



OTTAWA LETTER.

Hon. Clarke Wallace's Searching Criticism of the Budget.

Mr. Charlton's Present and Former Attitude Form an Instructive Contrast.

Mr. Blair Once More Prevented from Handling Over Canadian Interests to American Capitalists.

OTTAWA, April 5.—About six weeks ago Mr. Bennett of Ontario moved a resolution declaring that some definite plan of action should be taken about transportation routes between the great lakes and the seaboard. This order has been a sort of resounding gong on private members' day ever since. Nearly all the Ontario members have made a speech or two, and Mr. Blair discussed the matter during the whole evening of more than three hours. It is a melancholy fact that Mr. Ellis, who is an ardent licensee, confessed that after hearing the whole discussion he knew no more about the question of transportation than he did before. This was not a very enthusiastic tribute to Mr. Blair's exposition, as the minister was the man who spoke the longest and who was charged with the chief responsibility in the matter.

One trouble is Mr. Tarte, and another is Mr. Blair himself. During the last year or two there have been by-elections and provincial elections in the districts affected by the rival routes. There was never an election in which a minister did not crop up with encouragement to the hope that the place where he was speaking would be on the main line of traffic. There was a Georgian Bay canal scheme. There was the Parry Sound railway. There was the Trent canal across country. There was a railway project from Toronto across country to Collingwood, and there was the original canal scheme with vast possibilities of ferries, breakwaters and various operations at Port Colborne and other places. Naturally these became rival routes, and naturally one place became alarmed at the prospect of traffic to another. Mr. Bennett's motion brought up the claim of all the places. And Mr. Bennett, when all was over, and the minister had spoken, was not able to see that Mr. Tarte's promises in the by-elections or Mr. Mulock's surmises on such occasions were likely to be realized. The minister spoke vaguely. The one thing that he stuck to was that the policy of the late government in completing a system of canals from the St. Lawrence to Lake Superior was justifiable and would be carried out. As to the new projects, each of them had much to commend it, but the minister's reserve when speaking in the house was in marked contrast to the promises held out in the election campaigns.

Mr. Ellis' observations about the growing trade of St. John did not meet the particular question, which was concerned with the means by which the grain of the west would reach Montreal or some other point from which it could be shipped by the St. Lawrence in summer or by the winter ports at other seasons.

Mr. Powell, who has been giving a great deal of attention to transportation questions, is strongly of the opinion that the railway is the transportation route of the future. The Erie canal, as he shows, has practically gone out of business. The freight rates by rail have been cut down to a fraction of what they were when the canal system was useful. The process of development is still going on. Given a road bed without heavy grades or sharp curves, and Mr. Powell thinks that in time it will be cheaper than any canal system. If this development could have been foreseen, Mr. Powell thinks the canals would never have been constructed on commercial grounds. It strikes him that the great problem of the future is to reduce the transportation to the most economical system. While some of the western members are protesting against the consolidation of railway interests, and the establishment of monopolies, Mr. Powell holds that transportation from the west at low rates has been made possible by just such monopolies. It is expensive and unprofitable to keep up parallel railways, or to break up a through route into different organizations. The Canadian Pacific is a combination of 30 or 35 lines, and so is the Grand Trunk. The more lines they absorb the cheaper they can do business. In Mr. Powell's opinion the great business for parliament now is not to prevent the consolidation of railways, but to prevent abuse from such organizations. Whether this shall be done by government ownership or by the establishment of the railway commission with power to fix rates, or by some other method, it must be done in the future, and then, Mr. Powell thinks, we shall not have much more use for canals.

Mr. Bell (Picton) does not share this view. He thinks the best word has not been said in favor of canals and attributes the failure of the St. Lawrence system to the condition of the Montreal and of the St. Lawrence river below that port. Of course the canal system has not been an absolute failure, but it has brought to the Canadian ports a mere fraction of the grain which naturally belonged to them, and is certainly not doing one-fifth part of the business that is out showing Mr. Bell made when he said that the interest charge alone on the canals was 7 cents for every bushel of grain carried by them to be shipped at Montreal. This is twice as much as it cost to haul the grain from the western lakes by any other route to the seaboard, so that if there were no other charge but the interest, the canals would not be half paying. But Mr. Bell thinks that a better state of affairs would come about if Montreal were properly equipped and the St. Lawrence river were made safer, and

if the largest ships were in use to come to Quebec.

At the end Mr. Davin threw an interesting light on the transportation problem in the west. Mr. Sifton and his friends, with the minister of railways, had been boasting that the Crow's Nest railway contract carried with it a reduction in transportation from the prairies to the east of three cents per hundred pounds. Taking the Brandon rate, the freight will be reduced from 19 cents to 16 cents the first year, and 15 cents the second year, but Mr. Davin showed that this is only a part of a reduction that was going on in the course of events.

In 1887 the rate was 30 cents. Mr. Davin, and the western conservative members made a strong case and the C. P. R. cut it down to 24. Three years later they got a reduction to 22, and again in three years to 19. This was done in 1893, and another cut was due in 1896, with still another in 1898, as the previous reduction had taken place at intervals of three years. In the six years from 1887 to 1893 the rate was cut down 11 cents, and another reduction was due in 1896. In the seven years from 1896 to 1900 the reduction has been only three cents, though the traffic had been doubled and the profits enormously increased. Even for this slight reduction the country has paid millions of dollars in Crow's Nest subsidies, whereas twice that much ought to have been got, and got sooner, without any subsidy.

The question of beets comes up once a year. Dr. Sproule had become the chief advocate of the bounty. This year, however, Dr. Montague raised the question in a motion for papers. Dr. Sproule was among those who spoke later. The minister of agriculture last year was not sure about beets. He explained that the manufacture was only an experiment, and that it was difficult to get people to invest in it. In the first place we did not know how to manufacture the sugar, and if we did the farmers had not learned all about the growing of beets for the purpose. He was rather inclined to think that even the temptation of a bounty of one cent a pound would not promote the industry at this time.

But Mr. Charlton this year threw a new bomb into the beet bounty camp. He says the whole thing is so dead easy that no bounty is needed. They gave a bounty of five years ago in his constituency of Michigan state, and before long there were so many factories that the treasury could hardly meet the obligations. The bounty was dropped except as it applied to the factories already existing. The factories are now going on building. According to Mr. Charlton's view, Michigan would appear to be a great sugar state of the future. In Canada it would be just the same, and even without the bounty there are millions of tons of beets in the factory can turn out refined sugar at 56 net after paying for beets and everything. At present prices he will get 39 per cent for sugar and have a lot of profit left around his premises. This is a great profit, and it would be a crime to add another dollar to the margin of the capital. So Mr. Charlton of Michigan is against the bounty, and all that Dr. Sproule can say does not bring him to the age of consent.

For Dr. Sproule, who knows exactly how much beets have been grown on every acre sown in Canada, exactly how much succharine matter belongs to every bushel, how much it costs to turn that into sugar, and what the remaining pulp is worth to feed out to cows, does not agree with Mr. Charlton. Neither does he agree with Mr. Fisher, but thinks that the truth lies between them. He is of the opinion that the government will require a fraction of the land to build factories, and some encouragement to cause the farmers in one neighborhood to go unanimously into beet growing. But he agrees with Mr. Charlton that the business will become profitable, and that in a few years the bounty could be dropped. Mr. Fielding says he has an open mind, and Mr. Fisher claims to have another. Mr. McNeill, in whose county some sugar has been made in the enterprise, gives the finance minister a certificate of good character to the extent of saying that when a Warton delegation came down to talk sugar to the minister, the latter was sweet enough to produce at least 80 per cent of succharine matter as tested by the political polariscope.

Mr. McAllister is good natured over the results of his contention in the matter of the Gaspe short line railway. He has at least secured for the men who worked on the Bellefleur railway, who supplied the material, that they will have a chance to get some money out of the impending deal. With the help of Mr. Foster, Mr. Casgrain, and a few other members, he fought the case out with Mr. Lemieux, the promoter of the bill, who was backed by the premier, the minister of railways, the solicitor general, and apparently the whole government machine. The bill still stands, but the promoters have agreed to accept Mr. McAllister's amendment to that extent, after resisting it the first day and the first part of the second day almost to the last extremity.

The public accounts committee has now fairly got down to business, though D. C. Fraser has not shed a large amount of perspiration in arriving at this point in the third month of the session. Mr. Taylor was not very fortunate in his attempt to discover why it costs \$8 a case to buy condensed milk in St. John and Yarmouth for the government cruisers, when the same brand (Reindeer) seems to be sold lower to other customers. Neither did Mr. Owens, the accountant, make it altogether clear why \$7 a barrel should be paid for flour for the marine and fisheries department when the wayfaring man, though a fool, could buy it for \$4 or \$5. Mr. Davies asked Mr. Owen if it were not true that the \$7 price only applied to one barrel of flour, but the accountant explained that eight or ten other barrels, which Sir Louis had not noticed, were in the same predicament. Mr. Davies rather angrily informed the witness that he had not

asked him about those other barrels, but the committee seemed to think the story was worth telling.

From groceries the committee passed over to advertising, and set to work to find out by what process the Montreal Herald figured up a charge of \$700 for a one-page advertisement of the wild west. The Herald's advertising manager is of the opinion that the charge would naturally be for such a \$100, and the 1,000 papers supplied to the department would be \$10 more. The committee is endeavoring to find out why the Herald should have got the extra \$500 or \$600, and is summoning witnesses to testify.

OTTAWA, April 6.—Clarke Wallace and Mr. Charlton took up the budget yesterday and delivered 186 pairs of mittive addresses. They are not much alike, these two men, except that they are both industrious and enterprising inquirers who bring to a debate the proofs of their own investigation and not a second-hand story. Mr. Wallace began his speech on Tuesday, and finished last evening. Mr. Charlton, in utter disregard of his own resolution in favor of short speeches, spur it cut for two hours towards midnight.

Although the budget has been pretty well discussed, it is worth while to repeat a few things which Mr. Wallace brought to light. To begin with, he is not impressed with the claim of the minister that the present rate of immigration is the best. He admits the Doukhobors and the Gallicians and takes notice of the fact that 50 agents have been employed by this government, yet he says that the value of settlers' effects brought in amounts to less than \$134,000, less than in the three years before the change of government.

As to the claim of reduced scale of duties, Mr. Wallace refused altogether to accept percentage on corn which is not imported at all, but merely sent through the country in transit for export. After he figures this out, he concludes that the average of taxation in 1895 compared with the average in 1896 was 17.36, the difference being \$275 on an importation of \$1,000. Yet Mr. Patterson has been going about telling the people of their relief from taxation.

Mr. Patterson claims to have added a great number of articles to the free list, and in support of the claim read over a long schedule of free articles, every one of which, as Mr. Wallace showed, were free on the last tariff schedule. Mr. Patterson's own free list includes binder twine and corn and all other articles. Among the seventeen are such important articles of consumption as "life-boats," "artificial limbs," "canvases for sails," "steel for augurs and knives," "steel spirals for railways," "fashion plates," "rugs and mushroom soaps," "furniture castors," and "trimmings for bedsteads." As against this list of 17 articles Mr. Foster in his tariff of 1894, though he had been previously taxed.

Binder twine has been made free, and Mr. Wallace shows that it is a great success, and so by a vote of 33 to 39 the Kettle River charter was dropped. Mr. Blair, who is usually on hand when the interests of the Grand Trunk and its western connections are concerned, was earnest and even passionate in his support. But the crowd of his main rivals, hay and other products except live stock, which we sell across the border.

These are Mr. Charlton's statements. They show how our tariff has encouraged trade with England as against the United States. It is a remarkable circumstance that of the 24 millions of farm produce which Mr. Charlton complains of, one-third is corn, which his government has put on the free list. Even if we exclude the corn afterwards shipped, we import for our own use more than the value of all the main crops, hay and other products except live stock, which we sell across the border.

Mr. Charlton says that we are receiving most "selfish, narrow, ill-considered" treatment from our neighbors. Dr. Montague asked about the floor when this selfish policy began, but Mr. Charlton declined to deal with that. While he spoke the members who were in parliament for ten years ago, remembered how Mr. Charlton used to tell how our whole existence was bound up with the United States, how that was our natural market, how these were our natural customers, how Canada had shown an unflinching disposition towards her neighbors, how we ought to give absolute free trade to that country, and allow Washington to frame our tariff, as well as her own. They were greatly amused over this new course of the member of Michigan. It is all very wonderful, and proves once more how great a victory it was for Canada and the empire when Charlton and his commercial union gang were kept out of power in 1887, and in 1891.

Perhaps a hundred members is about the largest audience which a budget speech can expect to obtain after the first day, but 122 members of the railway committee voted in the morning on the Kettle River bill. The Kettle River charter has become an old story. Mr. Corbin has spent a part of two sessions here, and this year he gave over the lobby to another set of men. The other set have not succeeded in getting the bill through the parliament from the western states. The Kettle River bill is knocked out once more.

Your readers remember the story. The Kettle River runs southward and eastward from the boundary line to the border and then zig-zags back and forth through the boundary line eastward, till finally turning south it is discharged into the Columbia and through Washington state into the Pacific. Mr. Corbin and the Northern Pacific railway men want access to this boundary district, and nature has provided them with an easy route along the Kettle River valley. The Kettle River, which has close relations with the Northern Pacific, and which would get a share of the boundary business in case of such railway construction, is also interested. Mr. Washwright, who was prominent in the lobby in other years. This year the Grand Trunk has kept out of sight.

Two years ago, when Mr. Corbin came here first, there was no other immediate prospect of opening up the boundary district. The Crow's Nest Pass road was only begun. There was no Canadian railway nearer than Rossland, and impassable mountains

lay between. The only route from the east would have to pass far north of Rossland, winding among the mountain ranges and valleys, which run in westerly north and south, and whose passes are far between. But when Mr. Corbin asked that this traffic be delivered over to him, Sir William Van Horne and Mr. Shaughnessy came to the committee and said that if they were given a chance they would push their provisions already, and he cannot see that it will hurt the English workmen any more to pay a half-duty on six leaves of bread than it does to pay six pence or more a pound on tea. What does it worry him to be accused of disloyalty. Mr. Wallace is not likely to be considered unfriendly to the British Empire, for which his son is now fighting in the ranks of the first contingent, when he served as a private after resigning the command of his company at home. Especially he does not fear when the charge comes from the anarchists and commercial unionists of ten years ago, or even from the gentleman from Nova Scotia, whose secret hope in 1886 was to smash the confederation.

Mr. Charlton began his speech by stating that the preference trade is the principal one before the house. He admits that it would be a great thing to have a preference in the British market, and declared that if he thought the conservatives of their policy could obtain it, he would cross the house with them. Mr. Mills observed that he did not believe a word of it, and Mr. Charlton justified his incredulity when he proceeded to say that England ought not in her own interests to give up this preference to the United States, which would be injured in competition with the other nations by taking this step. Yet it would appear that Mr. Charlton would cross the floors to accomplish this injurious purpose.

The interesting part of Mr. Charlton's speech was that in which he denounced the "liberal and selfish" commercial policy of the United States in relation to Canada. He made some startling calculations in this connection. The minister has claimed that our imports from the United States had grown larger because we get more raw material there. But Mr. Wallace has shown that in agricultural implements alone we imported over \$4,000,000 worth of goods in 1899, and Mr. Charlton puts the finishing stroke on Mr. Fielding's argument when he states that we imported last year forty-eight million dollars worth of manufactures from the United States more than we exported of all kinds of goods. We bought from England sixty million dollars worth of goods, and from Great Britain. We bought twelve million dollars more of manufactures from the United States than we sold to that country of all kinds of goods. We bought from England sixty million dollars worth of goods, and from Great Britain. We bought twelve million dollars more of manufactures from the United States than we sold to that country of all kinds of goods.

On the other hand, Mr. Bostock, who represents the district asked for compensation for the Kettle River charter, earnestly that the C. P. R. should not be allowed to own the whole country. Ross Robertson and Mr. Kloepper put in the usual plea against monopoly. But the opinion of the committee favored the idea that, since the C. P. R. had carried out its undertaking so far, it should be allowed to show what it can do in the future. It will always be possible to get Mr. Corbin's bill passed, and so by a vote of 33 to 39 the Kettle River charter was dropped. Mr. Blair, who is usually on hand when the interests of the Grand Trunk and its western connections are concerned, was earnest and even passionate in his support. But the crowd of his main rivals, hay and other products except live stock, which we sell across the border.

Mr. Shaughnessy says that his company has more interest than anyone else in developing this district, in getting out as many tons of ore as can be got in hauling in as much supplies as can be marketed, and in developing to the fullest extent every property in that district. His interest would be to have the ores smelted in Canada, and not carted over to Mr. Corbin's smelters in the United States, in which establishments no Canadian is allowed to work.

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Mr. Shaughnessy was able to report that he had kept his pledge. One hundred miles of railways had been constructed west of the Columbia at a cost of over \$42,500 per mile, or four and a quarter million dollars. Branch lines have been run to every mining camp along the route, not at the expense of the mines, as had been done by other railways, but at a cost of half a million dollars to the company. Mr. Shaughnessy says that Mr. Corbin would undoubtedly have gone into that country at a mere fraction of that expense, but the country would not have been any better served, and Canadian interests would not have been as well protected. Now Mr. Shaughnessy asks that his company should have the first chance to do business. He says that if Mr. Corbin's road is pushed up through that district by the route selected, which parallels his own, there will be no competition that will help the producer. Undoubtedly the two railways would do as it has always been done: They would agree to a set of rates that would give them both a working profit. The people would therefore have to pay profits for two lines instead of one.

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**P. E. ISLAND.**  
CHARLOTTETOWN, April 6.—At the last meeting of the Women's Council Mrs. C. Gardiner, Mrs. B. Rogers and Mrs. Edward Bayfield were appointed delegates to the meeting of the National Council to be held in Victoria, B. C., in July.  
The remains of Margaret Aitken, who died in Boston on the 28th ult., were brought to her former home at Rolle Bay for interment, and were buried on the 5th inst. at the age of 72.  
The contract for building the new Catholic church at Souris has been let to James McEachern. The church is to be built of solid granite. The contract price is in the vicinity of \$80,000.  
The telephone is to be extended from Souris to the Pointe-au-Loup. The line will be a great convenience to captains of fishing vessels and others.  
Well Robinson of Brackley Point was severely injured Saturday. He was engaged in thrashing wheat on the farm, but fell from a piece of it striking him violently on the forehead.  
Ethel Tanton of Charlottetown left for New York on a few months' visit to Boston and New York. W. W. Clark of Charlottetown, agent of the Plant Line, and Mrs. Clark have returned from a trip to Tampa, Florida, where they were the guests of the Plant Line. Dr. Houston of New Glasgow has moved to Souris, where he has opened a dispensary. Previous to his departure from Glasgow his brother Foresters presented the doctor with an address and an appropriate letter.  
Rev. J. T. Teasdale is now able to take a walk in the open air nearly every day. Mr. Teasdale has had a prolonged and severe attack of sickness.  
The remains of the late Mrs. John O'Brien, who died in Boston recently, were interred in Picton on Tuesday. The deceased was a sister of Pilot Smith of the Stanley and Pinto.  
Jenkins & Son, who suffered severely from a recent fire in Charlottetown, have reopened in the building formerly occupied by W. D. McKay as a clothing store. The Messrs. Jenkins have been purchased by Messrs. McIntosh, Grey and McPhee of Oxford, N. S.  
Charles Stewart, who spent the winter in Malpeque, returned this week to his home in Campbellton.  
At a meeting held in New Glasgow on April 2nd a resolution was unanimously adopted to subsidize a steamer suitable for the transport of cattle and produce to the British market to be chartered by the corporation on May 1st, 1900.  
Mrs. Kennedy, wife of Captain A. E. Kennedy of Summerside, died Tuesday after two years' illness of cancer.  
Frank MacIntosh, of Mountain, both of Summerside, were married a few days ago by Rev. J. M. Fisher.  
The funeral of Captain Matthew Dunn of Summerside, fell yesterday and broke one of her legs near the ankle.  
A large fire broke out on the corner of Queen and Grafton streets, George St. Hughes, who owns the property, is endeavoring to remove his stock to another store.  
Grand Deputy Molisau organized a branch of the C. M. B. A. at Vernon River this year.  
The following are the members of the Spiritualist Society, Rev. Dr. Doyle, president, John A. O'Keefe, 1st vice-president, Daniel A. McKelvey, 2nd vice-president, John James McElvray, recording secretary, Herbert A. McKelvey, financial secretary, William G. McDonald, treasurer, Rodrick MacIntosh, secretary, J. Jackson, guard, Alfred D. Dunphy.

**REV. ROBERT MCNAIR IN EGYPT.**  
Advice has been received from Dr. Oubaytekh, supreme chief ranger, announcing that the Independent Order of Foresters has been licensed to do business in Australia, and that a vigorous campaign for the establishment of the order throughout that distant colony has been inaugurated. Letters received from France, where the order has been recently licensed, indicate large accessions to the membership from that territory in the near future, and Supreme Organizer P. N. Berton is actively pushing the work there. The head office was in receipt on Thursday of letters from Egypt, which show that upon the foundation laid a short time ago by the S. C. R. a substantial superstructure is being erected by the Rev. Robert McNair, who has charge of the organizing work in the land of the Pharaohs—Rev. Mr. McNair married a daughter of the late Robert Cruikshank of St. John.

**CHATHAM CIVIC ELECTIONS.**  
CHATHAM, N. B., April 13.—This is nomination day for the town elections. Mayor Winslow retired and Hon. L. A. Tweedie and W. E. Leggie were nominated for the council. Thirteen members were nominated for the eight aldermanic seats. As a large sum of money is to be expended by the town for waterworks and sewerage, the contest for the mayorality is one of extraordinary interest. The council, which Tweedie headed by a large number of influential citizens, was telegraphed to him today, and his acceptance received.

**CHILDREN CRY FOR CASTORIA.**  
CANADIAN MILITARY RIFLE LEAGUE.  
The following dates have been fixed by the council for the league matches, season 1900, namely: June 2nd, June 9th, July 7th and July 21st.  
The series will be the same as last year, viz: 1st, Martini or Lee-Enfield rifles (ranges 200, 300 and 600 yards); 2nd, or cavalry series: First section, Lee-Enfield or Lee-Enfield carbines (ranges 200, 500 and 600 yards); Second section, Snider or Winchester carbines (ranges 200, 300 and 400 yards); provided that there are at least ten entries in each series or section. Teams shall consist of ten men. Entrance fee \$10 per team. When more than one team from the same organization enters, the fee will be \$10 for the first team and \$5 for each additional team.  
Entries accompanied by fee must be made to Lieut. W. L. Ross, treasurer, C. M. R. L., Hamilton, Ont., not later than Saturday, 12th May, next, which series such entry is for. Prizes are awarded as follows: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512th, 513th, 514th, 515th,

HAZEN'S SPEECH.

A Calm and Honest Statement Re the Bridge Charges.

The Evidence on Both Sides Reviewed With Impartiality and Thoroughness.

Treating the Case Not from a Partisan Standpoint, But With a True Eye to the Public Weal.

(Continued from Saturday's Semi-Weekly.)

Mr. Hazen—Yes, it was through no fault of mine. I subpoenaed Mr. Murphy of Halifax and Mr. John Stewart of New Glasgow. I also had a gentleman from the province see them and had correspondence with both. And was informed that Mr. Murphy, who is the chief engineer for the province of N. S., was then ill, but was desirous of appearing before the committee, and later when he was wanted, word reached me that he would like to come but feared he could not, and finally word that he could not attend. Mr. Murphy is the gentleman responsible for the construction of the highway steel bridges in that province, and was desirous that his name should be here in consequence of the statement made by the premier just before the last election in regard to such bridges and their relative merits as compared with the bridges erected in this province. Knowing of my friendly relations existing between the two governments, I had thought that with the assistance of this government these witnesses might be obtained, and on my mentioning it to my learned friend, he replied he could have no more influence than I would have. As to my efforts to get John Stewart here, his answer finally was that he

WAS CONTINUALLY BUILDING BRIDGES

for the Nova Scotia government, and did not wish to be mixed up with any enquiry of a political nature. I feel that every statement I have made, whether on the hustings or elsewhere, has been fully borne out and amply justified by the evidence given before the committee, and properly justified before this house and country, and that the charges made by me on the 19th of March have been substantially proven and proven as fully and completely as any case was ever proved in any court in this or any other country. (Opposition applause.)

The first thing to determine is, what are the cost of the different bridges erected in New Brunswick? One would think that would be easy to find out, that one could go to the public accounts of the province and find out on reference to the public accounts of Nova Scotia) the information as to the cost, in detail, of the superstructures erected here, the length of span, style of construction, or its weight, but so far we have been unable to ascertain those details from the public accounts of this province. We had to make it out in another way. First let me say a word in reply to the hon. member for Restigouche. He speaks of the namesless engineers and suggested that Mr. Archibald, who gave the estimates and made the measurements referred to. He must know that Mr. Archibald did not do any such thing. The parties were A. R. Holmes and George McCarthy. Now, the weight, etc., of those gentlemen gave, we have now seen, were almost exactly accurate as to the bridges on which they made estimates, etc., and were within a very few pounds of the actual weight.

Hon. Mr. Tweedie—That shows how accurate the department is. Mr. Hazen—I also showed that those estimates were wonderfully accurate in general as compared with the weights given by the department and the returns furnished it. My learned friend asked why Mr. Archibald was not called. The reason is this, and I say it frankly: After we started on the investigation, and about the first day after it was seen, as was stated, that comparison between highway steel bridges and rail-roads, which naturally tend to complicate the matter, we came to the conclusion to eliminate that part of it, and that is the reason we did not call Mr. Archibald, because he was a railway bridge expert. For the same reason W. E. Macdonald, the present chief engineer of the I. C. R., was not called, so that as far as possible we eliminated the railway bridge matter from the enquiry.

Reverting again to the system of keeping the public accounts, and the difficulty of getting the cost of the several bridges, one would think that a separate account would be kept for each bridge, and then its cost could be seen at a glance; and had such been done, then we would not have had to waste day after day in tracing out those matters, for of none could we get at the figures directly.

Take the case of the Trueman's Pond bridge. When Mr. Winslow was on the stand—and he is the accountant of the public works department—he could not tell us anything beyond this, that a sum of money was paid to Mr. Ruddock on account of that bridge—that amount was \$1,948.40—and it appeared it was 6 1/2 cents per pound for the amount of steel work constructed by Mr. Ruddock, yet when Mr. Winslow, on the stand, was asked if anything more was paid for the erection of that superstructure he was unable to say. When Mr. Ruddock came on the stand he swore it was simply for the steel fees at his shop at Chatham, and did not include any of the cost of erection at all. We then asked the hon. chief commissioner to get us the information as to the cost of the erection, and day by day we had to waste day after day in tracing out the subject was forthcoming, and the premier, when on the stand, was unable to give anything more than a letter written from Dorchester, stating the sum of \$700 had been paid to Mr. Copp, but he was unable to state the details of the work, or how much for superstructure, and how much for superstructure, and though those details were promised, yet they are not given to us—and no official of the govern-

ment, or any other person in their possession, has been able to get us that information. (Hear, hear.) Is that the proper system of management of the public works department of this country? The accounts should be kept so plainly that any man who can read would understand them. They should be kept as plainly as those of any business man. Therefore, for the purposes of information, I say that the accounts of the department of public works are worthless, and yet I have only given one instance where valuable time has been lost during the enquiry in seeking for information which should have been apparent on the face of the accounts.

I WILL BRIEFLY REFER

to the case of each bridge, first taking the Lefebvre bridge across the Memramook river in the county of Westmorland. This was erected in 1897. It is a pin bridge of two spans, each with 19 feet centre and 19 feet roadway. Its weight, 237,944 lbs. There were no tenders for this bridge. The cost was as follows:

Table with 2 columns: Item, Amount. Total \$17,502.19

In this connection I may say that the Nova Scotia specifications call on the contractor to remove the old superstructure as part of the contract. As to the evidence of Mr. Roy, I propose to read from it extensively. The hon. member from Restigouche tried to belittle it, but I believe his friendly relations existing between the two governments, I had thought that with the assistance of this government these witnesses might be obtained, and on my mentioning it to my learned friend, he replied he could have no more influence than I would have. As to my efforts to get John Stewart here, his answer finally was that he

Mr. Roy states that his estimate of the great weight of Lefebvre bridge is: Steel at \$27.00.....\$4,424.45 Freight at \$1.00.....880.39 Erection at 55 cents.....1,508.69 Lumber at government figures 639.56 Making a total of.....\$3,303.12 completed, erected and painted, or at a cost of \$3.90 per pound. In other words, this bridge which has cost the people of this province \$17,502.19, could, according to Mr. Wetmore's plan, which cost \$3,303.12, Roy would build for \$3,303.12. (Opposition applause.)

Is that all? No. Mr. Roy then goes on to say that this bridge is a very heavy one, that he could design a lighter bridge which would answer the purpose. It is simply a question, Mr. Roy, and I do not propose to enter into the question of design, etc., as between Mr. Roy and Mr. Wetmore, but Roy says that if it was built upon the Ontario design its weight would be 180,000 lbs., carrying 1,440 lbs. of live load against 990 under Mr. Wetmore's design, therefore it would cost 180,000 lbs. steel at 2.80; lumber, 46,000 sp. ft. at 15 cents, and erection at 60, and freight at 37 cents would make a total of \$7,476.00. Then we have this, according to Mr. Wetmore's plan, which cost \$3,303.12. Roy would build for \$3,303.12, being a saving to the people of this province of \$8,192.07—or by the Ontario design, \$7,476.00, or the saving to the province of \$10,026.19. (Opposition applause.)

Next the Mill Cove bridge. My learned friend said this was a 64 ft. span. It was built by Mr. Ruddock of Chatham in 1886.

Leading up to a discussion on this bridge there are many matters which I feel ought to be discussed, and I will refer to them before the house. The original design was for a middle span and two end spans, and a contract was entered into for its erection as proposed, the contract, as I stated, being given to Mr. Ruddock, another contract being given to the substructure. When the parties went about the work of the substructure to the bridge were solid earth and stones and the matter was reported to the department. The department decided, in view of the state of facts discovered, as to the approaches, that they would not tear them down and put steel in their places, so that work was stopped and the contract cancelled with Ruddock on paying him for the steel and the work he had done on it, and then gave a contract for \$1,200 for the centre span. Its weight was 13,050 lbs., which at a cost of \$1,280 makes in 9.75 cents a pound. Another matter I do not understand in connection with this bridge is that the original substructure was let for \$2,900 and superstructure for \$2,837, or in all \$5,737, while the total cost of the bridge erected under the new plan was \$7,230.50, or a greater cost of \$493.50 than if it had the three spans.

IN THIS CONNECTION,

In looking over the public accounts report of Nova Scotia, I find that in the same year John Stewart of New Glasgow built a 60 ft. span, pin centre, known as Collins' bridge, in Pictou county, for \$590, and one of 50 ft. span for Coyte's bridge, in Victoria county, for \$475, and also a 50 ft. span for McLeod's bridge for the same price. While the same man in 1895 erected

the Glendyke mill bridge of 30 ft. pin centre, for \$590.

1887, the Campbell bridge. This was erected in 1897. It is a pin bridge, one span of 241 ft., trusses, its weight 155,715 lbs. No tenders asked. The cost was:

Table with 2 columns: Item, Amount. Total \$11,480.18

In this, again, will be noticed a charge for removal of old superstructure, while in the Nova Scotia contracts the contractor has to remove them. Comparing this with Mr. Roy's estimate we find, taking the New Brunswick government plans and specifications, it could have been erected and completely finished in 1897 for \$6,167, or \$3.96 per 100 lbs., and that there would have been a saving to the people of this province of \$5,313.18.

Next comes the Saunders Brook bridge. This was erected in 1894; it rolled beams, the simplest form of construction. It is 23 feet 4 inches over all. Weight, 3,686 lbs. at 61-2 cts., \$233.09; erection and expenses, \$190.32; or a total cost of \$423.41, or 11.80 cents a pound. Mr. Roy's estimate for this bridge is, as shown at page 27 of the evidence, that in 1898 the company erected a similar bridge 23 ft. with 16 ft. roadway, and weighing \$387 lbs., for \$130. This bridge would have a live load weight of 1,600 lbs. It was stated that the freight had nothing to do with the cost, but it was only \$41 of the \$423.41. Grand Manan bridge—This is an angular rivetted bridge, erected in March, 1895, and of two trusses, one being 52 ft. and the other 48 ft.; its weight 9,618 lbs. No tenders were asked for. Its cost: Steel, 9,618 lbs. at 61-2 cts., \$585.27; and for erection and freight, \$206.37; a total of \$791.64, or at the rate of 8.33 cents a pound.

Next comes the Blackville bridge, erected in 1896 and 1897. The centre span is 200 ft., which was built by Mr. Ruddock. The two side spans built by Mr. Ruddock. No tenders were called for. The weight of the centre span was 118,972 lbs., and that of the two side spans 29,614 each, or in all 59,228 lbs., making a total weight of 178,190 lbs. Its cost was \$12,733.56, or 7.15 cents per pound, and this does not include an item for inspection of \$409.14. Mr. Roy says that his company would have been glad to have erected this centre span for \$4.04 per ton, and the two side spans, according to Mr. Wetmore's plan.

I now come to two bridges which are different as regards the methods of construction from the other bridges erected in this province, viz.: the Port Elgin and Petticoat bridges. As a result of the course adopted by the public works department in the construction of these two bridges cannot commend itself to anyone in this house or outside of it, and I say unhesitatingly that it shows a want of care and carelessness, a want of attention and of capacity on the part of that department that is worthy of the greatest condemnation at the hands of the public of this country, and at the hands of the members of this house. (Opposition applause.)

THE TAKING OF THE FORT ELGIN BRIDGE,

what are the charges? We find that it is a span of 83 ft., that it was built in 1895, that tenders were called for in 1895 both for substructure and superstructure, or either, and the tenders were for: Kitchen, \$12,000; B. Smith, \$2,000; Smith & Stevens, \$2,990; E. A. Blakeney, \$2,000, and W. Brewer, \$1,970.

The tender for both sub and superstructure was Willard Kitchen at \$5,497. The tender of Willard Kitchen was accepted, and the contract entered into on Sept. 3rd, 1895. Now we will assume, in absence of direct proof, that he gave the contract for the substructure to Rhindress for \$2,000—this left him for steel superstructure \$3,497—the estimated weight of bridge was 28,230 lbs., at a rate of 12.33 cents per pound. What is true in that respect of the Fort Elgin bridge is also true of the Petticoat bridge.

Tenders for the Petticoat bridge were also asked in 1895 for substructure and superstructure together, and the whole work at \$11,000.

The tenders received for the superstructure was as follows: J. A. Hillam, \$2,680. James McVey, \$3,685. H. B. McManus, \$2,600; or \$1,809 for new site. J. P. Reid, \$3,170. E. A. Blakeney, \$2,292; or \$1,987 for new site.

For both sub and superstructure Willard Kitchen tendered at \$6,474. G. O. Dunham, \$2,720 for substructure, or \$2,550 at new site; R. A. Smith, \$2,695 for substructure, and W. J. McKevy for substructure, \$2,700, or \$2,490 at new site. Willard Kitchen got the contract on 3rd Sept., 1895, for the whole work at \$6,474. It appears that Mr. Kitchen was never at the site before or after the contract was entered into, and Kitchen awarded this contract for substructure to McManus at \$2,000, which leaves Willard Kitchen for the superstructure \$4,474.

The estimated weight of this bridge was 43,804 lbs., or 16.39 cents per pound. What does Roy say about this bridge? He says the company would have built it at 6 cents a pound. Then we have the Petticoat bridge, consisting of one span of 110 ft., erected by Mr. Kitchen at a cost of \$4,474 for the superstructure, while in the same year the Dominion Bridge Co. erected a 112 ft. span at Ingouish, N. S., for \$1,495.

Dr. Pugsley—Where is the evidence of that? Mr. Hazen—The evidence is in the public works report for the province of Nova Scotia, which you refused to allow to be put in evidence. (Applause.) Then, in 1894, Mr. Stewart of New Glasgow built a 112 ft. span in Hants Co. for \$1,500. Now, take the Port Elgin bridge, a span of 83 ft., erected by Mr. Kitchen at a cost of \$5,

If the Drain Pipe in Your Kitchen Clogs

up, what is the result? You must remove the stuff or it will decay and fill your house with evil odors of putrefaction. That's precisely what happens in your own body when you become constipated, and the poisonous matter is taken up by the blood and carried back into your system, only it is much worse, because you are unconscious of its effects, but every one who comes near you literally smells you. I know, slightly, two ladies, both of them amiable and attractive women otherwise, who are veritable walking charnouses! Could I use a more expressive or truthful term? These ladies are so saturated with the poisonous matter from their internal economy that their breaths matting to some sense of smell is blunted. I wonder how their husbands endure them! Both of these women suffer from Constipation; their complexions are mummy and their breaths matting to some sensitive people. I wish I knew them intimately enough to advise them to try Karl's Clover Root Tea, the most wonderful medicine I have ever known for the regulation of the bowels, purifying of the blood and sweetening of the breath.



My dear sisters, I wish to tell you that your health depends entirely on the state of your blood. Your blood makes you whatever you are, for through the blood every organ in your body is kept in repair. If your blood is poisoned by waste material that is retained in your body because of your constipation, you are not being built up as you should be.

Karl's Clover Root Tea is a truly wonderful tissue builder. It produces healthy digestive organs, allowing your food to nourish you, and induces sound, refreshing sleep.

Ask your druggist for a sample, or write to S. C. Wells & Co., 52 Colburn Street, Toronto, Ont., who will mail you one. Sold in the United States and Canada at 25c. and 50c., and in England at 6d. and 1s. 3d.

and of a large number of highway bridges erected in the following year the Dominion Bridge Co. built and erected a 90 ft. span across the James river, N. S., for \$1,030, or \$2,460 less than was paid to Mr. Kitchen for a span 7 ft. shorter, and in 1895 Mr. Stewart built and erected a 90 ft. span across the James river, N. S., for \$990, or \$2,600 less than was paid to Mr. Kitchen for the Port Elgin span. It would no doubt be said that Mr. Kitchen was the only tender for the Petticoat and Port Elgin bridges, and that he should have accepted the contract. He (Hazen) claimed that no business man would award a contract where there was only one tender unless satisfied that the price was a fair and reasonable one and in accordance with market prices. He would be asking the question, paid 6 1/2 cents per lb. for these bridges, but if he did it left him an enormous sum for erection—in the case of one bridge 6 cents and in the other 4 cents per lb. It appears that Mr. Kitchen did not make inquiries as to what else as to what these bridges could be constructed for, but according to his own evidence he simply went to the Record Foundry and accepted their statement that 6 1/2 cents per lb. was a fair and reasonable price, and agreed to pay them the sum, and well might he think that a reasonable price, because after paying them the price they asked he had left in one case 6 cents and in the other 4 cents per lb. for profit, after paying the cost of erection. As a result of the course adopted by the public works department in the erection of those two bridges he had no hesitation in saying that a large sum of money had been lost to the province. Coming to the Trueman's Pond bridge, which had been impossible to ascertain, he had put that cost down at 11-2 cents per pound, which he thought was a low estimate; but taking it at that figure the cost of erection would be \$48,230, which, added to the \$1,948.40 which the tender cost at the works at Chatham, would MAKE A TOTAL COST of the bridge, weighing 29,880 lbs., \$2,396.60, or a cost of 8 cents per lb., and he ventured the assertion that if the information as to the cost of erection could be secured it would be found that the cost of erection exceeded \$48,230, as estimated by him. Therefore, summing up all the New Brunswick bridges, we find the cost as follows:

Table with 4 columns: Date, Name, Span, Price. Lists various bridges and their costs.

Continuing, Mr. Hazen said he proposed at this stage to read from the evidence of Prof. Swain and Mr. Roy, two gentlemen who had given evidence before the investigating committee. Prof. Swain was a gentleman whose evidence ought to have the gravest possible weight. He is a gentleman of the very highest professional standing—not only a theorist, but a man with a large practical experience. He is a member of the Transit Commission and has to examine every year the railways of the state of Massachusetts. He is also a member of the Society of Civil Engineers, and of the Society of Mechanical Engineers of Boston as well. He knows nothing of the Interstate railway, and with the exception of the Lefebvre bridge he did not know until after he had examined them and made his notes as to who had erected any of the bridges named. Prof. Swain has had large experience in connection with the building of the great Boston subway, and had acted as consulting engineer in the erection of the Charleston bridge

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Continuing, Mr. Hazen said he proposed at this stage to read from the evidence of Prof. Swain and Mr. Roy, two gentlemen who had given evidence before the investigating committee. Prof. Swain was a gentleman whose evidence ought to have the gravest possible weight. He is a gentleman of the very highest professional standing—not only a theorist, but a man with a large practical experience. He is a member of the Transit Commission and has to examine every year the railways of the state of Massachusetts. He is also a member of the Society of Civil Engineers, and of the Society of Mechanical Engineers of Boston as well. He knows nothing of the Interstate railway, and with the exception of the Lefebvre bridge he did not know until after he had examined them and made his notes as to who had erected any of the bridges named. Prof. Swain has had large experience in connection with the building of the great Boston subway, and had acted as consulting engineer in the erection of the Charleston bridge

bridge was an altogether different structure, and ordinarily would weigh more than a highway bridge, although he had known highway bridges to weigh more than railway bridges of a similar kind. Further on his evidence Prof. Swain stated that he thought 4 cents per pound would be a fair rate for bridges such as the Lefebvre bridge in 1895, '96 and '97, and he stated on re-examination, that the material which entered into the construction of the Boston subway was plate girder work, and was more expensive work than that entering into the Trueman Pond bridge.

Continuing, Mr. Hazen said he had read these extracts from the evidence of Prof. Swain to show the nature of the evidence which that gentleman had given, and he believed that anyone reading that evidence, and knowing the standing and impartiality of Prof. Swain, could not fail to attach great importance to it. Prof. Swain had sent to the committee copies of the contracts for the steel work in the Boston subway, which consisted largely of T beams, angle iron, and built posts, and was very similar in character to the work entering into the Trueman Pond and Saunders Brook bridges, and Mr. Ruddock, who was sent to Boston to examine the Boston subway, confirmed Prof. Swain's evidence in that respect.

Dr. Pugsley—Mr. Ruddock did not speak at all of the Saunders Brook bridge, and he said the material for the Trueman Pond bridge was much lighter than that of the Boston subway.

Mr. Hazen—But he said the structural character of the steel work in the subway was similar to that of the Trueman Pond bridge, and that in both cases it consisted of angle iron, built posts and beams, and the effect of his evidence was to confirm the view given by Prof. Swain. The contracts sent to the committee by Prof. Swain show that the cost of the steel work in connection with the Boston subway, delivered at some point on the Eastern Common, was as follows: Section 1, 1.87 cts. per lb.; section 4, 2.23 cts. per lb. for 315 tons of beams, posts and girders, and 24 cts. per lb. for 232 tons of T-beams and rods; section 5, 2.59 cts. per lb. for 80 tons; section 6, 1.5 cts. per lb. for 15 tons plain "I" beams, and 2 1/2 cts. per lb. for rods, nuts, etc.; section 8, 2.2 cts. per lb. for 510 tons; section 11-2, 2.1 cts. per lb. for 260 tons; section 11, 1.71 cts. per lb. for 260 tons; and for the Charles bridge less than 2 cts. per lb. for plate girders, erected and completed. The steel work in the Boston subway was of a character comparable with the work in the Trueman Pond and other bridges built in the province, and while the contracts for the subway work were larger than for the Trueman Pond bridge, they were not noticed by the figures which he had given that there was very little difference in cost between the larger and the smaller contracts, and another thing, the workmanship upon the Boston subway was of a more expensive character than that in the bridges named. This was evidence which could not be ignored, and showed that when work of the character of the Boston subway could be built for between 2 and 3 cts. per lb., bridges of the character of the Trueman Pond bridge should be built for less than 3 cts. per lb., and bridges of the character of the Campbell and Lefebvre bridges should be built for 4 cts. per pound.

THE AMOUNT WHICH MR. ROY

says his company would have taken the contract for, and Mr. Roy stated in his statement by showing that his company had in those years built spans of the very same length for 2.75 per lb. for the steel work. The hon. member for Restigouche (Mott) had seen fit to ridicule the evidence of Mr. Roy when he was under a very severe cross-examination by a gentleman whom he (Hazen) was bound to say was perhaps the best cross-examiner of the province, and was recognized as one of the ablest lawyers of the domain, but anyone reading the evidence of Mr. Roy could not fail to come to the conclusion that Mr. Roy justified the position which he had taken in swearing that these bridges could be constructed for the prices which he had named. Mr. Hazen then read from the evidence of Mr. Roy, in which that gentleman stated what experience he had had and the concerns with which he had been connected in the construction of bridges, showing that he had had a large experience in the construction of steel bridges. The witness then told of the system of calling for tenders in the province of Nova Scotia, and made a comparison between the New Brunswick and Nova Scotia specifications. Mr. Hazen then read the following evidence:

Q—Have you any knowledge of the actual cost of building Nova Scotia bridges? A—Yes.

Q—A personal knowledge? A—Yes.

Q—Then you know that from the contracts? A—Yes; those contracts are the way here.

Q—Let me ask you this: Have you or have you not made the calculation upon which these contracts have depended? A—Yes.

Q—And do you, or not, independent of any contract, know what the cost would be of the bridge? A—Yes.

Q—Then I will ask you to make a comparison of your own independent knowledge, independent of contracts, between the cost of Nova Scotia bridges and bridges built in Ontario? A—The contract for a good plan, if built in Ontario, would cost less money than if built in Nova Scotia, because there is the very large amount to be added to the price on account of freight, and also the Nova Scotia contract specifies that on each side of the bridge there shall be a steel lattice railing.

Q—Having allowance for that, how would they compare? A—They are very much the same. Because the workmanship in both cases is specified to be first class, and the metal is practically the same.

Q—Do I understand that under the Nova Scotia specification you would build in every respect as good a bridge as you would under the Ontario specification? A—Yes.

(To be Continued.)



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 6,500 copies of THE WEEKLY SUN, challenges the circulation of all papers published in the Maritime Provinces. Advertisers. Please make a note of this.

Rev. Canon Brock, rector of Kentville, has resigned the resignation to take effect on June 30th.

Monte Mac, 228 1-4, has been sold by Fred Waterson of St. Stephen to Mr. McDermid of New Glasgow, N. S.

It was Dow J. Morse of Bear River who died in New York this week, and not Rev. Mr. Morse, as previously stated.

H. W. Clarke of St. John has been engaged as engineer of the steamer Jacques Cartier—Charlottetown Guardian.

Str. Kelvin has been chartered to load deals at West Bay for Manchester or Barrow at 52s. 6d. June or July loading.

A Bathurst letter says: "Rev. William Harrizen, who has been unwell for some weeks, is going to Montreal next week for the benefit of his health."

B. F. Pearson has a policy in the Mutual Life Insurance Co. of New York for \$10,000. This is the largest single risk in the maritime provinces.—Turo News.

Mrs. R. B. Shaw of Charlottetown died on Thursday, April 12.—She was formerly a teacher in the Prince street school in that city, and was a daughter of William Wyatt.

H. D. McLeod, treasurer of the New Brunswick contingent funds, acknowledges receipt from the Baptist church, Penfield, Charlotte county, of \$18.26; residents of Beaver Harbor \$7.

Capt. Kent of Grand Manan was in Yarmouth Wednesday evening, on his way to Sherburne, to resume command of the fishery cruiser Kingfisher, which went into commission on the 13th inst.

Within the last few months boards of trade have been formed at Yarmouth, Bridgewater, Canning, Summerside and Souris. St. Peters and Glace Bay expect to soon have boards in working order.

Robert Scott of the I. C. R. Moncton, on Friday received a telegram announcing the death of his brother, Wm. Scott, in the general hospital, Boston. The remains were brought to Moncton for burial.

Miss Alice Cropley, daughter of H. A. Cropley of Fredericton, has gone to take the position of superintendent of the home for graduate nurses at Waltham, Mass., hospital, of which she is herself a graduate.

Now, Mary, put the kettle on. And bring a cup of tea. Of flavor choice, aroma fine. As good as good can be. Then Mary put the kettle on. For she's my steadfast friend, And straightway brought what I desired— A cup of UNION BLEND.

E. B. Betts of Wentworth, N. S., has purchased from R. T. Coates of Napian a portable mill which he will have taken into his woods at Wentworth. Mr. Betts expects to cut about 1,500,000 feet of lumber this spring.

A Calais letter says: "H. W. Broad and John Wilson, formerly two well known St. Stephen men, have returned to that town from Montreal, and will establish an axe factory there if suitable premises can be obtained."

Captain Simpson of the firm of Alfred Winsor & Co., ship brokers, of Exton, is in town, a guest at the Victoria. Mr. Simpson is a member of the Exton city government. He will spend several days here.

William B. Chapman, chief of the general store department of the C. G. W. Railway Co., has just been elected an alderman of the city of Colwell, Iowa. Mr. Chapman is a son of Capt. S. C. W. Chapman of Dorchester, N. B.

Twenty vessels are along the banks of the river being overhauled for the summer trade. Such activity amongst local shipping has not been seen for years. Carpenters and caulkers are in brisk demand at big wages.—Ferryboro Leader.

A Calais letter says:—Mrs. Mary McLean, wife of Colin McLean, died at her home on German street, early Thursday morning, after a lingering illness. She leaves a husband and family. Mrs. McLean was a native of St. John, N. B.

Angus McPhee of Riverdale, P. E. I., left this week for Nelson, B. C. He is accompanied by Rodrick McKenzie of Long Creek, who has been teaching school for a number of years. These gentlemen intend to locate in the west.—Guardian.

The steamer Jeanette of the Frontier line will commence on Monday next making regular trips between Calais, Robbinston, St. Andrews and Esport. Later in the season the Rose Standish will replace the Jeanette on the same route.

The fire new Orange hall at Middle Simonds, Corleton Co., was publicly dedicated Monday, April 16, by Grand Master Hipwell, assisted by County Master Lockhart and District Master Porter. There were over fifty Orange-men in attendance, and a large number of people.

PAIN-KILLER is the best, safest and surest remedy for rheumatism and neuralgia. It is a liniment for wounds and sprains it is unequalled. Avoid substitutes, there's but one Pain-Killer, Perry Davis', 2c. and 5c.

One hundred men belonging to Liverpool, N. B., have forwarded a petition to the militia authorities requesting that they be formed into a company of infantry or battery of artillery. The men are anxious to serve in the militia and will, should it be considered necessary, go to South Africa.

The provincial dairy school at Sussex closed for the year on Thursday. There were altogether some thirty-five students present, and the term was a very successful one. If the coming season proves a good one for the dairymen, the school will be re-opened early.

Henry Heustis, son of the late Squire Heustis of Amherst, and a wealthy resident of Providence, R. I., has purchased the Lower Cove, Cumberland Co., griststone works from the Seamans family for \$15,000. He proposes developing the property and shipping 5,000 tons a year.

The life-size bust of Sir John Thompson, presented to the Halifax county court house, has been placed in position by William Bishop on a marble pedestal in the upper corridor outside the court room doors and facing the court room. The statue and pedestal are excellent pieces of workmanship.

Sch. Heien arrived at St. Thomas on the 16th ult., from Trinidad, and reports Feb. 18 sighted brig J. C. Hamblen of Liverpool, N. S., before reported abandoned while on the passage from Turk's Island to Portland. Captain Eisenschauer, of the Heiene, considered the derelict a dangerous obstruction to navigation and set fire to and destroyed it.

Few men in Halifax were better and more favorably known than Conrod W. Tupper, chief check clerk of the customs house, who died at his residence on Thursday. He was a son of the late Eddy Tupper, dry goods merchant, and had been in the employ of the customs for over 25 years. He leaves a widow and four children. The deceased married Miss Mason, a daughter of Nathaniel Mason of St. Margaret's Bay.—Halifax Herald.

Colonel Morris was to Middleton, N. S., last week, recruiting for the North-west Mounted Police force for the term of five years. The following passed sent left for Regina on Wednesday. All are unmarried: Charles Eisenhauer, Frank Driscoll, Kentville; John Brown, G. McLaughlin, Wilmet; S. Mossman, N. Germany; J. A. Best, Ingillville; Stanley V. Clem, Aylesford; Percy S. Chesley, N. Kingston; Mr. Ruggles, Bridgetown.

LOVE MAKES the world go round, but a bad cough or cold knocks all the sentiment out of a person. Adson's Botanic Cough Balm will cure the cold, stop the cough, and restore the sentiment. 25c. all Druggists.

Rev. J. J. Teasdale, who has been very ill, was able to attend service in the First Methodist church, Charlottetown, on Easter Sunday.

Notice to Subscribers.

John E. Austin is travelling in Queens Co. N. B. in the interests of the Sun.

Says Saturday's Charlottetown Guardian: "The Northumberland has been making regular trips to and from Point du Chene since she started on this route last Wednesday. There has been no trouble with the ice, although there is still some left in the harbor, and it is rapidly floating out to sea. The mails will be transferred to this route on Monday, when the special trips will commence with the boats morning and evening as usual."

The Madawaska county court was occupied during the last three days of last week in the trial of Hilaire Soucy, of the parish of Saint Francois, on the charge of arson. The evidence was purely circumstantial, and the jury brought in a verdict of not guilty. Detectives McCaskill and Crowe of Montreal spent some time at Clair, where the fire took place on the 9th of June last. This is the case in which the buildings of Joseph Loag were burned to the ground twice within one year.

RECENT DEATHS.

William Fletcher of Nashwan Village, York Co., is dead, aged 82 years. He leaves one son and one daughter, who live at home, and one married daughter, Mrs. J. W. Smith, also two brothers, Alfred Fletcher of St. Marys Bay and Leonard Fletcher of Fredericton.

Mrs. Charles Peard of Marysville, is dead, aged 77 years. She leaves five sons and four daughters.

Mrs. Ezekiel Allen of St. Marys, York Co., is dead, aged 29 years. Her husband and two children survive. Frank Kavanagh of Mount Edward Road, near Charlottetown, was run over and killed by a train near that city on Monday. He was about 40 years old.

John Moffat of River Hebert, N. S., died on Wednesday. He was 61 years old and leaves a widow and one daughter.

Mrs. Isaac Carter of Amherst died on Thursday, aged 74 years. Her husband and four children survive. The children are Mrs. Bedford Bacon, Calloway; Mrs. M. Trider of Moncton; Mrs. Otto Tuttle and Mrs. John W. Cove of Amherst.

The death occurred Friday morning of John E. Edwards, who has been ill at his late residence, 215 Duke street, for some months past. The deceased was a book-binder by trade. A wife and four children survive him.

The death of Maud, daughter of Mr. and Mrs. J. L. Jefferson, occurred at Annapolis Wednesday. She was 29 years old. Only about a year ago she had another promising daughter.

Harry Rand, youngest son of the late Leander Rand, died on Wednesday evening at his residence near Canning, N. B., aged 37 years. Mr. Rand leaves a wife, daughter of Edward McLeachy of Grand Pre, and three children.

While quietly sitting in her favorite arm chair on Friday, Mrs. Samuel Ackles of Northport entered that bourne from which no traveler returns. Four children, Rebecca, married in the United States; Samuel, of Sackville; Charles, of Northport, and Joshua, of Pictou, survive her. Her son, James, died only a few weeks ago.—Amherst Press.

Mrs. Elizabeth H. Titus, relict of the late John Titus, died at her residence, 22 Brussels street, on Sunday, after a short illness. The deceased, who was in her nineteenth year, leaves four daughters, Mrs. Gunter of Boston, Mrs. C. T. Farnes of this city, and Miss Sarah and Miss Rebecca. The remains will be taken to Titusville for interment on Wednesday morning's train.

The death occurred in this city last Sunday of the widow of the late James Clark, who at one time was flour inspector here. The deceased lady was 70 years of age, and leaves one son, Geo. H. Clark, who resides in Chicago.

FORTY YEARS A BISHOP.

Fishop Casey, assisted by the palace clergyman, celebrated solemn Pontifical mass in the Cathedral on Sunday morning at 11 o'clock. The attendance was large. Bishop Sweeney was present at the service, and occupied the throne, assisted by Revs. P. Farrell and H. D. Cormier. During the mass Dr. Sweeney imparted the papal benediction. Rev. A. W. Titus, the preacher, an admirable sermon appropriate to the day. In closing, he paid an eloquent tribute to the venerable head of the diocese, who had been the faithful shepherd of his flock for two score years. Then followed a brief address from the Dean of the Cathedral, H. Kirby. He said as this was the fortieth anniversary of his consecration, he was greatly pleased to be present at the holy sacrifice of the mass with his congregation. Although his general health was excellent, owing to increasing years he was not able to move about as in former days. His lordship spoke feelingly of the death of Rev. Wm. O'Leary, who was well known to all present. A week or two ago he was in excellent health, faithfully attending to his parochial duties. After a few days' illness, word came this morning that he had been called to his reward by the Divine Master, in whose service he had labored with zeal and fidelity for over twenty years. It was not generally known that his lordship would be present at the Pontifical mass, as the service is quite lengthy, and it was with feelings of general satisfaction that the congregation saw him taking his place on the throne. His lordship's voice is as pleasant as ever, and he could be heard a considerable distance. His address was listened to with great attention.

In the afternoon, Pontifical vespers were celebrated by Bishop Casey and the palace clergyman at 2:15 o'clock.

Read the SEMI-WEEKLY SUN.

Boys' Spring Clothing!

Does your boy want a new suit? If he does, don't forget that we offer by far the largest and finest assortment of Boys' Clothing to select from and sell them at the lowest prices reliable clothing can be sold at. This Spring, our assortment is the largest and best ever offered in this city; therefore, if you want stylish and reliable clothes for your boy, don't fail to see the goods and prices we have to offer.

VESTEE SUITS—For ages 3 up to 10. There isn't anything that can supplant the Vestee Suit on account of its general utility. We are displaying an exceptional assortment fancy chevrons and serges. Don't fail to take a peep at our immense stock, \$2.50 to \$6.00.

THREE-PIECE SUITS—For Boys, ages 9 to 16. Coats are single-breasted. Nobby checks, neat stripes and fancy plaids, in tweeds, also blue serges and black clays. These are manly looking suits for manly looking boys like yours. \$3.00 to \$8.00.

BOYS' BLOUSE SUITS—Ages 3 to 12. We are showing a large stock of Blouse Suits in many different styles, and every one a beauty. You will find checks, plaids and stripes, and blue serges. Price advances by steps from \$1.25 to \$5.25.

TWO-PIECE SUITS—Sizes 4 to 12 years. Strong, serviceable and good looking suits, that the boys can romp and play in, and they will stand the hard usage. \$1.50 to \$5.00.

Write for our Spring Style and Sample Book of Men's and Boys' Clothing.

KING STREET, COR. GERMAIN. GREATER OAK HALL. SCOVILL BROS. & CO., SAINT JOHN, N. B.

OVER 107 YEARS' OLD.

Mrs. Amy Blizzard the Oldest Women in the Province, Dead.

Mourned by Over Sixty Grand Children, a Number of Great Grand Children, and a Few Great, Great Grand Children.

Mrs. Amy Blizzard, relict of the late Thomas Blizzard, the oldest woman in New Brunswick, and probably in Canada, as well, died April 16, at the home of her daughter, Mrs. Isabella Smith, near McDonald's Point, aged 107 years and eight months, lacking but a few days.

Mrs. Blizzard was the daughter of Oliver Akery, a United Empire Loyalist, who left New York after the revolution and settled in Gagetown. His wife was a Miss Lucy Ward of Cumberland. When only nineteen years of age, that is in 1811, Miss Amy Akery married Thomas Blizzard of Cambridge, Queens Co. The result of the union was eight sons and eight daughters. Ten of these are still living. They are:

Oliver Blizzard of Washademoak, who was born in 1812.

Mrs. Mary Mead of Indian town, born in 1812.

John Blizzard of Indian town, born in 1817.

Mrs. Sarah Scribner of New Limerick, born in 1819.

Mrs. James Hamm of Washademoak Lake, born in 1823.

Mrs. George Black of Indian town, born in 1827.

Mrs. W. B. Smith of McDonald's Point, born in 1830.

Mrs. Thomas Watson of St. John, born in 1832.

Thomas Blizzard of Indian town, born in 1834.

Mrs. Samuel Hamm of Indian town, born in 1838.

There are over sixty grandchildren, a large number of great-grandchildren, and a few great-great-grandchildren.

Even before Mrs. Blizzard reached her hundredth year it was the custom for all her descendants and a large number of friends to visit her and to celebrate each birthday. These anniversaries she did not look forward to as pleasant spots in her long life. The company, reaching often into the hundreds, would fairly take possession of the home, and every minute of their stay was a continuous source of enjoyment to the lady whom they came to honor. She knew every one of her large number of descendants by name, and would have a word for them all, bringing up scenes forgotten by them, but seemingly to her as new and fresh as at the time of occurrence. Her memory was in fact a source of amusement. She never seemed to forget anything. When a question was asked her by an inquisitive child, she would answer readily. Her keenness of mind and bodily activity seemed never to forsake her.

The proceedings of the anniversary would tax her strength somewhat, but she would never permit the younger people to be kept quiet out of deference to her advanced years. "Let me go on," she used to say, "let them go on; I can stand it for one night." And stand it she did, waking up bright and early in the morning to see her children and joining with them in a clear, strong voice in the singing of the hymns, and especially of her own favorite.

"How loth are we to leave the place where Jesus shows a smiling face." "The old hymn that commenced with those two lines was always sung, and sometimes repeated, at the gatherings.

A woman who in her younger days must have weighed nearly 200 pounds, Mrs. Blizzard gradually lost flesh until last year her weight was hardly more than 120. Her form was somewhat bowed with age, but her eyes were as bright as in her younger days, her voice remarkably clear and her bearing stout. For some time both her hearing and vision had been impaired, but she seemed to regain both as she increased in age, and for the last few years she has not needed, nor used, spectacles.

Mrs. Blizzard was a consistent member of the Free Baptist church, being baptized by Father Pennington, one of the pioneers of that body in this province.

Over thirty years ago Mr. Blizzard died, and since then his widow has lived for the most part with her daughter, Mrs. William Smith. She had been ailing about a week, and had suffered, but as the end drew near she fell asleep and passed away calmly. It was her own request that

PENMANSHIP.

Nothing in education has been so much neglected as penmanship, and yet, for practical value, hardly any educational acquirement is so important. The Currie Business University of this city is now offering a special course in business writing and practical arithmetic. Classes are in session every Monday, Wednesday and Friday afternoons and evenings. Terms, \$15.00 for six months.

THE LATE FR. O'LEARY.

The remains of the late Rev. Fr. O'Leary were brought from Fredericton Monday. The body was accompanied by Mrs. McDonald and John McDonald, Jr. Other passengers were Ald. M. Ryan and W. E. Farrell of the C. P. R., and J. Doyle, H. A. O'Brien and D. Lendin of the Anglican Order of Hibernians, who will represent these associations at the funeral. They are at the Dufferin. The Rev. J. J. Ryan of St. Mary's and Rev. W. DeLaurier of St. Stephen also arrived in the same train.

School Trustee Col. James McGrath, James Cullinan, John Sullivan, the editor of The Monitor and other friends of the deceased met the party at the station.

A Fredericton despatch says: The remains of the late Rev. Father O'Leary were removed to St. Dunstan's church Monday morning, where requiem mass was solemnized by Rev. J. J. Ryan, assisted by Rev. M. Murphy. A large concourse of people followed the remains to the church, which was crowded throughout the service with friends of the deceased.

Several Indian parishioners of Father O'Leary journeyed to Fredericton to look for the last time on the face of their loved priest. The coffin was closed when they arrived, but at the request of Mrs. McDonald it was opened. The Indians were much moved.

The trains east and west are bringing to look for the last time on the face of their loved priest. The coffin was closed when they arrived, but at the request of Mrs. McDonald it was opened. The Indians were much moved.

The train was five hours late, and the roads at this season are hardly passable, nevertheless farmers from fifteen miles distance came to town and waited here till midnight, when the train arrived, to show to Mr. LaForest, as stated in Mr. Martin's address, how proud they were of his course during the session just closed, how much they felt the attacks made upon him by the government members and press and how determined they were to stand by him. There has never been such a popular outburst of enthusiasm in this county on such an occasion, and it is very significant of the times.

COFFEE ARGUMENT.

New Evidence of the Effect

A South Dakota man, W. A. Dawley, Sturgis, explains the condition some men get into from coffee drinking. Let me be understood that coffee seems to agree with some people well enough, but when a person finds it does not agree, it is better to leave it off. He says: "I used coffee about twenty years and quit it September 20, 1898. I had about given up when I finally concluded to investigate and see if it was really true, as I had read in a number of your statements that coffee acted like a poison to some people. It was an easy matter to leave off coffee when I took Postum Food Coffee, for the food coffee tasted as good as the other, and to my surprise, it set good on my weak stomach."

"I have been buying the Postum through my grocer, Mr. Jas. Meyer, and always have followed directions carefully. Liked it from the first and have drunk Postum three times a day ever since. Have gained twenty pounds in weight, my appetite is better than ever before, my sleep perfect, dyspepsia is a thing of the past, and my nerves are what they should be. I can vouch for the statement that Postum Food Coffee makes red blood and plenty of it. My son, Amos Dawley, of this city, has been completely cured of dyspepsia in three months by cutting coffee and using Postum Food Coffee. This is given you as an honest testimonial of the priceless value of your (to me) life-saving food drink. You are welcome to use my name if you want." Respectfully,

WANTED.

\$3 A DAY SURE. SEND US YOUR ADDRESS and we will show you how to make \$3 a day—absolutely sure; we furnish the work and teach you free; you work in the locality where you live. Send us your address and we will explain the business fully; remember we guarantee a clear profit of \$3 for every day's work, absolutely sure; don't fail to write today. Imperial Silverware Co., Box 4415, Windsor, Ont.

EDMUNDSTON.

Mr. Laforest, M. P. P., Welcomed Home With Intense Enthusiasm.

Met at the Station by Four Hundred Torch Bearers and Presented With an Address Endorsing His Political Course.

EDMUNDSTON, April 17.—Mr. LaForest, M. P. P., returned here last evening from Fredericton and was met at the station by over four hundred of his friends from the town and surrounding parishes with torchlight. They escorted him to his home, and there an address was read to him by Jos. T. Martin approving the position taken by Mr. LaForest during the last session.

In returning thanks to the cheering crowds assembled before his residence Mr. LaForest stated that he would long remember the magnificent reception accorded him, the only and greatest demonstration given to any member on his return from his legislative duties in the history of this county. This was the greatest proof that the people of Madawaska were heart and soul with him in the stand he had taken. He referred to the long session just closed, which would be a memorable one, and announced that as soon as the summer roads would permit he would take occasion to visit the county and explain to the people how the present government were no longer worthy of their support.

This demonstration in honor of Mr. LaForest was a spontaneous mark of the high esteem in which he is held in this county.

The train was five hours late, and the roads at this season are hardly passable, nevertheless farmers from fifteen miles distance came to town and waited here till midnight, when the train arrived, to show to Mr. LaForest, as stated in Mr. Martin's address, how proud they were of his course during the session just closed, how much they felt the attacks made upon him by the government members and press and how determined they were to stand by him. There has never been such a popular outburst of enthusiasm in this county on such an occasion, and it is very significant of the times.

S. S. LUSITANIA.

The latest addition to the Elder Dempster fleet of mail boats, the Lusitania, arrived here Saturday morning from Liverpool via Halifax. She is a fine ship. Her dimensions are: Length, 380 feet; beam, 50 feet; hold, 37 feet. She registers 2,518 tons net and grosses 3,212 tons. The Lusitania has a speed of about 15 knots, and is a grand sea boat. Her passenger accommodation is away above the average. Her saloon is a large and elegant fitted up place. The tables are well arranged, and will seat 50 people. She has 29 first class staterooms, which are fitted so as to accommodate two or three people, as is required. The rooms are large, well ventilated and supplied with all modern improvements. The alleyways leading to the staterooms are magnificently decorated, there being paintings on glass representative of some of the famous pieces of scenery in Great Britain. Above the saloon is a music room, which is a perfect little gem. This is a well appointed saloon. The ship is offered as follows: Commander, Capt. W. Jones, formerly of the Lake Winnipeg and Lake Huron; chief officer, J. V. Foster; second officer, R. W. Langshaw; extra second officer, R. H. Kidd; third officer, T. Mullen; chief engineer, T. Buchanan, formerly of the Lake Superior steamer and steward, C. E. Hudson; physician, Dr. Ferguson of Montreal. Capt. Jones is a competent man and has a capable lot of men under him. Further Hudson is a very able gentleman, and has been in the Elder Dempster employ for 16 or 17 years. The Lusitania will have a lot of passengers out of St. John, among them Dr. W. W. White and wife, D. N. Varnant and wife, Rev. J. de Souza, Dr. G. A. B. Addy, Miss Peters, Miss Skinner, Miss Helen Barker and Miss Skinner.

NEW GOODS. NEW GOODS.

- Dress Goods, Prints, Skirts, Waists, Wrappers, Corsets, Carpets, Oilcloths, Straw Matting, Rugs, Yarns, Feather Ticking.
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N. B.—Any of the above goods Exchanged For Wool at Regular Cash Prices.

PROVINCIAL NEWS

RICHMOND, April 17.—The death of Mrs. Legson, wife of Robert Legson of Kent Junction, occurred on Wednesday. The remains were brought in on the Kent Northern train yesterday afternoon and buried in the R. C. cemetery. The deceased was aged sixty-nine.

The patriotic entertainment in the Kingston hall on Thursday evening in aid of the India famine fund realized about thirty-five dollars.

ST. MARTIN'S, April 17.—A large concourse of citizens paid the last tribute of respect to one of St. Martin's oldest residents, Samuel McCormack, on the 17th inst. He was 82 years of age. His funeral was held at 10 o'clock on Thursday afternoon at St. Martin's church. The service was conducted by Rev. S. H. Cornwall; the interment took place in the cemetery adjoining the Baptist church. He was born in Pughwash, N. S., but had been a resident of St. Martin's for fifty years and had attended the age of seventy-eight years and six months. His last illness was brief. He will be much missed in the community, for during all his years here he has been the sympathetic friend of all classes. Wherever sickness or distress were, there "Uncle Sam" felt it his duty to be assisting in the light watches of the night, he could render service. He is known to have attended no less than eight hundred funerals. In earlier days his business was that of ship carter, sailing for a number of years with Capt. W. H. Mifflin in the empty days of the war. He was a member of the family, but an aged widow survives and has the respect and sympathy of the entire community.

The W. M. A. Society held a social and tea, followed by a public mission meeting, in the Baptist church, Friday afternoon and evening. The speakers, Mrs. C. S. Titus, occupied the chair. The meeting, although not largely attended, was full of interest. Three ladies joined the society.

The friends who so nobly assisted in giving the patriotic concert last week which was such a brilliant success in finances as well as entertainment, this evening socially surprised Mr. and Mrs. J. B. Hodson, who during the preparation for the concert so kindly opened their spacious parlors for the practice. A pleasant evening was enjoyed.

HAVELOCK, April 17.—The portable saw mill owned by C. I. Keith was burned this morning. The mill was running up to a short time of the fire. Part of the machinery was saved. The loss in the vicinity of \$500. The dwelling house of Samuel McDonald, game warden, at Havelock, was destroyed by fire yesterday afternoon. Part of the furniture was saved; the building was insured.

Mr. Kingston still continues very low. Dr. B. S. Thorne of Havelock and Dr. G. N. Pearson of Sussex held a consultation on Monday. Mr. Handsome came last week, and Mr. Mahon, who is just recovering from a broken limb, arrived a few days ago. The stream drivers have commenced operations, but owing to a scarcity of water they are not making much headway at present.

CASPERSVILLE STATION, Queens Co., April 17.—The lumbermen of the Back Creek, near here, are now driving them to the mill. A large drive in the North Branch of the Oronto and one in the North Branch. Geo. Barrell of St. John has also purchased some fine lots of logs along the South Branch.

La Grippe has been laying its grasp on a number of persons around here, but thus far all are convalescing. A case of diphtheria was reported at short notice. The sum of \$20 was raised for Rev. O. N. Mott. Miss Estlin, who has been at school at St. John, is succeeded by Miss Jennie Smith of Blisville, Sunbury Co.

HOPWELL HILL, April 10.—The ladies of the Methodist church held a successful picnic in the woods at Hopwell Hill, on the 10th inst. The sum of \$10.25 was realized. Miss Margaret McGorman, teacher of the primary department of the Holy Trinity school, is taking a rest at her home here, being afflicted with an affection of the throat. Her place is filled temporarily by Miss Harriet Comben, formerly of the Sussex schools.

Capt. T. B. Hamilton died at his home here today of acute disease, which has been his illness. He was widely known as a shipmaster, having owned a cutter for many years, until his retirement from the sea some time ago. He was about 70 years of age, and leaves a wife and two boys—Capt. P. and John E. Hamilton of Vancouver, B. C., and a daughter, Miss Lily E. Hamilton of Blisville, Sunbury Co.

ST. ANDREWS, April 10.—Rev. J. C. Berrie left by C. P. R. yesterday on route to Hopwell Hill to attend the funeral of a relative at the late Mrs. J. H. Purdy. Mrs. Purdy was sister of the late Geo. F. Stickey of this town.

Rev. E. W. Simonsen has tendered his resignation of the curacy of All Saints' church, to take effect on the 17th inst. The Methodist congregation have decided to make extensive and much needed repairs and improvements in their parsonage.

Rev. E. W. Simonsen has received notice to quit the premises he now occupies as a residence. It is understood that J. S. Thibault has purchased it from the owner, H. Todd of St. Stephen.

Hans Johnson, whose farm and dwelling, etc., are situated at the foot of Campbell's hill, has let on to Mr. Nodden. Mr. Johnson is run down in health he intends to move into St. Andrews for a change and rest.

CAMPBELLTON, N. B., April 10.—This was nomination day for the town elections, and all offices were filled by acclamation except that of mayor, which will be contested by ex-Mayor W. A. McLaughlan and Councilor Geo. G. McKenzie. The gentlemen elected are W. A. Mott and Wm. Glover as councillors at large, Howe Taylor and George E. Asker as councillors for ward three, F. F. Matheson and John T. Ventour as councillors for ward two, Mayor D. Murray and W. D. Duncan as councillors for ward three. The three old assessors, Thos. Keith, William Andrew and Charles Goss were re-elected.

SUSSEX, April 10.—The sad news of the death of Mrs. Alexander McLeod, which took place at her home in Carletonville at 11 o'clock last night, reached here early this morning. The deceased lady had attained the 81st year of her age, and was widely known for her many estimable qualities. She will be greatly missed by a large circle of friends and neighbors. She leaves a sorrowing husband and children to mourn their loss. Wm. T. McLeod, commercial agent; Miss (Doctor) Mary E. McLeod and Mrs. Geo. W. Carson, residing in St. John, Octavia, residing on the homestead; Mrs. Chas. H. Cook of Carletonville and W. McLeod, now holding a responsible position in Boston.

The deceased will be laid to rest in the family plot in the Carletonville cemetery at 2 o'clock on Thursday afternoon. Rev. Mr. Hamilton, Methodist, conducting funeral ceremonies at home and grave. The ladies of Church Avenue Baptist church are to hold a high tea and sale of fancy articles in the vestry of their church on Thursday evening.

Major J. Edwin Arnold, insurance agent, who has been confined to his home by sickness during the past few days, is improving and hopes to be out in a day or so.

FREDERICTON, April 12.—There was a large attendance at the opening of the supreme court this morning to witness the unveiling of the portrait of his honor Chief Justice Tuck, which had recently been procured by the Barristers' society for presentation to the court. Almost the entire local bar was in attendance, and in addition to these a number of leading citizens of Fredericton and many members of the legislature, including the attorney general, speaker, Mr. Haven, Hon. Mr. McKewen and barristers from St. John and other sections of the province. The portrait, which is creditably to the artist, Mr. Harris of Montreal, was presented by Mr. Tuckney, Q. C., vice-president of the Barristers' society, who spoke at some length. The chief justice made a happy reply.

FREDERICTON, April 10.—Capt. Jas. M. Barker, one of the oldest steamboat captains in the province, died at his home at 10 o'clock this morning. Deceased was 81 years of age, and was held in high esteem throughout the community. He was the lieutenant-governor and two daughters survive him. The funeral will take place Thursday afternoon at 3 o'clock.

At a meeting of the university senate held this morning to discuss the proposed plan and drawings for the projected scientific building.

A committee consisting of Chancellor Harrison, Judge Barker and J. D. Hazen was appointed to have specifications prepared, and to call for a brick building and the building. Two sets of tenders will be asked for. One for a brick building and the other for a stone structure.

FREDERICTON, N. B., April 11.—Rev. Wm. O'Leary, who was removed this morning from Long's Hotel to Victoria Hospital, suffering from lockjaw. His condition is such that he is unable to speak, and a gentleman has not been well for a week or two past, but nevertheless went to Cork yesterday to attend to his business. He returned on Sunday last. On his return to Fredericton and arrival at Long's hotel, Monday evening, he was taken unwell. His condition gradually grew worse and last evening Dr. Albertson pronounced the trouble lockjaw.

Chief Commissioner White has granted the request of the university senate for the use of the parliament building on the occasion of the centennial of the province.

WILFRED'S COVE, Queens Co., April 17.—Miss Tamara Gunter, who has been teaching school at Robertson's Point, is down with pneumonia.

A large number of young people are leaving here this spring for Uncle Sam's domain. Amongst those who have recently gone are Warren E. Mosley, Robert Kelly, Samuel Knight, Charlie Orchard, George Stewart, Holly Stewart, Judson Ferris, Miss Law Orchard, Miss Macy Orchard and others.

George Knight and Burfield Springer are operating their wood cutting machine again this spring, at present at S. B. Orchard's.

Lezlie E. Wright, who has spent the last two years in New Hampshire, returned home last week to visit his parents.

Brun Slomkin of Waterborough, are operating their wood cutting machine one day last week, severely cut two of his fingers.

MILLSTREAM, April 10.—Peter C. Wright, a much respected resident, died on the 4th inst. in the 79th year of his age. The remains were interred in the cemetery on Sunday last. He leaves a wife, two sons and three daughters.

Mr. and Mrs. James O'Neil received the sad news of the death of their son-in-law, Michael McLennan, of the United States. Mrs. McLennan died about two years ago, leaving a large family of young children.

CORNHILL, Kings Co., April 11.—The death occurred on the 3rd inst. of Ezekiel Duhaime, who for the past year has been very weak with paralysis. He was 56 years of age, and leaves a wife, three sons and four daughters and a large number of relatives to mourn. He was a member of the peace for a number of years, and a consistent member of the Free Baptist church. The portable saw mill, owned by M. S. Keith & Co., was destroyed by fire on Friday night last.

SACKVILLE, N. B., April 12.—A striking feature in the conservatory work this term is the lecture course on musical history by the director, Prof. Vincent. Beginning with the time when music, heavenly made was being sung, the ground has been well covered; origin of musical forms described, practical illustrations of early music, vocal and instrumental, given and a vast amount of information, historical and biographical, set before the students in an attractive manner. Mr. Vincent is well practiced lecturer, having in one school alone given two musical talks a week for five years. He has also a happy knack of presenting solid facts in felicitous language as fixes the attention of the most inattentive gain interest every week.

Arrangements are being made to have a concert in Beethoven hall May 5th by the Boston Sextette club, who are already booked for St. John. Such

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concocted string music as they give has never been heard in Sackville, and the concert will be a rare treat. A notable member is Wolf Fries, the veteran soloist, who has played in America fifty years. The club will be accompanied by a soprano soloist who is favorably known here, Miss Helen Wetmore, Moncton's talented young vocalist. Miss Wetmore has been singing with great acceptance in the United States. The programme will probably embrace music both popular and classical.

Sackville is coming well to the front as a musical centre. W. Spencer Jones, Director, wishes to bring here the world famous French soprano, Mlle. Annette Trebell, but an engagement will probably not be made.

There seems to be no difficulty apprehended in filling the prospective vacancies at the Ladies' college. Though little more than a fortnight since the resignations were made public, Dr. Borden has received a large number of applications, several extremely eligible.

FREDERICTON, April 12.—The probate application of the will of Sarah Baker of New Bedford, Gloucester county, was argued before Judge Macdonald. The will was proved and the probate court allowing it, George Gilbert court considered. The case was adjourned till Tuesday of next week.

The old Col. Allen homestead at Kingsclear, occupied by Delancy Allen, was burned to the ground this morning with all its contents. The cause was a fire which started in the kitchen.

Rev. Father O'Leary's condition is considerably improved. He is able to walk and to attend to his duties.

Six freight cars of the Canadian Eastern accommodation train, which ran off the track seven miles above Pictou and narrowly escaped a collision with the New Brunswick live steam train, were derailed. The cause was a bad track and a wrecking train was immediately sent out from Gibson and the derailed cars were brought back to Fredericton.

The examination of Judge Vanwart under oath and before Judge Wilson to the effect of his report on the case of the late Geo. F. Gregory, Q. C., for Mr. Lynch, of the recent case, was held in the presence of the jury, and related almost entirely to the disposition of a ten thousand dollar man who was killed in a collision with a train of Woodstock, Quebec, on the 11th inst. It was mostly, he said, in connection with the case of the late Geo. F. Gregory, Q. C., for Mr. Lynch, of the recent case, was held in the presence of the jury, and related almost entirely to the disposition of a ten thousand dollar man who was killed in a collision with a train of Woodstock, Quebec, on the 11th inst. It was mostly, he said, in connection with the case of the late Geo. F. Gregory, Q. 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