

Fall Opening IN THE Mantle Department!

WE HAVE OPENED UP AN IMMENSE STOCK OF Ready Made Jackets for Ladies, Misses and Children, including all the latest novelties shown in the European markets.

LADIES' JACKETS, \$3.50 to \$20.00. CHILDREN'S JACKETS, \$3.00 to \$5.00. CHILDREN'S LONG COATS AND ULSTERS, Over 2,000 Garments to select from

DOWLING BROS., 95 KING STREET, ST. JOHN, N. B.

Queer Economy

It is to be continually rebuilding fences when you can buy the "Star" 13 bar woven wire fencing, 4 feet high, for 60 cts. a rod.

Wire Fence Manufacturing Co., A. J. Maebum, Manager Water Street, St. John, N. B.

CALLED HIM DOWN. Sir Wilfrid Laurier Has No Right to Wear Foreign Decorations.

Flaunted His Cocked Hat and Gilded Sword in Violation of a Well Understood Principle.

OTTAWA, Sept. 25.—Sir Wilfrid Laurier has been called down by the imperial government for indulging in a foreign decoration. At the opening of parliament last session the premier sported himself in a great many gaudy decorations.

GOOD CROPS. Not for many years have the farmers of Charlotte county reaped such bountiful harvests as have been produced this year, says the Courier.

The regulations now in force, Mr. Chamberlain points out, are somewhat wider in scope than those which previously prevailed, and which, it may be added, were the law when Sir Wilfrid accepted the French decoration.

HEADQUARTERS FOR GUNS AND SPORTING GOODS.



Davenport Single Barrel Breech-Loading Guns. Belgian and English Double Barrel Guns. Winchester and Marlin Rifles. Hazard's Celebrated Black Powder. Eley's Job, Brown, and Green Cartridge Cases.

W. H. THORNE & CO. Limited, MARKET SQUARE.

PROHIBITION PRACTICALLY DEFEATED.

The Maritime Provinces Give Over Forty Thousand Majority in Favor.

But Quebec Rolls Up a Majority of Seventy-five Thousand Against Prohibition.

Ontario Cities Vote by Large Majorities in Favor of Liquor, but the Province is in Doubt—The Vote in Manitoba, British Columbia and the Northwest Territories.

New Brunswick majority for prohibition about 15,000. Nova Scotia majority for prohibition about 21,000. P. E. Island majority for prohibition about 7,500.

Table with columns for location, For, and Against. Lists results for various locations including St. John, Miramichi, and others.

The number of voters in the rejected and spoiled columns is far from complete. The prohibition party held a meeting at their headquarters, Charlotte street, last evening.

CITY OF ST. JOHN.

Table with columns for District, Yes, No, and Rtd. Spid. Lists election results for various districts in St. John.

CITY AND COUNTY OF ST. JOHN.

Table with columns for District, Yes, No, and Rtd. Spid. Lists election results for various districts in the city and county of St. John.

number 6,072, and the vote cast, with sixteen places to hear from, reached 1,365. The vote was 1,268 for and 89 against prohibition.

Table with columns for location, For, and Against. Lists election results for various locations in the Maritime Provinces.

BRIDGETOWN, N. S., Sept. 28.—The plebiscite election created but little interest, although the day was exceptionally fine.

Table with columns for location, For, and Against. Lists election results for various locations in Bridgetown, N.S.

YORK.

Table with columns for location, For, and Against. Lists election results for various locations in York.

QUEBEC AND SUNBURY.

Table with columns for location, For, and Against. Lists election results for various locations in Quebec and Sunbury.

ALBERT.

Table with columns for location, For, and Against. Lists election results for various locations in Alberta.

KINGS.

Table with columns for location, For, and Against. Lists election results for various locations in Kings.

CHARLOTTEVILLE.

Table with columns for location, For, and Against. Lists election results for various locations in Charlotteville.

Following are the latest available returns from Ontario and Quebec up to the hour of going to press. In many ridings the vote is incomplete, all the polls not having been heard from.





ADVERTISING RATES. 60¢ per inch for ordinary transient advertising. For Sale, Wanted, etc., 50 cents each insertion.

SUN PRINTING COMPANY. ALFRED MARCHEAM, Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., OCTOBER 1, 1898.

THE BRIDGE CONTRACTS.

We commend to the careful study and thoughtful attention of the people of New Brunswick the facts disclosed in this issue in reference to the provincial bridge contracts. It is shown by evidence which appears to be unanswerable that the people of New Brunswick have been called upon to pay two prices for all the iron and steel bridges erected in this province.

The people of New Brunswick can afford to do some hard and practical thinking over this state of affairs. Every county is asking for better roads and for new bridges. In most cases they cannot be furnished and the chief commissioner explains, truly enough, that the resources of the province are limited and that money cannot be found to meet all these demands.

Mr. Emmerson seems to have admitted the fact during the last session of the legislature. The people of New Brunswick can afford to do some hard and practical thinking over this state of affairs. Every county is asking for better roads and for new bridges.

What possible difference does that make? Does Mr. Emmerson or his engineer say that the weights and measurements of the bridges are not as given in the report? The main purpose of the examination is to establish the price paid by the provincial government for bridges of a certain weight.

The silence of the Telegraph and Globe on the provincial bridge scandal has a deep and impressive significance.

SIR JOHN ALLEN.

The late chief justice of this province has passed away full of years and honors. On his retirement from active service two years ago he could look back on a public career covering nearly half a century, and could show a professional record embracing a still greater period.

THOMAS F. BAYARD.

If the death of Hon. Thomas F. Bayard had occurred ten years ago the people of the United States would have recognized, as they do now, the loss of one of their most eminent statesmen, and the democratic party would have mourned one of its leaders.

Mr. Bayard came of a ruling family. His father was term after term senator for Delaware, and the son held the same position for sixteen years. He was the democratic leader in the senate, if not in the country, when Mr. Cleveland was only a sheriff, but in the convention of 1884 the two were rivals for the party nomination as candidate for the presidency.

THE BRIDGE SCANDAL.

The people of New Brunswick who have been paying for two bridges every time they got one are looking in vain for an explanation from the government of its course. All they have in the way of reply is the criticism that the report of the engineer given in this paper does not contain the name of the man who prepared it.

The government is paying two

prices for the permanent bridge superstructure. That this double price is paid to one favored firm of contractors. That the work is given out without tender or competition.

THE PLEBISCITE VOTE.

So far as can be gathered from incomplete returns it would appear that a small majority of the electors who voted in Canada on the 29th, expressed a desire for prohibition. In the maritime provinces the demand for prohibition is strong and emphatic, so far as expression is given at the polls to the popular wish.

So far as can be gathered from the despatches at hand and other data, five provinces, counting the Northwest as one, have asked for prohibition, four of them by overwhelming majorities of the vote polled. One province has voted a vigorous and decided negative and one is yet in doubt.

Mr. P. Frontaine, M. P., mayor of Montreal, has declared that the government would not dare to impose prohibition on Quebec without the consent of that province. Mr. Geoffrion, who is not only a member of parliament, but a minister of the crown, has asserted in a public address that though temperance people have got the plebiscite they shall not have prohibition. We may therefore assume that the Quebec supporters of the government and some of the ministers will maintain that the whole question of federal prohibition is set at rest by the vote of Quebec province.

On every dead wall the electors could read the statement of Sir Wilfrid Laurier that the enactment of prohibition meant direct taxation, the statement of Mr. Fielding that the revenue to be replaced was over eight millions, and the statement of Sir Henry Joly that if prohibition were adopted the people would have to be taxed to provide money to compensate the liquor manufacturers and dealers for the loss of their business.

These appeals, which were issued by the Licensed Victuallers Association and circulated through as many newspapers as would use them, must have had some effect, especially on the minds of those who follow the political teaching of these ministers. They do not appear to have made much impression in the neighborhood.

Compared with the provincial plebiscite, there is a large decline in the prohibition majority in Ontario, and a considerable loss in Nova Scotia, while it is certain that Manitoba is not up to the former mark. The vote polled is apparently smaller than in the provincial plebiscite, but this is due to the fact that all the former plebiscites were held on days when the people were called together for other elections.

In this city the vote was larger and the majority larger than was generally expected. More than half of the qualified voters went to the polls, and the vote for prohibition was almost equal to that cast in 1896 for the two gentlemen who represent the St. John constituencies at Ottawa. With a registered vote about the same as that of Halifax, the city of St. John polled about double the vote of Halifax. In some parts of the province the vote was large enough to show a healthy interest in the event. Other districts practically ignored the whole transaction, and in a few the votes could all

have been legally contributed by the polling officers.

The cause of prohibition in this province got some assistance but not much help from the press supporting the government. It is interesting to notice that notwithstanding the attitude of the three St. John journals supporting the ministry the No votes number only about one in six of the registered electors.

If the vote of the whole dominion had been as conclusively in favor of prohibition as the vote of this town and province, it would have been difficult to say exactly what the effect of it all would be. Much harder is the problem with the returns so incomplete and inconclusive as they were last night.

PROHIBITION PRACTICALLY DEFEATED.

(Continued from First Page.)

Table with columns for location, Yes, and No. Includes entries for Durham, W., Elgin, W., Essex, S., Essex, N., Frontenac, etc.

QUEBEC.

Table with columns for location, Yes, and No. Includes entries for Argenteuil, Beauce, Bonaventure, etc.

BOULSTOWN, Sept. 21.—Dr. The home of Mrs. and Mr. Alexander Clowater, near this place, was the scene of a brilliant wedding on Wednesday evening of this week.

A KLONDYKER MARRIED.

BOULSTOWN, Sept. 21.—The home of Mrs. and Mr. Alexander Clowater, near this place, was the scene of a brilliant wedding on Wednesday evening of this week.

CONSERVATIVE MEETING AT FORESTON.

A meeting of the conservative electors of the East Aberdeen polling district was held in the school room at Foreston on Wednesday, Sept. 23rd, to organize their forces for the coming election.

WINNIPEG, Sept. 29.—It is estimated that prohibition carried in Manitoba today by about 8,000, a falling off as compared with the vote of 1896.

BRITISH COLUMBIA.

VICTORIA, B. C., Sept. 29.—The city vote was: Prohibition, 510; against, 1,128; spoiled and doubtful, 112; majority against, 518.

T. EATON CO. LIMITED. Now Ready! Write for it! OUR handsomely illustrated Catalogue—244 pages—for Fall and Winter is now ready. It tells all you want to know about our goods and prices.

city vote was: Prohibition, 510; against, 1,128; spoiled and doubtful, 112; majority against, 518. It was a larger vote than expected. In the provincial election between 2,500 and 2,600 votes were cast. The following returns have just come to hand:

THE TERRITORIES.

Table with columns for location, For, and Against. Includes entries for Yorktown, Saltcoats, Moosehill, etc.

VOTE POLLED IN VARIOUS PROVINCIAL PLEBISCITES.

Table with columns for location, For, Against, and Maj. Includes entries for Manitoba, Prince Edward, Ontario, Nova Scotia, etc.

BIG PULP WORKS.

TORONTO, Sept. 24.—Dr. Vigor Drennon of New York was in the city yesterday. He is the vice-president of the Petawawa Lumber, Pulp and Paper Co., incorporated by special act of the Ontario legislature, which holds concessions from the Ontario government, setting aside extensive tracts of purple hemlock in northern Ontario for the purpose of permanently supplying raw material for the manufacture of wood pulp in the large mills which this company will build at Petawawa.

WEDDING BELLS.

A very interesting event occurred Thursday evening, Sept. 22nd, at the residence of Capt. W. J. Brittain, Springfield, Kings Co., when his daughter, Stella Josephine, was united in marriage to Herman A. Myers of Norton Station. The ceremony was performed by Rev. G. F. Currie. The bride looked charming in a dress of white India muslin, trimmed with white satin ribbon and chiffon.

ANOTHER NOVA SCOTIAN.

A soldier boy died in St. Joseph's Hospital, Brooklyn, New York, on the 22nd inst. He was Quartermaster Sergeant Geo. S. Layton, Co. B, 14th Regt., New York Volunteers. He died of typhoid fever contracted at "Camp Thomas," Chickamauga, Georgia; his age was 29 years.

CONSERVATIVE MEETING AT FORESTON.

A meeting of the conservative electors of the East Aberdeen polling district was held in the school room at Foreston on Wednesday, Sept. 23rd, to organize their forces for the coming election. An executive committee was balloted for and John Huggard, John Elgess, Andrew Mack, William Campbell and Joseph Lee were elected. Delegates to the county convention were John Huggard and Alfred Ball. After this business had been disposed of, P. D. Skinner moved that the conservatives of this polling district adopt the platform of the Moncton con-

Recent Ar Together from When of WEEKLY the NAM which the that of it sent. Remem Office an ensure pr request. THE SU tating w WEEKLY tation of Maritime please ma. It is a ple of du official du of his fam ters are a companion greatly m. Sch. Jo bound fr put in he sail. In right he an exten it best p proceeding. The Ba Platea are red to lo 47s. 6d. pe ehants ha Mantinea nah. Wm. R office of has been Sherbroo former ag to the ag friends of city, who the Halifax pleased to. The lar was bro the steam Messrs. S scales it seventy-si Tamworth J. H. Gort Co. The S. Z. D. and are breeders. The bo Co. are v New York is said a resenger tleman w had a co a service provinces in due would be. Abel G. of Petico at the ad ceased w passed th Peticochia children, paymaste Moncton, of Petico Sackville. The m and Amy celebrate bride, Ch W. of the a friends of many which w Jarvis W Mrs. W on Tues and 5th. The m elsewher Frederic that her rountment most E. C. Barnard, Malden, Mass.; Mr. and Mrs. J. W. Sharp, St. John; Mr. and Mrs. W. B. McKay, Mr. and Mrs. C. D. Davis, Mr. and Mrs. Clarence Spooner, Miss Emma Innes, Mr. and Mrs. H. Myers, Mr. and Mrs. E. N. Myers, Mr. and Mrs. Arthur Burnett, G. W. Sharp, Miss Sharp, Mr. and Mrs. H. P. Brittain, John A. Urquhart, Miss George Urquhart, Miss May Hendry, A. W. Nobles, Mrs. Hingham, W. A. Hatfield, Mr. and Mrs. W. D. Gillies, A. I. and Miss Edith B. Sprague. Agnes nine mo William Septem burns o from a ing the who pe spoke w el fam sudden city of mysteri. The r a ferme rived in the D daughter Roachur of Fred ericton maina. ago th were b 70 St. Des tector through John th, die resident Muskie.

CITY NEWS.

Recent Events in and Around St. John,

Together With Country Items from Correspondents and Exchanges

When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish it sent.

Remember! THE NAME of the Post Office must be sent in all cases to ensure prompt compliance with your request.

THE SUN PRINTING COMPANY, issuing weekly 8,500 copies of TELE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers, please make a note of this.

It is a matter of regret to the people of Woodstock that Dr. Colker's official duties necessitate the moving of his family to St. John. His daughters are deeply beloved by their young companions here, and they will be greatly missed.

Sch. Joseph Hay, Capt. Phillips, bound from Hillsboro for New York, put in here on 29th for a new mail-sail. In a gale off Quaco Monday night her mail-sail was torn to such an extent that Capt. Phillips deemed it best to procure a new one before proceeding further.

The Battle line steamers Mantinea, Platea and Cunaxa have been chartered to load cotton at Gulf of Mexico ports for Liverpool, Bremen, etc., at \$4. per ton net freight. The merchants have the option of loading the Mantinea at Wilmington or Savannah.

Mr. R. Montgomery of the head office of the Union Bank of Halifax has been appointed agent of their Sherbrooke branch. S. J. Howe, the former agent, having been transferred to the agency at Kentville. The many friends of Mr. Montgomery in this city, who will remember him while the Halifax Bank Co. here, will be pleased to learn of his success.

The largest porker of the season was brought to market on 29th for the steamer Hamstead, and sold to Messrs. Slipp & Frewelling, on whose scales it weighed six hundred and seventy-six lbs. This was a pure bred Tamworth, two years old, and fed by J. H. Gorham of Gorham's Bluff, Kings Co. The Tamworths were imported by S. Z. Dickson some three years ago, and are finding much favor with breeders and market men.

The boats of the Manhattan S. S. Co. are making regular trips between New York and ports in Maine, and it is said are doing a good freight and passenger business. A New York gentleman with whom a Times reporter had a conversation said the plans for a service to and from the maritime provinces were not yet completed, but in due course of time speedy boats will be provided.

Abel G. Tritts, a prominent resident of Pettoicadia, passed away Sunday, at the advanced age of 81 years. Deceased was born in Moncton, but had resided in Pettoicadia for many years. He leaves a wife and five children, the latter being E. T. Tritts, postmaster, I. C. E. Miss Mary Tritts, Moncton; Daniel and Herbert Tritts of Pettoicadia; and Beverly Tritts of Sackville.

The marriage of J. Robert Wilson and Amyette Allan was very quietly celebrated at the residence of the bride, Charlotte street, Carleton, last Wednesday, by Rev. Jas. Burgess, and was witnessed by a few intimate friends. The bride wore a very simple and becoming dress, and among which was a substantial check from Jarvis Wilson, the father of the groom. Mrs. Wilson will receive her friends on Tuesday and Wednesday, Oct. 4th and 5th.

The many friends in St. John and elsewhere of Miss Blanche Tibbits of Fredericton will be pleased to know that her prospects for securing the new Temple in Boston are very encouraging. On Sunday last at both services the immense organ in that building was under her control. About 2,000 persons were present at each service. Dr. Clifford of London, England, was the preacher, and in honor of the occasion both the front of the organ and the front of the lower gallery were draped with bunting, the British ensign forming the centre piece, with the Stars and Stripes on each side of it in both cases.

Agnes, aged 41 years and almost nine months, daughter of Mr. and Mrs. William McCutcheon of Olnville, died September 22nd, the result of severe burns caused by her clothes igniting from a fire near which she was playing the day before. Rev. Mr. Gough, who conducted the funeral exercises, spoke words of comfort to the bereaved family and from the little child's sudden death emphasized the necessity of all being prepared for the mysterious messenger.

The remains of Stephen S. Golding, a former resident of Woodstock, arrived here for burial Wednesday, says the Dispatch, accompanied by his daughters, Miss M. H. Golding of Roxbury, Mass., and Mrs. Sanderson of Fredericton. Wm. Black of Fredericton also came up with the remains. It was just about a month ago that the remains of Mrs. Golding were brought here by Mr. Golding's son. Deceased was born near Fredericton, and is largely connected throughout the province.

John D. Munroe of Truro, Nova Scotia, died yesterday in this city, at the residence of his brother, William Munroe, says the Victoria Colonist of

Sept. 21st. It was with the intention of regaining his health, which for some time past had been failing, that Mr. Munroe came to Victoria three months ago. Medical skill and loving care, however, were unavailing to check the summons of the deadly messenger, and he passed away peacefully yesterday morning at 4.35. The deceased leaves a wife and family in Truro. The funeral, which takes place on Thursday from his brother's residence, will be under the charge of the Masonic order, deceased having been a member of Silverton Lodge of Dixon, California.

L. L. Cassidy, carpenter and builder, living at 126 Duke street, has gone to the states, and it is understood will not return. Mr. Cassidy was the contractor for the new St. John's house on Queen square, which he has left partially completed. Mr. Cassidy today said her husband had no prospect for work here for the winter, and had gone to look for an opening. She said he told her there was sufficient money to finish all the work he had on hand. She did not know where he had gone. Mr. McRobbie and the architect, G. Ernest Fairweather, said Mr. Cassidy left town without informing them of his intention to go away.

Capt. Douglas, R. N. R., returned to St. John from Grand Manan on Tuesday evening. He selected a site for a new house for the new lifeboat, which has been built at Sheburn, N. S., and invited tenders for a boat house for its reception. He also selected a coxswain for the boat. Capt. Douglas left yesterday morning in the Prince Rupert, and after proceeding to Halifax will go up the Gulf of St. Lawrence and then on to the Great Lakes. He will be back before winter sets in in order to put the service at Grand Manan in operation.

George Robertson yesterday received a cable from Capt. Farrington of Liverpool, that his agent, called Tuesday for New York. He will arrive here in about ten days to inspect the site of the proposed Cushing pulp mill. The local stock for this undertaking is being rapidly subscribed, and there is now no doubt that the enterprise will be established.

Miss Agnes Everett and Dexter Everett, both of Andover, N. B., were united in marriage at the Episcopal rectory by the Rev. G. B. Nicholson, on Tuesday, the 29th, at Fort Fairfield, Me.

By a private despatch, addressed to R. W. Brown, at the Vancouver World office, the sad news of the death of ex-Alderman Brown was received in the city on Monday, says the Vancouver News-Advertiser of Sept. 20th. Mr. Brown was a native of Southampton, N. B., and a brother of the late Hon. E. P. Brown, provincial secretary of Manitoba. He had resided in Vancouver for many years, and was elected by his fellow-citizens to civic honors within the last few years. Mr. Brown left for Dawson last spring, and during his absence several of his letters, descriptive of Klondyke life and travel, have appeared in the columns of our mining contemporary. Word was received quite recently that he was en route for home and all were unprepared for the sad news that arrived over the wires from Port Townsend yesterday.

The telegram was from Captain White of the steamship Utopia, and simply stated that the late Ald. Brown passed away last Wednesday while on the voyage south.

On the 21st September Mary Irene, youngest child of Stephen T. and George M. Fairweather of Lower Norton, died of meningitis of the brain, resulting from a previous illness. She was a bright little girl in her tenth year, and will be very greatly missed by her parents and surviving sister and brothers, with whom she had been a great favorite. The friends of the family testified their sympathy by very numerous floral tributes. Interment took place on Friday, 23rd ult., at the chapel of the Ascension, Lower Norton. Rev. C. P. Hanington, rector of the parish, officiated, assisted by Rev. T. Dickinson and E. A. Wardner.

AN OLD RESIDENT.

Miss Frances (Fannie) Howard, aged ninety-six, died at Florenceville, Carleton Co., on Sept. 16th. The remains were taken to Milltown where Miss Howard made her home some years ago. Deceased was a daughter of the late John Howard, captain of the Orange Rangers, who fought for King George in the Revolutionary war. After the peace of 1784 Captain Howard made his home in St. John and vicinity. In 1805 he became captain of a company in the St. John County Regiment, and served in the militia as a loyal subject while life and energy lasted.

GREAT PRICE FOR APPLES.

A telegram posted in the Horticultural hall on Saturday by Superintendent Bigelow was interesting. It told the price realized in London on the first shipment of apples from Nova Scotia for this season. They went by the steamship Halifax City, and amounted to nearly 10,000 barrels. The prices realized were sufficient to net to the shippers from \$4 to \$4.50 for the gravenstein. These are splendid prices for apples at this time of year. Northard and Law, great apple dealers in London, writing to Mr. Bigelow, state that winter apples this year will be the highest in the history of the trade.

Alexander Stewart arrived here from London, Ontario, Friday. He is here in the interests of the firm of Williamson and Carmichael, shippers of fruits, etc. This firm has decided to erect a cold storage warehouse at Richmond, and intends to make large shipments of fruit to the old country. They have sent buyers all over the province, and expect to ship this fall many thousands of barrels.

TO NEWS CORRESPONDENTS.

Owing to the great demand made on our space by the St. John Exhibitor and other current events, correspondents from other parts of the country have been crowded out. Such portions as are of general interest will be published as soon as space permits.

SIR JOHN ALLEN.

The Late Chief Justice of New Brunswick, Dead.

Sketch of a Distinguished Lawyer and an Upright Judge.

FREDERICTON, Sept. 27.—Flags flew at half-mast today from the buildings and city public buildings and many private residences, in memory of the late Sir John Allen, who died at two o'clock this morning. The funeral is arranged for Thursday afternoon at 2.30. The Fredericton bar will attend, and it is also expected that the judges of the supreme court and many leading lawyers from different centres of the province will also be present.

The Hon. John Campbell Allen was born in the parish of Kingsclear, York Co., N. B., on the 1st of October, 1817. His grandfather, Isaac Allen, resided in Trenton, New Jersey, where he practiced law. He was a revolutionary war he was appointed lieutenant colonel of the 2nd battalion of New Jersey volunteers, one of the provincial regiments raised during the war. At the peace in 1783 he settled in Nova Scotia, and in 1800 he came to New Brunswick where he was appointed one of the judges of the supreme court, a position he held until his death in 1895. His wife was Sarah Campbell of Philadelphia.

His son, the father of Sir John, was John Allen, Esq., a captain in the New Brunswick Fencibles, a corps raised in this province during the war of 1812, and commanded by General John Coffin. This regiment was disbanded in 1817, and Capt. Allen was subsequently appointed lieutenant colonel and inspecting field officer of the militia of New Brunswick; and when that office was abolished, was appointed quartermaster-general of the militia. Col. Allen represented the county of West of Quebec in the house of assembly from 1830 to 1847, and died in April, 1875, at the ripe age of 57 years.

Sir John was educated at the Fredericton grammar school, read law with the Hon. John Simcoe Saunders, son of the then chief justice, in Fredericton, during the years 1835 and 1847, the commission heard and determined the claims of all settlers between the Grand Falls and the St. Francis, and grants of land were afterwards issued by the government to the respective parties, in accordance with the report of the commission.

Mr. Allen was appointed clerk of the executive council of New Brunswick in 1851, and held that office till January, 1856, when he resigned it and offered as a member of the house of assembly for the County of St. John in February, and in May following was appointed solicitor general, which position he held until May, 1857, when the government resigned, having been defeated at the general election. He was re-elected in 1860, and in 1862 until the dissolution of that body in 1865, for the purpose of obtaining the opinion of the people on the question of Confederation, as agreed upon by the delegates assembled in the house of assembly in 1864. Having been again elected (as a representative opposed to confederation) in April, 1865, he was appointed attorney general, which office he held until the 21st of September following. In June, 1867, he was appointed by the provincial government with the Hon. Albert J. Smith (afterwards Sir Albert) as a delegate to the British government, for the purpose of urging the objections of New Brunswick to the confederation of the provinces.

On his return from England, on the 21st September, 1865, he was appointed a puisne judge of the supreme court of New Brunswick, a vacancy having been caused by the resignation of Sir James Carter. On the 15th of October, 1875, he was appointed chief justice of New Brunswick, as successor to the late Hon. William Johnston Ritchie, who at this time was appointed a puisne judge of the supreme court of Canada.

Sir John Allen held the office of chief justice until 1896, when, owing to failing health, he tendered his resignation, and was on May 13, 1896, succeeded by Hon. W. H. Tuck. In June, 1878, Sir John was appointed in the place of the late Governor Jervis, one of the arbitrators for settling the northwest boundary of the province of Ontario, but his judicial duties prevented him from attending the meeting of the arbitrators, as he had to preside at the trial of the Ouellet case of the alleged murder of a shepherd of Timothy McCarthy of Moncton. Among the notable criminal cases which Sir John Allen has tried may be mentioned that of John A. Munroe in 1893, and in 1876 of the so-called Caraquez victims. In 1847 he published a book of the rules of the supreme court of New Brunswick and the acts of assembly relating to the practice of the courts. He was re-elected to the supreme court for a number of years. In his younger days Mr. Allen took an active interest in the provincial militia. He was a prominent member of the Church of England, and was several times elected delegate to the provincial synod at Montreal.

In 1845, Chief Justice Allen married Margaret A. Drury, daughter of the late Captain Charles A. Drury, 20th Regt., who died in St. John in 1835. He leaves four sons—T. Charles Allen, clerk of the supreme court; William E. Allen, Esq., M. P. E.; George A. Allen, barrister, and Edmund H. Allen—all of whom reside in Fredericton. His youngest son died in New York only a few weeks ago.

In 1882 the University of New Brunswick conferred upon him the degree of D. D. In 1889 Her Majesty conferred upon him the honor of knighthood on the fiftieth anniversary of his admission to the bar he was presented by the bar of St. John with a

valuable piece of plate, and in 1893 the bar of the province had his life-size portrait painted. It now adorns the supreme court room at Fredericton.

FREDERICTON, N. B., Sept. 23.—The funeral of the late Sir John C. Allen this afternoon had a very large attendance of the citizens of all classes. The funeral procession formed on Parliament square at 2.30 o'clock. The Baristers' Society proceeded to the house and were represented by Geo. Hoar and Geo. W. Macrae, Esq., F. Gregory, John L. Marsh, C. H. B. Fisher, Wesley Vanwart, John Black, A. J. Gregory, F. St. John Blis, C. E. A. Simonds, J. W. McCready, A. E. Slipp, O. S. Crockett, C. E. Dury, J. Macrae, A. B. Wilton, R. W. McClean and Peter Hughes. The St. John Law Society was represented by Dr. Quigley, A. C. Fairweather, J. L. Carleton, D. Jordan, A. I. Trueman, A. W. Macrae, C. J. Coster, A. O. B. C. Coster, J. Bayne and J. D. Harem. The corporation of St. Anne's church and the mayor and aldermen of Fredericton, also marched in the procession. The remains were taken to the cathedral, where the service was conducted by Bishop Kingdon, assisted by Canon Roberts and Rev. Mr. Walley, after which the procession reformed and proceeded to Forest Hill cemetery, the place of interment. Chief Justice Tuck and Judges Barker, Leamy and Vanwart, Senator Temple, Senator Wark, Alex. Gibson, Hon. A. F. Randolph, Judge Wilson and many other prominent men had places in the procession, paying a last tribute of respect to the memory of a man whom all respected. At a meeting of the New Brunswick Baristers' Society, held in the supreme court room this afternoon, the following resolution was unanimously adopted:

Resolved, That the Baristers' Society of New Brunswick place on record their profound appreciation of the character and life work of Sir John C. Allen, the foremost of just judges. As a practitioner at the bar he was painstaking and conscientious; and met with a large measure of success in the many important cases which were entrusted to his able advocacy, while his contributions to legal literature have given his name a prominent place in the present and future of the profession in this province. His long career as a judge and afterwards as chief justice of the supreme court was marked by the most strict and careful attention to the duty by the application of an impartial and eminently judicial mind to the decision of all legal questions brought before him, and by the utmost courtesy and kindness to all members of the bar who practiced in any court over which he presided. In the performance of all his duties, whether of civic, national or ecclesiastical importance, as a private citizen, he was always genial and generous, and has left to all who know him or will hereafter acquire knowledge of his career, a bright example of unimpeachable honor and sincerity, as of all other virtues which make up a Christian gentleman.

THE TRAVELLING DAIRIES.

(Report of Dominion Com. of Agriculture and Dairying.) The mass of the people everywhere do not go to college, and if the women on the farms are to be helped you must carry the instruction to them. We try to make agricultural education available to all our people, and some of it is unavoidable by them. We have what is called travelling dairies. A simple outfit for the making of butter is provided. It usually consists of a hand-power centrifugal cream separator, a Babcock milk tester, a revolving barrel-churn, a butter worker, a pair of weighing scales, two thermometers, pails, strainers, dippers and a few other necessary utensils. The whole apparatus can be packed in boxes and loaded on a horse wagon or sent by train. The weight does not exceed five hundred pounds. Usually one travelling dairy spends one or two—usually two—days at a place. A local committee are engaged to furnish a suitable lecture room, which is frequently the town hall, and also for a supply of milk and cream. Two meetings a day are held, at which practical demonstrations of the testing of milk and the making of butter are given. The instructor gives explanations as the processes are carried on, and an hour or so is given to a simple lecture and discussion. Two visits of a travelling dairy to a place bring about a marked improvement in the quality of the dairy butter. The women see the use of the apparatus, watch the methods of handling everything and learn something of the principles which underlie them. The neighbors who may not have attended the meetings of the travelling dairy learn from those who did. Of course, in many of the districts there are farmers' wives and daughters by the hundred who do not need such instruction, but many of these are the keenest students.

Dr. H. T. Armstrong returned from Klondyke via Boston on Sunday morning. He reports himself completely cured of the Klondyke fever. Six hundred people came out on the steamer from Dawson City. Hundreds of others were unable to obtain a passage, many being without the means to return home.—St. Andrews Beacon.

NOTICE.

To Subscribers of the St. John Sun.

The following collectors are in the Counties named, Subscribers in arrears will be pleased to be prepared to pay when called on.

- L. J. Folkins, Prince and Queens Counties, P. E. I. I. D. Pearson, King's, N. B. Edgar Canning, Albert, N. B. L. M. Curran is travelling the Counties of Sunbury and York H. D. Pickett travelling for the Sun will call on subscribers in Digby Neck during the coming week.

REVISION CHANGES.

- Ver. 3. (a) The Baalim. Ver. 3. (b) Asherim.

LIGHT ON THE TEXT.

The second period of the history of Judah, like the first, is one of reformation and prosperity under a good king who sought to build up his people in true religion first, and then, as a natural concomitant, in education, justice and peaceful prosperity.

- 1. Jehoshaphat.—See "Bible Dictionary." 2. Fenced.—Fortified. Set Garrison.

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY WRAPPER OF EVERY BOTTLE OF CASTORIA. 900 Drops. Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS CHILDREN. Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC. Fac-Simile Signature of Dr. J. C. Ayer & Co. Lowell, Mass. U.S.A. 35 BOTTLES 35 CENTS. EXACT COPY OF WRAPPER.

SUNDAY SCHOOL. THE INTERNATIONAL LESSON.

LESSON II.—October 9.

GOLDEN TEXT. In all thy ways acknowledge Him, and He shall direct thy paths.—Prov. 3: 6.

The section includes the work of Jehoshaphat for a quarter of a century, and its influence on the kingdom of Judah (2 Chron., chaps. 17 to 20).

HISTORICAL SETTING.

Time.—Jehoshaphat reigned twenty-five years, from B. C. 845 to 815, or, rev. chron., 875-845. Place.—The kingdom of Judah. Rulers.—Jehoshaphat, king of Judah; Ahab of Israel; Benhadad I. of Syria. History.—According to Herodotus, may have lived not far from the time of Jehoshaphat. Prophets.—Elijah, in Israel; Jehu, the son of Hanani, Jehaziel, and Micaiah in Judah.

CORRESPONDING HISTORY OF ISRAEL.

Ahab was the king of Israel during most of the reign of Jehoshaphat. Elijah's work in Israel may have had some effect upon Judah. Ahab's daughter, Athaliah, married Jehoshaphat's son, Jehoram, and brought great evil into Judah. Jehoshaphat's GOOD REIGN.—2 Chronicles 17: 1-10. Read 1 Kings 17: 21 to 16: 34. Commit verses 3-4.

GUIDING QUESTIONS.

- Subject: Lessons from the Reign of Jehoshaphat. I. Jehoshaphat (v. 1).—How many kings had reigned in Judah before Jehoshaphat? Give all the information you can concerning his outward life. Give the date and length of his reign. What can you learn about his character from this record? II. His Patriotic Deeds (vs. 2-6).—What did he do for the defence of his country? What special reasons had he for thus defending his northern borders? (1 Kings 16: 25, 29-31; 18: 13.) What example did he set before his people? Whose example did he follow? What is the meaning of the first clause of v. 6? What reforms did he make? How do you reconcile this with 2 Chron. 19: 37? How did he improve the administration of justice? (19: 4-11.) Were all these things as real proofs of patriotism as fighting for his country would have been? III. Religious Instruction (vs. 7-9).—What did Jehoshaphat begin early in his reign? What two classes were at the head of it? Where did they teach? What did they teach? What benefits had they a right to expect from it? IV. The Results.—What was the effect of this on other nations? On the kingdom of Judah? Was this a natural result? (See Matt. 6: 33.) V. A Bad Alliance.—With what kingdom did Jehoshaphat make peace? (18: 1.) What closer alliance did he make with Ahab? (19: 1; 21: 8.) Relate the story of the false and true prophets in chap. 18. Why was this alliance wrong? VI. The Hallelujah Victory.—What great victory did Jehoshaphat gain? (chap. 20.) Why was it called a hallelujah victory? Can we gain such victories of praise?

WANTED.

WANTED—Reliable Person to canvass Carleton County and the upper portion of York for a quick-selling Book, The Life of Monmouth from Cromwell, V. G., by Rev. W. C. Gaynor. Energetic agent can make good money. Terms liberal. Apply to W. H. COATES, 77 Meulenburgh street, St. John, N. B.



# THOSE STEEL BRIDGES.

## Mr. Hazen's Startling Exposure of Enormous Waste of the People's Money

### Verified by the Full and Circumstantial Report of a Competent Civil Engineer,

### And the Definite, Business-like Reply of the Dominion Bridge Company of Montreal to Direct Enquiries.

### Fully One-half of the Sum Taken from the Provincial Treasury for These Structures Given as a Present to Mr. Emmerson's Favorite Contractors.

Methodist churches in... and to the general... Presbyterian church... Congregational... of business remains to... it is likely the end... some time tonight... been a tedious one... mons arrived at will... found to be for the... church and of the gen...

Sept. 21.—When I left... last night the hope... that peace had been... that we had seen the... tant affair. But, like... h we have all heard... could not be downed... as badly as ever. This... proposals to visit... the superintendent in... which was strongly... of the brethren as... itation and disquiet... ed and carried the... and at this gen... good deal was said... Mr. Gurney moved... effect, that in view... and apparent in... our missions in... ss, that we withdraw... devote our attention... own country, where... ork with some degree

of economy it was... continue the publica... of subscribers in the... but the proposal... ed.

raised as to which... designation—the Wome... Missonary, and in... favor of the pism... ns.

has been specially di... ing the sessions of... and the fact has been... clearly that the ne... ed empire are keen... ready to adapt... surroundings. This... national character... by the following... not say who the in... be lived, or what... which he belonged. I... to be true. A native... came to America... the colleges of this... expenses paid by... graduated, and en... enter the ministry... of his church was... the interests of econ... round, he was elect... same. Imagine... committee who had... expenses of the de... of \$27 from which... who had neither... spent a dollar. Of... was not compiled... man remarked, the... adapt themselves to... It is to be hoped... referred to is an x...

#### WEDDINGS.

NO. WEDDINGS.

Sept. 28.)... took place yester... St. Peter's church... in Dr. Prescott of... Ella Simons, only... daughter of Jack... ted in matrimony... officiating, assist... of the bride, Rev... St. Andrew's. The... ven away by her... attired in a gown... veil to match, and... She was supported... Prescott and Miss... m was assisted by... the ushers were Dr... and John Emery... faultily decorated... prettiest weddings... entreville was sol... inst. at the re... Mrs. J. W. Webb... daughter, Annie... in marriage to... of Tracy Mills... supported by W. B... the bride, while the... attired in white... Miss Page, sister... presence of about... mediaeval relatives... parties. The nup... by Rev. Joseph A... the Rev. William

#### SON, M. D.

and Throat.

reet, St. John.

Daily... and Fri. 1.50 to 3.00.

#### WATCHING PILES

SWAYNE'S OINTMENT

Intense itching and... force by scratching... as forms and prevents... curing, becoming very... by the use of Swayne's... Ointment. Sold by... CO., Montreal.

#### BROWNE'S ODYNE

LONDON NEWS, of... single medicine 1... broad with me, is... really useful, to the... I should say... travel without it... dily to the relief of... ailments forms its

#### DR. BROWNE'S

DR. BROWNE'S... FEVER, CHOLERA... dune Chlorodyne... well-known reme... ARROBA, etc... ment Stamp the

Mr. J. D. Hazen has made and several times repeated this statement that the province is paying for steel bridges double the price that the work would cost if it were put up to tender. He affirms that the Record Company of Montreal has done nearly all this bridge work during the last few years; that the contracts are given out without competition, and that the strongest and most reliable bridge building concerns in Canada stand ready to supply the province with bridges similar to those built by the Record Company at less than half the price. It is a startling statement for a public man to make that one-half the money paid for these bridges is given as a present to Mr. Emmerson's favorite contractors. But the facts are at hand to prove that this is the case.

In the year 1897 the Record company was paid \$36,000 for certain bridges. Any one of ten other firms in Canada would have gladly taken that work at half the price. They would then be charging as much as, or a little more than, is paid by the dominion government or other provincial governments for similar work. Last year the Record Foundry and Machine company received 6 1/2 cents per pound for the steel bridges supplied. At the same time all the other bridges of the same class for other governments or municipalities were supplied at not more than three cents per pound.

This statement is not made without the evidence to support it. The following report was made by a thoroughly competent and reliable engineer, who was engaged to examine and report on the length, weight and proper cost at current rates of a number of bridges recently built in this province, and to make comparisons with similar structure furnished by tender and contract. For the present the name of this engineer is withheld. His report is made to Mr. Hazen, and is so full and circumstantial that any good engineer can tell whether it is a reliable and just report of the facts.

#### THE ENGINEER'S REPORT.

Dear Sir—In accordance with your instructions, I personally visited the grounds and made measurements of the following highway bridges erected by the local government of New Brunswick as follows:

- Lefebvre—2 spans, 200 feet each.
- Blackville—3 spans, 1 centre span 76 feet, end spans 80 feet.
- Hutchinson Brook—3 spans, 1 centre span 83 feet, 2 end plate girders 32 feet.
- Tabors—1 span, 150 feet.
- Cusack's—1 span, 153 feet.
- Petticoad—1 span, 110 feet.
- Elgin—1 span, 113 feet.
- Campbell's—1 span, 240 feet.

WEIGHT OF THE BRIDGES.

I made all measurements of these structures with steel calipers, tested metallic tape and Chesterman's steel rule, and I think you can rely upon their accuracy. Attached to this report are details of the measurements of the several members of each structure. From these measurements I have made up the weights of each bridge, as follows:

Lefebvre—2 spans, 118,664 lbs. each, total.....	237,328
Blackville, 3 spans, 118,664, 27,212, 27,212, total.....	173,088
Hutchinson's—1 span, 24,018, 2 spans plated girders (11,096) total.....	46,210
Tabors—1 span.....	72,275
Cusack's—1 span.....	75,151
Petticoad—1 span.....	36,851
Elgin—1 span.....	45,749
Campbell's—1 span.....	151,978
Total.....	840,154

#### UNDER THE TENDER SYSTEM.

To make comparison between the highway bridges built in New Brunswick and those of Nova Scotia, erected by their local government, I have obtained plans containing the data upon which public tenders are invited in that province. A full list of the tenders received for each structure will be found in the provincial engineer's annual report, copies of which I enclose herewith for the past four years. The weights of the several structures are not given in the annual reports, but from the plans and other

data I am enabled to make up a very close estimate of the weight of each, which I think you can safely rely upon within 5 per cent, and which will afford you a basis of comparison between the cost of these structures as built by the respective governments of Nova Scotia and New Brunswick.

Below is a list of a number, the weights of which I have worked out in detail as per sheets herewith attached:

- 1 span, 30 feet; weight, 26,738 lbs.
- 1 span, 100 feet; weight, 28,111.
- 1 span, 120 feet; weight, 39,047.
- 1 span, 150 feet; weight, 55,232.
- 1 span, 200 feet; weight, 129,127.

#### UNDER THE NO TENDER SYSTEM.

The reports of the commissioner of public works of New Brunswick, which you have had, do not contain definite information as to the cost of the superstructures which I have measured, except in the case of Lefebvre's, Campbell's and Blackville, which are as follows, as given on page 23 of commissioner's annual report of 1897:

- Lefebvre—Substructure, \$7,887; superstructure, \$15,550; sundry inspection, etc., \$735.45; total, \$24,172.45.
- Campbell's—Substructure, \$10,400; sundry inspection, etc., \$370.08; total, \$10,770.08.
- Blackville—Substructure, \$5,053.95; superstructure, \$10,459.22; sundry inspection, etc., \$326.83; total, \$15,839.99.

#### THE DEADLY COMPARISON.

The papers you forwarded me bearing upon this subject show that the chief commissioner admitted in the legislature last session that the prices paid to the Record Foundry Co. and to Ruddick of Chatham were at the rate of 6 1/2 cents per lb. This would appear to be corroborated by my calculations, as will be seen by the following:

The aggregate weight of these three bridges, Lefebvre, Campbell's and Blackville, is 153,238 lbs. The aggregate cost of these as given in the chief commissioner's report is \$36,000, showing the cost to have been 6.44c per lb., taking my weights as a basis. To enable you to make a comparison of the price per lb. paid by the respective governments of Nova Scotia and New Brunswick, I submit the following:

The aggregate weight of five bridges in Nova Scotia, above mentioned, is 282,266 lbs. The aggregate cost is \$1,650, equal to 5.85c per lb. One-half of the above were built upwards of five years ago, when the price of bridge material was 25 per cent. higher than last year.

I would especially call your attention to the fact that the above price, 5.85c per lb., is not f. o. b. cars at the contractor's works, but delivered, erected, floored and painted complete.

This would show that Nova Scotia bridges are purchased at a price of 27-100c per lb., as compared with 51-2c per lb. paid by the New Brunswick government.

The bridges in each province are very similar in general design and character, and the steel chiefly used in both provinces during the past two years is of the "Carnegie" brand.

#### MORE IN DETAIL.

To make a further comparison of the cost of different spans in the respective provinces, I would refer you to the following:

In June, 1897, the Nova Scotia government received tenders for Ritely Cove bridge (See Prov. Eng. Report, 1898), 1 span 150 feet, roadway 15 feet wide. Three tenders were received and the contract awarded to W. P. McNeill, New Glasgow, at \$2,200. This included delivery, erection, flooring and painting complete. As against this, a contract for a span of 150 feet, ten feet less than the N. S. span, was let at about the same time to the Record Foundry and Machine Co. of Moncton at a price stated to have been 61-2c per lb. delivered f. o. b. cars at the contractor's works. The estimated weight of the bridge in question, as given above, is 72,275 lbs., and the total cost of the superstructure erected complete and painted, would be \$5,239.92, or more than 100 per cent. above the amount paid for a span of less feet, in Nova Scotia. Again, in March, 1897, the N. S. government received tenders for Red bridge (See Prov. Eng. Report, 1898), span 80 feet, roadway 15 feet. Contract awarded to W. P. McNeill, New Glasgow, for \$17, delivered, erected, floored and painted complete. In the same year the N. B. government erected two spans 80 feet, roadway 16 feet 6 inches, at Blackville. The estimated weight of each is 27,212 lbs., supplied at \$1,200, or 4.4c per lb. delivered, f. o. b. cars at your works. As you probably have special freight rates, I shall be obliged if you will give cost of shipment to prominent L. C. R. points, such as Campbellton, Newcastle, and Moncton, N. B., and Amherst, Truro, Halifax, New Glasgow, Antigonish, N. S., and Sydney, Cape Breton. I should

be glad to know what additional charge you would make for lumber, erection, field riveting and painting, so that I could form an idea as to what these bridges could be supplied for, delivered, erected and painted.

I am informed that you have supplied the Nova Scotia government with a large number of bridges in the past few years; perhaps you will have no objection to furnishing me general information as to their cost?

I should also be glad to know how the cost of manufactured bridge work at the present time corresponds with its value for, say, the five years last passed.

#### STILL ANOTHER TEST.

As another comparison, I may cite the case of the Petticoad bridge in New Brunswick, 1 span 110 feet, estimated weight 36,851 lbs., at 71-4c per lb., delivered, erected, floored and painted complete, amounts to \$2,637.62, as against similar span in Nova Scotia 100 feet longer, estimated weight 49,047 lbs., built by contract, delivered, erected, floored and painted complete, for the sum of \$1,100.

An examination of the tenders received by the Nova Scotia government for the past four years, for the superstructure supplied in that province, will, I have no doubt, convince f. o. b. cars at contractor's works, is correct, the New Brunswick government are paying at least 100 per cent. more than the market price.

#### LESS THAN THREE CENTS.

As further and conclusive evidence on the subject of the market price of superstructure, I enclose herewith a communication from the Dominion Bridge Co., in response to an enquiry (a copy of which is attached). It will be seen that the company, during the past two years, has tendered in Nova Scotia, at prices varying from 2 1/2c to 2 3/4c-100c per lb., delivered f. o. b. cars at their works.

The freight, erection, flooring and everything complete, as per figures set out, you will find, bring their prices up to 3 1/2c per lb., or 3 1/4c per lb. EVEN THEN NOT THE LOWEST.

If you examine the tenders received by the N. S. government for the past two or three years, you will also observe that the Dominion Bridge Co. has been outbid by local bridge builders in almost every case. When measuring the superstructure, I also made measurements of the piers and abutments, and enclose herewith a statement of the details.

It was, of course, impossible for me to get exact dimensions in every case. I made enquiries, however, of persons in the vicinity who were present when the masonry was being built, and I think it will be found that my measurements agree in the main with those shown on the plans from which the work was actually constructed. I enclose herewith my notes-book, in which you will find the measurements recorded, with sketches showing the general design and details of various members of which I have estimated the weight, etc.

Yours respectfully,  
J. D. Hazen, Esq., Barrister, etc., St. John, N. B.

#### WHAT IT PROVES.

From this report it will be seen that when the comparison is made by the length of the span, or by the weight of the material, it is shown that the bridges let by tender are furnished for less than half the price paid to the Record Company. There is no official record of the admission made by Mr. Emmerson that the New Brunswick bridge cost 6 1/2 cents per pound. The statement was made in the public accounts committee. But even if Mr. Emmerson had not said this much, the measurements and the prices show that 6 1/2 cents per pound was paid.

But it was not left to a calculation, however certain and scientific, to prove that these bridges can be got for three cents per pound. The report mentions correspondence with the Dominion Bridge Company, which is the largest establishment of the kind in Canada. The correspondence to which the report refers will now be given. The following letter of enquiry was written:

SOME QUESTIONS ASKED.

The Dominion Bridge Company, Montreal.

Gentleman,—Will you be good enough to state at what price per pound you can furnish iron and steel superstructure for highway bridges, in span of from 80 to 200 feet, in accordance with general design herewith enclosed, all fitted ready for erection, delivered f. o. b. cars at your works. As you probably have special freight rates, I shall be obliged if you will give cost of shipment to prominent L. C. R. points, such as Campbellton, Newcastle, and Moncton, N. B., and Amherst, Truro, Halifax, New Glasgow, Antigonish, N. S., and Sydney, Cape Breton. I should

be glad to know what additional charge you would make for lumber, erection, field riveting and painting, so that I could form an idea as to what these bridges could be supplied for, delivered, erected and painted.

I am informed that you have supplied the Nova Scotia government with a large number of bridges in the past few years; perhaps you will have no objection to furnishing me general information as to their cost?

I should also be glad to know how the cost of manufactured bridge work at the present time corresponds with its value for, say, the five years last passed.

#### THE MARKET PRICE.

We have duly received your favor of the 11th inst., and in reply thereto would say that we shall be pleased to furnish you with manufactured metal work for highway bridges at prices varying from 2 1/2 cents per pound to 3 1/4 cents per pound, f. o. b. cars at our works. These prices are for the metal work fully manufactured and fitted ready for erection at sites, and covering painting one coat before shipment. The exact price we can quote you for any particular structure will depend on the design of the span, and on its length and capacity, and resulting weight, the shorter and lighter span being the more expensive, the longer and heavier spans the cheaper; but our price is not in any case likely to be below or over the figures named above.

If you will send us full particulars of any work that may be offering, we will make a careful estimate of the same, and will name you a definite price for the metal work.

Freight rates from our works to the various L. C. R. points are as follows: Campbellton, 25c; Newcastle, 25c; Moncton, 27c; Amherst, 27c; Truro, Halifax, and New Glasgow, 30c; Antigonish, 30c; and Sydney, C. E. 32c.

The various items of erection expense will vary a great deal with the location of the bridge, the railway station to site may be taken at 25c per ton per mile. Lumber for flooring is obtained locally at prevailing prices. The cost of labor for the erection, including setting the false work, assembling and riveting the metal work, laying the flooring and painting the metal work after assembling, may be figured roughly at 70c per 100 lbs. for the shorter and lighter spans, and 80c per 100 lbs. for the longer and heavier spans, or say from \$1.50 to \$2.00 per lineal foot of bridge.

#### NOVA SCOTIA TENDERS.

Re Nova Scotia work. We have tendered to the Nova Scotia government since the first of the year, on seventeen different bridges, and on referring to our records find that we have estimated this work at prices varying from \$2.62 to \$2.84 per 100 lbs. of metal work, on cars at our shops. The tenders were lump sum prices for the completed bridges, and were reached by adding to the above prices for metal work, the cost of freight to the nearest railway station, and a lump sum which had in each case been named by the creator who does our lower price work, as the price at which he would contract to take the metal work from the cars, transport it to the site, and do all the work connected with the erection of the bridge. His price also covered furnishing and laying the wooden flooring.

We find the value of bridge work for the past few years, there has been but little change for some time. The metal market is now perhaps 10c per 100 lbs. higher than a fair average for 1897, and just about the same as in 1896. It is practically superseded iron bridge work, and is now a good bit cheaper. Some iron bars and steel will be used for adjustable spuds, but iron of suitable quality for bridge work now costs say 20c per 100 lbs. more than steel. Iron bridge plates and shapes are no longer generally made, and can hardly be obtained.

#### OTHERS LOWER YET.

The Dominion Bridge Company in the letter printed above, quoted \$2.84 per 100 pounds as their maximum price on recent Nova Scotia tenders. There is no reason to suppose that these prices are unremunerative. As a matter of fact, other builders in most cases tendered lower and got the contract. Going back to 1894, we find that contracts were made for seven iron and steel bridges. The Dominion Bridge Company tendered for all, but were the lowest bidders in three cases only. Four contracts went to Nova Scotia firms. Put in three to six tenders were put in for each bridge.

In 1895, the Dominion Bridge Company got only five contracts out of 26 given out to the lowest tenderer by the Nova Scotia government. Six went to the Canadian Bridge Company and a New Glasgow firm was the lowest bidder for fourteen bridges. In 1896 fifteen bridges were awarded of which the Dominion Bridge Company got four. In most of the other cases the lowest tenderers were two

the government itself. The inspector is here, to see that the work is done according to contract. There are in Canada a dozen or more firms and companies engaged in bridge building. They build for the other provincial governments. They build for the Dominion government. They build for the Canadian Pacific, the Grand Trunk and other great and small railway companies. They build for municipalities. Will it be believed that the Record Company, which commenced building bridges when Mr. Emmerson began giving out contracts, is the only concern in the dominion that builds an honest bridge?

#### THE BRIDGES ARE NO BETTER.

Again it is stated in the correspondence that the Record Company and the Dominion Company use the same kind of steel, bought from the same manufacturers. The Record firm, like the others, imports the steel, rolled into the proper form and cut into lengths according to the plans of the engineer. The contractor puts the work together, and there is no reason for believing that Mr. Emmerson's inspector deals more severely with the Record Company than he would with contractors from Montreal, Hamilton, New Glasgow or St. John. Some of the reasons may be given in future for supposing that the inspector has too kindly a feeling for the Record Company to deal harshly with it at establishment. NO CHANCE FOR OTHER NEW BRUNSWICKERS.

#### THE EXTENT OF THE LOSS.

Now as to the patriotic argument that the work ought to be done by New Brunswickers, and that it is necessary to pay from two prices to two prices and a half to keep it here. Mr. Emmerson does not say directly that New Brunswick bridge builders are so incapable that they cannot do bridge work for less than two prices, but this is his argument. The charge is an insult to our local industries and artisans. As a matter of fact the work can be done in this province as well and as cheaply as in Montreal or New Glasgow. Mr. Emmerson has not tried to get his bridges built in this province by others than the Record Company, and has not tried to get it done for less than double price. If he had tried he could have found no difficulty. There are men in New Brunswick who built bridges before the Record Company ever thought of it, and could do it yet, and at current prices, as the commissioner could have learned by giving them a chance. Some of these men would have been glad to compete with the Record Company, if they had been asked or allowed to do so. They were better equipped than the Record Company when the latter was taken under the protection of the government, and in open competition they would today have been building bridges for half the price now paid.

#### HOW IT MIGHT HAVE BEEN.

Take again the case of Nova Scotia. When the construction of permanent bridges began in that province the work went, as it did here, to outside contractors. But first one, then another and another of the local firms came in and began to take the work not at double prices, but at competitive rates. Last year out of twenty-six bridges given out to contract only one went to outside parties. Stewart of New Glasgow got twelve, and McNeill of the same place twelve, and the other went to a local contractor. It was not necessary to pay them double prices. They were the lowest bidders whenever they got the contract, though nine firms tendered during the year, including five in Nova Scotia, two in Ontario, one in New York and one in Ohio.

#### THE RESULT OF THE FREEZE OUT.

As shown in the evidence printed above, the work done is of the same quality as that performed by the Record company and the price is less than half that paid by Mr. Emmerson. The tender and contract method in Nova Scotia has given every one in that province a chance, and has given the province bridges at less than three cents per pound. The New Brunswick method has frozen out all New Brunswick bridge building firms but one, and has given the people bridges at six and a half cents per pound.

#### WHAT THE PREMIER SAYS.

What has Mr. Emmerson to say in respect to the payment of these double prices? It is important to note in the first place that he does not deny having paid two prices. In the second place he does not deny that the work is given out to the Record company without competition. His defence as given at Harland and reported in the press of his own party is as follows: "When I went into the department of public works I found that we were getting our steel bridges from the upper provinces, and while we were paying a high price for them, we were getting an inferior bridge. The bridge company would send down a plan, and would say they would build the bridge according to that plan. Well, they would build some parts of the bridge according to the plan, putting in the material of the size and quality specified, but in other parts of the bridge which could not be seen, they would slight work. I found this out and decided to try and get the work done in our own province. Mr. Ruddick of Chatham and the Record Foundry of Moncton were willing to put in the necessary machinery and go into the manufacture of steel bridges if they could get the work. They have done this, and bridge experts from Ohio and Massachusetts have told me that the bridges manufactured by them are 50 per cent. better than the steel bridges of Nova Scotia, and are not excelled anywhere. We are keeping the work in the province, our own men are having the wages paid out, and we are getting a far better class of bridge and at a low rate as was paid to the upper province companies."

#### THE DEFENCE BOILED DOWN.

The defence then is: 1, that the work done by upper province firms was not, according to contract and not of good quality; 2, that the government desired to encourage New Brunswick bridge builders at any price. The first statement is a reflection on Mr. Emmerson's inspector and on

the government itself. The inspector is here, to see that the work is done according to contract. There are in Canada a dozen or more firms and companies engaged in bridge building. They build for the other provincial governments. They build for the Dominion government. They build for the Canadian Pacific, the Grand Trunk and other great and small railway companies. They build for municipalities. Will it be believed that the Record Company, which commenced building bridges when Mr. Emmerson began giving out contracts, is the only concern in the dominion that builds an honest bridge?

#### THE BRIDGES ARE NO BETTER.

Again it is stated in the correspondence that the Record Company and the Dominion Company use the same kind of steel, bought from the same manufacturers. The Record firm, like the others, imports the steel, rolled into the proper form and cut into lengths according to the plans of the engineer. The contractor puts the work together, and there is no reason for believing that Mr. Emmerson's inspector deals more severely with the Record Company than he would with contractors from Montreal, Hamilton, New Glasgow or St. John. Some of the reasons may be given in future for supposing that the inspector has too kindly a feeling for the Record Company to deal harshly with it at establishment. NO CHANCE FOR OTHER NEW BRUNSWICKERS.

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#### CHATHAM NEWS.

(Commercial.)

There are a large number of typhoid fever cases in town. The Hotel Dieu is full of fever patients and has been unable to accommodate several new cases.

On Wednesday evening last Albert Haines and Miss Florrie Egan were united in marriage. The ceremony took place at the Presbyterian manse and was performed by Rev. D. Henderson.

A number of people gathered at the Pro-Cathedral Tuesday morning to witness the marriage of Edward J. Carroll of Bay du Vin and Miss Mamie Dunn of Chatham. After the ceremony the bridal party drove to the residence of Jas. Dunn, father of the bride, where the wedding breakfast was served.

A very pretty wedding took place at the Pro-Cathedral on Thursday morning, when Jas. Whitty and Miss Mary A. O'Riley were united in marriage. Rev. H. T. Joyner performed the ceremony. The bride looked very neat, dressed in figured cashmere with high collar. She was attended by her sister, Miss Josie O'Riley, who was costumed in cream muslin veiling with pale green trimmings. The groom presented a handsome appearance and looked very happy. He was assisted by his brother, Theo. Whitty.

#### SIBB HUNS A FARM.

One of the most prosperous farmers in Oklahoma is Mrs. Jane Grump, who lives near Muskogee. Four years ago her husband died, and since then she and a 14-year-old boy have cultivated 20 acres of land, and this year raised over 1000 bushels of wheat, besides corn, oats and other things. The widow plows every day and has paid a large amount of obstinacy of her dead husband since his death.

#### CHILDREN CRY FOR CASORIA.

Bark Anem, Capt. Stuart from New York May 20 for Shanghai, arrived at Banjoanjo, Java, slightly damaged, and is supposed to have proceeded.

