent being outflanked on both sides Plumer had to withdraw on Ramathabama, by retiring to

The above despatch is the British version of the retirement of Colonel Plumer's force

of the retirement of Colonel Plumer's force first announced April 5, in a special despatch from Lorenzo Marques.

Gaberones, Sunday, April 1—Yesterday Colonel Plumer with 270 mounted and a few dismounted infantry and one Maxim gun arrived at Ramathabama, where he left the dismounted men and proceeded along the railroad to within sight of Mafeline. The advance guard under Colonel king. The advance guard under Colonel White encountered a large body of Boers and almost simultaneously the left and right flank were attacked and sharp fight-

At the conclusion of the fight General Snyman informed Colonel Baden-Powell that he had some British wounded and both Baden-Powell and Plumer sent ambuboth Baden-Powell and Plumer sent ambulances. The Boers were also busy Sunday collecting their dead and wounded. Most of the British wounded were only slightly hurt. Colonel Plumer was wounded but was able to carry out his duties. While the ambulance was still at Ramathabama April 2, General Snyman, with 800 men and three guns, arrived there and finding no British troops in the vicinity returned to Mafeking. It is reported here that the advance guard of Lord Methuen's relief force has left Vryburg for Mafeking.

A Gallant Fight Saved Plumer's Men.

burghers and there was little cover availthe close of this session one of these blue able for the British when the fight began. prices of the various the plain being but sparsely wooded and

Captain MacLaren was severely wound Medical orderly Waneford worked pluckily on the field, which afferded little

Boers Cannot Keep the Field When Roberts' Army is in Shape.

Berlin, April 10-The latest events in A Troop to Fill Any Vacancies in South Africa are interpreted as very un-favorable to Great Britain, but General Von Becher in the Lokal Anzeiger, says "Evidently the British will soon begin concentric advance movement, renderadvance movement, render-ing it impossible for the Boers to com-municate with the forces within the inner lines, but the principal danger for the British remains in their extremely

long "approvisionment" lines.
"It will be, however, next to impossible other paragraphs the report recommended an increase in the remuneration of the the open field when Lord Roberts moves

> Consul Hay Cannot Corroborate His Prede- the order is at once carried out. Pla cessor's Statements.

Washington, April 10-United States the inquiry addressed to him by the de partment respecting ex-Consul Macrum's sulate was tampered with. Mr. Hay re failed to find in the files of the consulate the slightest evidence to support the that there is absolutely no interference, with any of the official communications, either telegraphic or mail, which pass be-

Conan Doyle Says British Brigade are Glad to Associate with the Maple Leaf.

Toronto, April 10.-The Telegram's special cable from London says: A Conan Doyle, in an article in The Friend of the Free State, a newspaper established Dorrien's brigade, in which is the Royal Canadian regiment. These men, he says, are taller and sturdier than the infantry of the line. They are grim, solid men; straight as poplars and wear a maple leaf upon their shoulder straps, and the British brigade is glad enough to have these maple leaves beside them, for the Cana-dians are the men of Paardeberg.

Word From Cape Town.

Cape Town, April 10-The remainder of the Boer prisoners that were on board the transports off Simonstown, about 2,000, have been transferred to the mainland.

Mr. Rudyard Kipling and Sir Henry De
Villiers, chief justice of Cape Colony, will
sail for England tomorrow.

Leyds to See His Men.

Brussels, April 10—Dr. Leyds will lea
Brussels tonight to confer with the Be
peace commissioners.

Signal for a Dutch Uprising.

London, April 11.-The Bloemfon correspondent of the Times, telegrap Monday, says:

"The enemy are making a general tempt to discover a strategic open Their numbers are unknown to us but anywhere between 3,000 and 6,000. The are moving cautiously.

"Remounts are arriving, but the Arguine animals are little liked by the cava "Among the valuable documents discred belonging to Messrs. Steyn: Fischer is some correspondence provide the fall of Ladysmith was to be signal for a general Dutch rising."

The correspondent of the Times Lorenzo Marques, telegraphing Mondesays:

inless accompanied by food supplies.
"The opinion prevails here that ye Jan Cronje has returned to the rank the investing Boers and is trying avenge Paardeberg."

porting a Boer victory near Kroon the Boers capturing 900 British."

and a half miles southeast of Kroons but, if the report be true, this can ha be the place."
The Daily News has the following

The Daily News has the following fr Pretoria, dated Monday, by way of Di goa Bay:

"It is officially announced that a bat has been fought south of Brandfort, which 600 British troops were killed wounded and 800 taken prisoners.

"Lord Roberts is declared to be find great difficulty owing to scarcity of wat

The Bloemfontein correspondent of Morning Post says:

"The water supply continues sati tory. Entrenching is proceeding yously on the hills commanding Bloen tein, civilian labor being utilized."

"Sickness among the troops is worse."

Prepared to Negotiate a Truce-Fisc says Roberts Will Never Reach Pretor

Naples, April 10 .- The Boer peace nissioners, Messrs. Fischer, Wolme and Wessels, arrived here today and welcomed by Mr. Muller, the repretative of the Orange Free State, and VanBleschoten, the secretary of Transvaal legation at Brussels. They remain here for some days.

Messrs: Mueller and VanBlesche went on board the Kaiser and had a least the contract of the c

conference with the envoys.

It is asserted by passengers that peace commissioners are empowered open negotiations for an acceptable por for a truce, with a view to subseque

negotiations.

The Corriere D'Italia this evening plishes an interview with Mr. Fischer, repsenting his as having said:

"Lord Roberts will never reach Preto as he would have to pass through an practicable desert. Moreover, he is always thout cavalry and oxen."

Mr. Escher, in the course of the interview. Mr. Fischer, in the course of the int view, condemns the insinuation that attack upon the Prince of Wales by Sib-was the result of the campaign conduc-by Dr. Leyds.

Original Regiment.

was received today from Strathcona asking that a tingent of fifty men be forwa ed to South Africa to at once join Strathcona Horse, and be ready to vacancies which may be caused by cas ties or otherwise. It is apparent that keep the regiment up to its full streng The department of milita will see t men and mounted police will be select

The Transvaal War Regarded as a bellion.

London, April 10-The officials of foreign office here ridicule the statem from St. Petersburg that the czar was tremely agitated" over the Anglo-Por guese arrangements in regard to land British troops and supplies at Beira a that he intended to issue a proclamat protesting against it. The Boer war evidently regarded at the foreign of here as being in the nature of a rebelling and quite outside the extraory of which and quite outside the catagory of will was provided by the Hague conference So intervention of any kind under the Hague convention is regarded as imposible.

British Using a Naval Gun at Fourte Streams.

Pretoria, Monday, April 9 (via Loret Marques)-Heavy cannonading is repor at Fourteen Streams. The British w using a naval gun. Lord Methuen is me

The Ambulance Corps.

Lorenzo Marques, April 10-The Fren ateamer Caravella, Captain Labourhie, fre Havre, February 25, has arrived here wi 106 passengers, including the Chicago a bulance corps. A majority of the passengers will proceed by train to the Train

Levds to See His Men.

