## The material left over, while charged to less price per pound than if built of sections prices and such as this very company THE WAR! General Business. Miramichi Advance. such as were in the Lefebvre and Campbell charged in respect to many of their own the Mill Cove bridge, was used in the **BIGGLE BOOKS** Trueman's Pond bridge and the province. bridges upon which from two to ten times br.dges and such as would yield a fair and - APRIL 26, 1900, OHATHAM, N. B., the amount of labor had been expended in living profit. was out nothing by the transaction. DERICTON There is plenty of war news of a certhe construction of the bridge. The reasonableness of the price paid for MR. ROY'S METHODS. It's Their "Customary Attitude." tain kind, but nothing of a decisive the bridge was shown by this statement WAS IT ROBBERY ? He had called attention to the fact He intended to refer further to this that Mr. Roy came here, as Mr. Johnson which Mr. Hezen said he was glad to character. A Farm Library of Unequalled value-Practical, Up-to-date, Contrat and Comprehensive-Hand-Susines The Commercial says :-statement of Mr. Roy, and would say sought to come here, with a few selected have, the statement of Mr. Roy ; take No battles have been fought since bridge No. 985 if you like, at Ramsay in with all confidence that honorable gentle- contracts for bridges built, and when were "The late civic election has brought somely Printed and Beautifully Illustrated. our last report, although the purveyors Ontario, a span of 75 feet. The total cost men had only to study this statement they built? Built in 1895, 1896 and W.J.OSBORNE about many changes ; the most surpris-By JACOB BIGGLE of news intimate that something in that ing of which is that an old well-tried of the bridge, or contract prize was carefully in order to see that it proved 1897, in the years during which those PRINCIPAL. No. 1-BIGGLE HORSE BOOK \$2.454.45 for a span 75 feet in length, and | beyoud - coubt that in respect to many | bridges in respect to which the committee 5---line is impending. liberal has become the Chatham corres-All about Horses-a Common-Sense Treatise, with over 74 illustrations ; a standard work. Price, 50 Cents. The long experience as a practical Accountant ant Commercial teacher, of the principal; the thoroughness of the work that is being done; the for a 16 foot roalway, tendered for in Mr. of the bridges which this company had were making ther investigation were pondent of the St. John Sun. What The censorship of the press is very No. 2-BIGGLE BERRY BOOK Roy's statement, by the Hamilton Bridge built in Oatario they got a price ranging | built ? No. They were bridges built in next? rigid, which, in a large measure, All about growing Small Fruits-read and learn how; contains 43 colored life-like reproductions of all leading varieties and 100 other illustrations. Price, 50 Cents. reasonable rates of tuition, and the very low figure at which board may be had, are some of the things Company, costing \$32.72 per lineal foot ; from six to seven cents per pound, and 1898 ; bridges in respect to which he sup-There is not anything new or surcounts for little being known of what 1000 only 16 feet wide as against the Mill Cove many of those were riveted bridges and of posed Mr. Roy discovered they had prising in that. The local paper which that are making is going on in South Africa. No. 3-BIGGLE POULTRY BOOK bridge of 19 feet wide which cost \$20 per a cheaper character, the price of which charged very low prices and thought they All about Poultry ; the best Poultry Book in existence ; tells everything ; with 23 colored life-like reproductions of all the principal breeds; with 103 other illustrations. is blatant in its denunciations of the foct. (Applause) Yet does not my hopor- was from one to one and a half cents less might make an impression on the com **Fredericton Business College** The Legislature. Liberal party is and has been, for at able friend understand the difference be- per pound than a pin bridge. He took mittee. As he said last evening, it was Price. 50 Cents. tween a heavy and a light bridge? There for example bridge No. 1100, which was extremely fortunate they were able to No. 4-BIGGLE COW BOOK least three and a half years, the organ MR. PUGSLEY'S SPEECH All about Cows and the Dairy Business ; having a great sale; contains 8 colored life-like reproductions of each breed, with 132 other illustrations. Price, 50 Cents. are mysteries about this bridge building a riveted bridge costing 6.42 cents per drag out of Mr. Roy this statement which the popular college of the Maritime Provinces. and mouth-piece of the dozen or two [Continued from last week.] sent attendance more than. dou which require to be explored to thorough- pound, add one and a half cents to that spoke so eloquently in denunciation of distinguished gentlemen who is each a year. Send for FREE Catalogue. Address, These gentlemen talk as if the best No. 5-BIGGLB SWINE BOOK ly understand it, and I tell my honorable and its made a fair selling price of 7.92 the opinion Mr. Roy expressed as to Just out. All about Hogs-Breeding, Feeding, Butch-ery, Diseases, etc. Contains over 80 beautiful half-tones and other engravings. Price, 50 Cents. governed the prices of the structures. I say leader of the local Liberals. They W. J. OSBORNE. riend if he will take home with him at cents per pound. He wondered if his hon- what won'd be a fair price for the conif an engineer skilled in this way can so Principal sold out the subscription list of their the close of this session one of these blue orable friend were in Outario and in the struction of those bridges. He had there Fredericton, N. B. design a structure as that by having light The BIGGLE BOOKS are unique, original, useful-you never saw anything like them-so practical, so sensible. They are having an enormous sale-East. West, North and defunct Liberal Herald to their friend, prints and see the prices of the various municipality to which this bridge was sold the contract of what is called the material he can make one add strength to GO TO bridges constructed by the Hamilton if he would have said that Mr. Roy's com- Hunter's Mill bridge, in Nova Scotia, and the proprietor of the anti-Liberal organ the other and give bearing to the other and South. Every one who keeps a Horse, Cow, Hog or Chicken, or grows Small Fruits, ought to send right away for the BIGGLE BOOKS. The Bridge Company, and the means of arrivpany had stolen out of that municipality. | would be able to demonstrate from that because, it is understood, they were so produce a light structure of careful de-PORTLAND, BOSTON, ETC. ing at profits by throwing in heavy ma-(Hear, hear.) That he had stolen a large contract that in order to yield a fair living sign requiring a great deal more labor than disappointed that the greater number amount and exacted from them double profit, between seven and eight cents terial here and there it will surprise him upon a heavy structure, if he produces an of them were not put into Dominion VIA THE and account for much we see with regard to what the bridge was worth. To say they per pound was the price which should equally good and strong structure but more offices just as soon the Conservatives Canada Eastern Railway prices in Mr. Roy's statement. have charged a double price would be to have been charged in respect to that graceful, we must allow for the labor on that paper, made for you and not a misfit. It is 22 years were defeated in 1896. The Sun and reflect upon that company and charge them bridge, providing the ordinary workman-A STRIKING FACT. old; it is the great boiled-down. hit-the-nail-on-the-head,---quit-after-you-have-said-it, Farm and Household paper in bridge, just as we would allow for the metal and Fredericton. with exacting more than the bridge was ship went into it relative to the metal. other papers of its political affiliations if a heavier bridge, and therefore in respect But how striking it is that here is the world-the biggest paper of its size in the United States of America-having over a million and a-halfregular readers. worch ; just as he said the charges made In the first place, it was built on the deare entirely in the confidence of these to the weight, if you have a light highway bridge, splendid so everyone says, against In that House reflected in the most serious sign of the Hamilton Bridge Company Pullman Sleeper runs through which no one has a word of criticism gentlemen, who always go for political bridge the cost per pound necessarily is very Any ONE of the BIGGLE BOOKS, and the FARM JOURNAL way the character and integrity of themselves, not on a design or plan pre-Fredericton Juncton much greater than with respect to a heavier from make, capable, if I remember rightly, 5 YEARS (remainder of 1899, 1900, 1901, 1902 and 1903) will be sent by mail to any address for A DOLLAR BILL. Sample of FARM JOURNAL and circular describing BIGGLE BOOKS free. aid and sympathy to those papers. Such such n. h as Mr. Ruddock and Mr. Peters pared by the engineer of the Nova Scotia bridge. Boston. carrying 1,200 pounds per foot, as good and other gentlemen connected with the government, because attached to the con-Little Red Riding-Hoods are always highway bridge as any of this government, THAT IS WHY THERE IS NO COMPARISON. WILMER ATKINSON. Record Foundry Company. The charges in tract was the strain and material sheet Address, FARM JOURNAL soothed by grandmothers of that kind. between railway bridges and highway and a great deal of labor relative to the Assessors' Notice. CHAS. F. JENKINS. PHILADELPHIA effect were that thes gentlemen had repre- of the Hamilton Bridge Company. Taking They get no quarter, however, from bridges, so far as rate is concerned, and pound, and yet it only co t the province sented to the government that they were the specification it would be found it was you must have been amused, and I think under the circumstances I have mentioned genuine Liberals or honest Conservaonly making a fair and reasonable profit out not true as the honorable gentleman I had better refer to it just now, by the \$20 a foot, against a bridge three fee PARISH OF CHATHAM. tives, so they must have it from some of these bridges ; in effect these gentlemen | seemed to think that the government of lake More Muscle statement of my friend that he did not i narrower which this generous company that The preliminery lists were said to have been stealing money out Nova Scotia did not pay for the cost of quarter, even if it is a treacherously wish to trouble the committee by bringing wants to get in here to build bridges fo store of George Stothart, of the public chest and obtaining these paint put on after the erection. The com-Statements in writin interested one. The Sun, of course, before them any comparison as between us, charged the municipality of Ramsay And keep the same in firm flexible April 11th. prices under false representations : the effect | pany cn'y put on a coat of paint at the despises and laughs at them, even while railway and highway bridges. When did the rate of \$32.72 per lineal foot. Is not of his honorable friend's charge was that in | works and after the bridge was erected the my friend come to this conclusion ? Was that a striking figure-the fact tha

G. STOTHART, S. WADDLETON, Assessors. W. DAMERY, Chatham March 30th, 1900.

The Assessors will meet at the office of S tothart on Wednesdar afternoons, April 4th, 1 and 18th, to hear objections to said valuation.

connected with the Fishery rights of OF CANADIAN RUAS

publishing their lamentations.

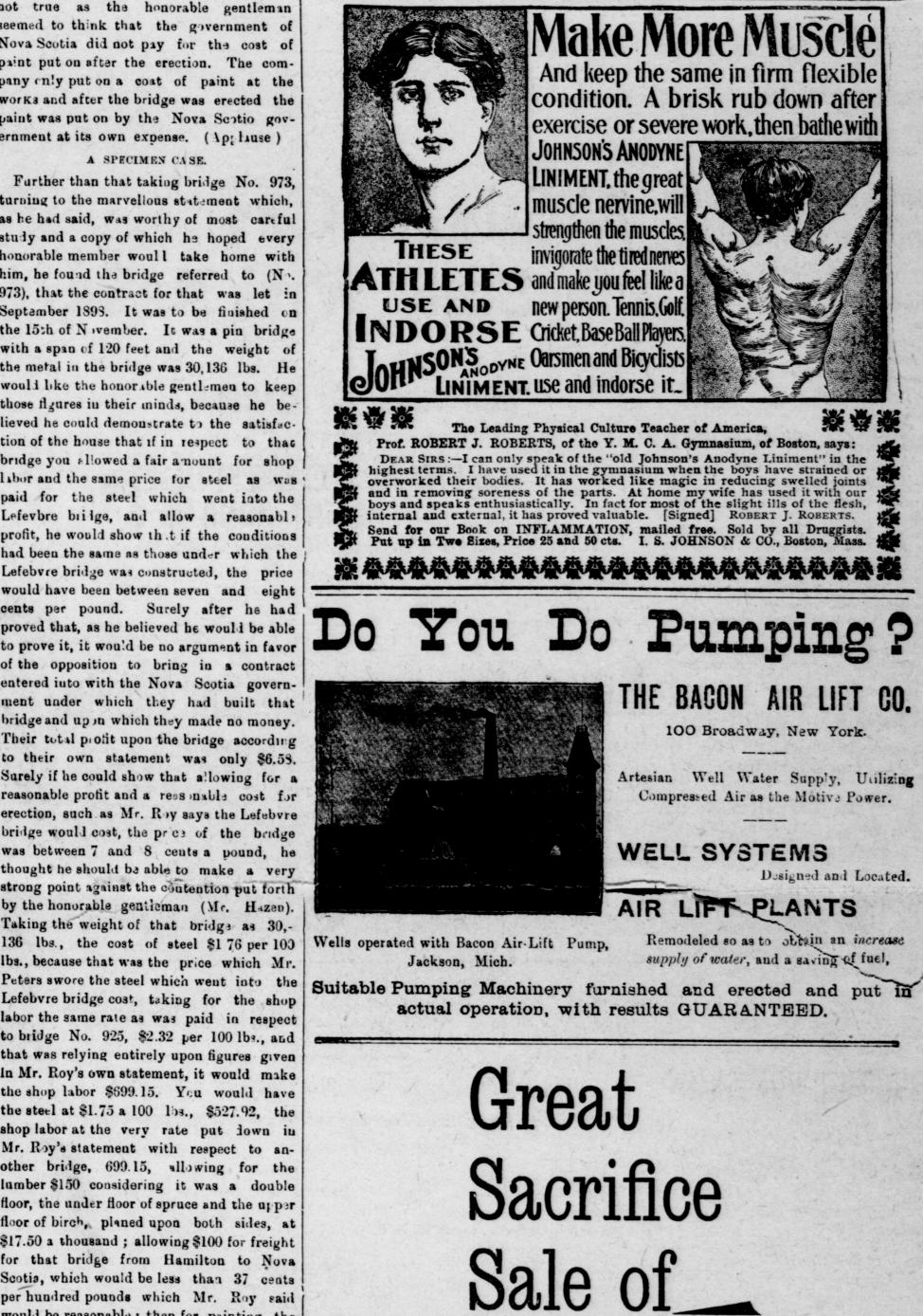
AT OTTAWA :- Hon. Provincial Secretary Tweedie is at Ottawa, together with Premier Emmerson, on business

it on the 12th of March when from his place this province has a bridge equally as good in the house he charged the commissioner of and better I venture to say, and better in Public works had paid for highway bridges appearance and stronger than the one

in this country as much as double the price Ramsay at \$20 per lineal foot, having per pound as paid for railway bridges? Was 19 foot roadway, against \$32.72 for a 16 foot

'93 when the Record Foundry Company was paint was put on by the Nova Scotio govinstructed to do this work by the day, keep- ) ernment at its own expense. (Ap; huse ) ing an accurate account of the A SPECIMEN CASE.

COST OF THE METAL AND THE SHOP LABOR Further than that taking bridge No. 973, and of the day's work and of the number of turning to the marvellous statement which. men employed and the time during which



## MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, APRIL 26, 1900.

## SOUTH AFRICA.

STUBA

The eyes of the world are on South Africa. Canada is excited as never before. Every one is asking for information and the Earle Publishing Co., of St. John, N. B., are bringing out an authentic history from the discovery of Africa down to date including its ocupation by different nations. the great "treks" of the Boers, their habits, customs, treatment of slaves, complete sketches of the lives of all British Generals connected with African History, President Kruger, General Joubert, Cecil Rhodes, Dr. Jamethe world's wealthiest min, the great native warriors, the founder of Ladysmith, Canadian officers, the causes that led up to the present war, the thrilling events of Laing's Nek and Majuba Hill, the conquest of the natives, the story of 81-1884. the whole superbly illustrated. Much of this truhful narrative reads like a parts thrill the reader with all the . The illustrious history, strength Boers on the other the most graphic and the book of the Send 30cts, by P. O. Order er to pay for mailing Prospectus copy This sum refunded with first five ame to all. You gain nothing Outfits and all particulars mailtheir receipt. No duty. Big terms 30 days credit. Freight paid. Lowest retail prices. be first. Box 94 St. John N. B.

(1) BRITISH-BOER WAR (2) GENERAL WHITE AND THE BOERS. (3) A STORY OF CANADIAN BOYS IN SOUT (4) A STORY OF OOM PAUL.

(5) GENERAL JOUBERT AT HOME AND (6) KAAKI. (7) TOMMY ATKINS AT HOME AND ABROAD.



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the Province and the fixing of a date for the sitting of the Eastern Extension here to sustain

claims commission.

faith and say no. SELF GLORIFICATION :- It is said that uite a snug sum was paid to the Chatham Lown Treasurer on Tuesday of last week in behalf of certain candidates in order to enable persons in default for their taxes to vote and, to use a homely phrase, there were few of the successful ones who had not "a piece of the pork." Ald. Watt played a practical joke at the council on Monday evening in connection with the mater, when he made a motion by which he practically secured a vote of thanks for himself and his friend, the mayor, the latter putting the question as if it were in order and did not affect him personally.

A Love Feast.

contractor and engineer in the country know, The new Town Council may be said to put me in a position to know the character nave opened with a love-feast on Monday and market value of all kinds of bridge evening. It was too sweet to last long. material. Tenders for different classes of Mayor Loggie, after he had started the bridges were called for yearly and awarded aldermen "testifying", seemed determined to the lowest bidder. The records of the that every dear brother present should department will show the Intercolonial rise and commit himself to a course Railway has for the past s.x or seven years been buying bridges, the character of which unremitting love and tender regard for in every respect is fully equal, if not superihis fellow members ; and while the newly or, to those you have been erecting for the elected aldermen purred their prettiest province, and at one half the prices you have | tions. phrases, with the claws which they so paid." (Hear, hear.)

THAT IS THE CHARGE

soon atter displayed carefully concealed in their furry coverings, the mayor beamed benignly and seemed to whisper softly betimes, "Amen brother !" or "Glory Hallelujah !" If they had only had little

drum and tambourine interludes between the speeches it would have been a more perfect performance,

But what a change it was when they | tion given by Mr. Archibald in that letter fell upon and devoured each other over the And my honorable friend charged what committee appointments, and that slate, and against the chief commissioner? That he had paid for highway bridges in this pro last year's slate, and the failure of ex. vince double the price the government of chairman Watt of the Police Committee Canada had paid for bridges on the Intercol-Whew enforce the Scott Act ! onial Railway. At the very commencement Brother Loggie will again have to make of this inquiry Mr. Archibald was present.

## Metapedia Flooded.

oncoming mass was stopped and the water

Last Sunday there was quite an excitbut, sir, after I had cross-examined Prof. ing time at Metapedia. The ice started | Swain and Mr. Roy, and after they both adin the Restigouche and soon jammed mitted it would be unfair to make any comwhere it did in the spring of 1897-at parison between the cost per pound of rail-Bell's Island, a few hundred yards below way bridges relative to highway bridges,

the railway bridge. As it piled there the

not that the charge then put forward, and roadway which the municipality of Ramsa let me ask him in good faith if that was not | was obliged to pay to the Hamilton Bridge the charge which Mr. Archibald was brought | works.

Dr. Pagsley moved for an adjournmen Mr. Hazen-I will answer that in good of the debate and it was carried.

Dr. Pugsley, resuming the debate on the I can say, Mr. Speaker, that we receive bridge charges, said that when the House many surprises in this world. (Applause.) adjourned he was proceeding to consider the I can say I never received a greater surprise cost of the Mill Cove bridge from the standthan I have from the statement which my point of its length, because he thought that friend has made, and I will tell you why, was a fair mode, or one fair mode at During the last campaign Mr. Archibald was quite a prominent factor and he wrote to the events, of considering the question as newspapers. I think he took an active part what is a fair price for a bridge. He endeavored to convince the House that in the organizing on behalf of the opposition the erection of bridges the cost depend and I find in the Daily Sun of February 7th. upon the metal and perhaps even to a larger a letter, as follows : (The letter is signed by extent upon the work manship which is put Mr. Archibald). "For 20 years I was the apon the bridge, and it had appeared before responsible head of the engineering departthe committee by the evidence of Mr ment of the Intercolonial Ruilway, where Peters and others that the cost of the annual expenditures were double those apon many of the bridges of the province of all the departments of the provincial gov. was very much greater than even the erament put together. My duties, as every of the material, and it was proved tha respect to bridges designed like the Campbell and Lefebvre bridges the cos of workmanship is necessarily very muc greater-in respect to some of the section from 10 to I2 times greater, and in spect to the bridges as a whole from two to three times greater, than it is upon bridges erected from the companies' own designs, and where the members consist merely of rolled bars and not of made sec-

COMPARISONS.

Those points were very clearly brought Mr. Tweedie : It looks very much like it out in the evidence of three witnesses, name ly Messrs. Sefton, Lockhart and Arnold. to my honorable friend put forward on the which he would refer later, and he thought 12.h of March, one of the charges against the same fact was admitted by the witnesses my honorable friend the premier. He called on behalf of Mr. Hazen. Therefore charged, and if I were to be allowed he claimed that if a company, by reason of imagine anything, I would say, the charge the design calling for a larger expenditure seems to have been framed on the informa of labor, calling for greater workmanship and for less heavy metal, could as a result give a bridge equally good in character, of better design, tirmer in its construction, likely to last longer and being in all respect a better bridge than one in which there was a greater weight of metal but in respect which the design was inferior, the object of obtaining a relatively superior bridge had

WHAT SCARED ARCHIBALD been accomplished, and therefore the govern-My honorable friend got a subpones at ment ought to receive credit for having the first sitting and Mr. Archibald was design of this superior character prepare present and very much in evidence indeed. by the company, and under which the desire is and every effort is put forth to produce a bridge of the most superior character at the lowest possible price. He would call the attention of the House to the fact that in the | department ? Mr. Archibald suddenly remembered he had Mill Cove bridge, even under the circum-

machinery was used, and adding only a fair and reasonable profit, the charge was effect that the Record Foundry Company. upon whose board of directors were such men as Amos Ogden, one of the most promment men in the county of Westmorland and a political opponent of the Hon. Mr Emmerson, that he and others were parties to a false representation to this government

because unless the cost of those first three bridges was what they represented it to be 62 cents, then they were guilty of gross misrepresentation and of perpetrating a fraud upon this government and the chie commissioner of public works and he coul not believe they would do anything of that kind, and when they said they kept an account of the cost of those three bridges and represented they actually cost 63 cents a pound he coull not believe but that statement was true and the chief commissioner had a pertect right to rely upon it as true, and he would not charge and did not think his honorable friend would charge the Hamilton Bridge Company, who had obtained from the municipality in the province of Ontario what would be a fair equivalent fo 7.9 cents a pound for a pin bridge for No 1100, a riveted bridge, he did not think hi honorable friend woull charge the company with exacting more than a fair price for the work.

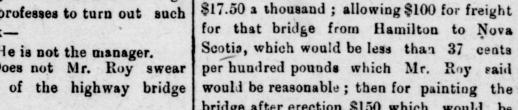
MORE COMPARISONS.

Look at No. 1098, a pin bridge. My med friend will see the price is 7.7 cents per pound; look at 1075 and he will find the price is \$6.56 per hundred pounds ; adding 14 cents for an additional selling price of pin bridge he will find it is \$7.76 per hundred pounds, or nearly 7.8 cents per pound Look at No. 974 in this statement of Mr Roy ; he will find it was a riveted bridge, the price \$6.06 per 100 pounds ; adding 15 cents would make it upwards of 71 cents per pound. No. 968 is a riveted bridge, the price \$5.19 per hundred pounds ; adding \$1.50 makes it \$6.69, or nearly 6 7-10 cents per pound. No. 964 is a riveted bridge, the cost \$5.77 ; adding \$1.50 makes it \$7.27 per hundred pounds, or nearly 71 cents for a pin bridge per pound. QUIBBLING BY LAFOREST.

In the face of this statement of Mr. Roy. himself the manager of the Hamilton Bridge Company, which professes to turn out such cheap bridge work-

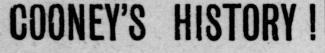
Mr. Laforest-He is not the manager. Dr. Pugsley-Does not Mr. Roy swear he is the manager of the highway bridge Mr. Laforest-He said he was

study and a copy of which he hoped every honorable member woull take home with him, he found the bridge referred to (No. 973), that the contract for that was let in September 1893. It was to be finished on the 15th of November. It was a pin bridge with a span of 120 feet and the weight of the metal in the bridge was 30,136 lbs. He would like the honorable gentlemen to keep those figures in their minds, because he believed he could demonstrate to the satisfac. tion of the house that if in respect to that bridge you allowed a fair amount for shop abor and the same price for steel as was paid for the steel which went into the Lefevbre brilge, and allow a reasonabl; profit, he would show that if the conditions had been the same as those under which the Lefebvre bridge was constructed, the price would have been between seven and eight cents per pound. Surely after he had proved that, as he believed he would be able to prove it, it would be no argument in favor of the opposition to bring in a contract entered iuto with the Nova Scotia government under which they had built that bridge and up in which they made no money. Their total profit upon the bridge according to their own statement was only \$6.58. Surely if he could show that allowing for a reasonable profit and a reasonable cost for erection, such as Mr. Roy says the Lefebvre bridge would cost, the price of the bridge was between 7 and 8 cents a pound, he thought he should be able to make a very strong point against the contention put forth by the honorable gentieman (Mc. Hazen). Taking the weight of that bridge as 30,-136 lbs., the cost of steel \$1 76 per 100 lbs., because that was the price which Mr. Peters swore the steel which went into the Lefebvre bridge cost, taking for the shop labor the same rate as was paid in respect to bridge No. 925, \$2.32 per 100 lbs., and that was relying entirely upon figures given In Mr. Roy's own statement, it would make the shop labor \$599.15. You would have the steel at \$1.75 a 100 lbs., \$527.92, the shop labor at the very rate put down in Mr. Roy's statement with respect to another bridge, 699.15, allowing for the lumber \$150 considering it was a double floor, the under floor of spruce and the upper



bridge after erection \$150 which would be easonable. The honorable gentlema

bear in mind he stated that under the on-



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and English for the possession of the country ; the hostility of the Indians ; the French villages founded at Bay des Vents, Cain's H etc. ; the ships sunk in the Miramichi and H etc.; the ships sunk in the Miramichi and Resti-gouche; the work of the Davidsons. Hendersons, Peabody, Frasers, Cunard, Simonds, Rankin, Street and others, and an account of the settle-ment of Kent, Gloucester and Restigouche as well as the St John River, etc., etc. Price \$1.50 post paid to any address in Canada or elsewhere. For sale at the ADVANCE OFFICE, Chatham, N. B.

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DERAVIN & CO. COMMISSION MERCHANTS ST. KITTS, W. I. Cable Address: Deravin LEON DERAVIN, Consular Agentfor France. Notice of Sale.

To Daniel Sullivan of Blackville. in the County of Northumberland and Province of New Brunswick, farmer, and Mahaly Ann Sullivan, his wife ; Notice is hereby given, that under and by virtue of a power of sale contained in a certain Iodenture of Mortgage, bearing date the twenty-eighth day of February in the year of our Lord one thousand eight hundred and seventy-nine, and made between the said Daniel Sullivan, and Mahaly Ann Sullivan his wife of the one part; and British N.T. Underhill of the said Parish of Blackville, lumberer, of the other part, duly recorded in Volume 59 of the Northumberland duly recorded in volume 53 of the Northumberiand County Records pages 378 and 379 and numbered 316 in said Volume; which Indenture of Mortgage was assigned and transferred by the said British N. T. Underhill to the undersigned Jabez B. Snowball of Chatham in the County and Province aforesaid, merchant, by Indenture of Assignment dated the fifteenth day of March in the year of our Lord one thousand eight hundred and seventy-nine duly anty Records pages 379 and 380 and numbered County Records pages 313 and 580 and numbered 317 in said volume; There will for the purpose of satisfying moneys secured thereby, default having been made in payment thereof, be sold at Public Auction, on WEDNESDAY, THE SECOND DAY OF MAY NEXT, at twelve o'clock noon, in front the Post Office in the Town of Chatham in the said County of Northumberland the lands and premises mentioned and described in the said Indenture of Mortgage as follows :-- "All that piece or parcel of "land and premises situate, lying and being in "Blackville aforesaid and bounded and described -on the upper or westerly side by d and occupied by one Peter Astles, on Crown lands, on the lower or east-y lands owned and occupied by one "Thomas Harris and on the front by the a "West Branch of the Miramichi River being remises at present owned and Daniel Sullivan and containing thirty acres more or less"; tog with all and singular the buildings and improve-ments thereon and the privileges and appurten-ances to the same belonging or in any manner

of the river found an outlet over the inte vale land of the Restigouche Salmon Club and backed up into the Metapedia

rising about ten feet above the normal level in an hour and a half. It found partial outlet along the north side of the

Restigouche nearly opposite Bell's Island and finally exerted such a tremendous pressure on the jam at the

island that the mass gave way and there also the history of the early struggles of the French

was a grand, crushing and irresistible movement of ice and water downwards. the floes being cut and sundered as by giant knives by the sharp ends of th granite piers of the Railway bridge.

The ice, fortunately, held on in th Metapedia river, although it was reported to have run down to within a mile of the

Village. About three o'clock on Sunday after- evidence of such a witness as Mr. Archibald. Mi'l Cove bridge. This, he thought, equivalent of from 6.7 to 7.9 cents per or the figures of Mr. Ruddock, but the noon a second jam formed above Bell's He would have proved the price of railway showed conclusive'y that the price paid for pound in respect to every one of those figures which he found in the blue print as Island but the water rose more slowly bridges per pound at probably 31 cents per the Mill Cove bridge was not an exorbitant bridges to which I have called your prices charged for shop labor in respect to than before, owing to much of it having | pound in the year 1897. He would have one.

an outlet somewhere under the pack. proved a standard span of the Intercolonial Railway cost in 1897 31 cents per pound, When it had reached to within six inches and this was the charge, the government of its former height it rose no further was paying in the vicinity of seven cents : owing, probably, to the action of the they said double the price per pound of temperature falling at evening a degree or

which he based his judgment, because

AS MR. R UDDOCK SAYS.

two below the freezing point, and arresting the freshet while it prevented the floes and slush from packing closely as they were lifted from the bottom. At three o'clock on Monday morning, when our reporter left, the ice and water remained high, and it was feared by some that with returning day and its rising temperature the Metapedia ice might start and cause a bigger jam and flood at Metapedia

the emergency. When the ice started, after the first jam, it carried away a portion of Mur-

ray's temporary stable at the landing above the bridge. The structure was under water as high up as the top of the door.

An engine and car arrived from Campbellton about 4 p. m. on Sunday and ran a few miles up the Metapedia, leaving again at five.

On Sunday afternoon service could no he held in the Roman Catholic Church of the Village owning to the floor being sub-

business elsewhere. (Applause.) He de- stances under which it was paid for, and gineer. parted and he too has not returned, and we which called necessarily for the equitable

IT WAS GOOD ECONOMY.

railway bridges. Well, said Prof. Swain, so it ought to be, in effect ; so said Mr. Rud- of the increased labor you have to pay a to which there was no inspection, they those figures it would make the cost dock, in effect ; so said all the witnesses called in effect : it ought to be double the price per pound, the reason being just as I have said, the lighter the material the | you may have a better bridge at less greater the labor necessary to be put upon money than if you had more metal and drew. He was free to admit in respect to fair price for erection by reason of the it relative to the weight.

The same remark will apply in reference that bridge paid to the Hamilton Bridge were lower, but if you took them all you the hard conditions which attend the to the Boston, the Charlestown bridge, in Company was \$29 26 per lineal foot, and would find on some of them they lost and erection of a bridge there; putting 14 respect to which Prof. Swain had experience, this does not include the lumber, and the in respect to others they did not make a cents per pound he was sure you would Village. Canoes were in readiness for and respect to the Boston subway, with bridge is five feet narrower than the Mill living profit. which Prof. Swain had experience, and upon Cove bridge. How can my honorable friend

answer that? It showed that this govern. ment had obtained in the Mill Cove bridge these bridges in respect to which the com-

greater in the latter relatively. Dr. Pagsley gave some attention to the in the province of Ontario, and it was built in '98, some in '99, the prices would Mill Cove bridge, respecting which the obtained at \$9.26 less than that company run in respect to pin bridges all the way heaviest claim of an exorbitant figure is charged the municipality in Ontario to from 6.7 to 7.9 cents per pound. Then made. He showed that an entire change which he referred, flonorable gentlemen who if these were fair charges he would ask had to be made in the plan after came after him speaking upon the other side what became of the etatement of the honthe construction of the bridge was begun, of the question might say that was a orable gentleman as made in various parta Managers in this and close by counties. under the plans of the chief engineer, be- heavier bridge, but that was not necessary, of this country and heralded through the Salary \$900 a year and expenses. Straight, cause those plans provided for steel ap- because this company might have material press, that this government had been pay- bona-fide, no more, no less salary. Position

Dr. Pugsley-He said he was the engineer | tract the company did not have to do the have not had the benefit of his evidence, consideration of the chief commissioner, the and manager of the highway bridge depart- painting after erection but the government and you can see, Mr. Speaker, when my price paid was only at the rate of \$20 per partment of that company, and more than and therefore it would be right to add \$150 honorable friend talks about not being able | lineal foot, and f you take the contract that, he said he was the man who made for painting. Then he allowed a profit of river and over the highway of the Village, to get gentlemen from Nova Scotia, not be- price for the Hampton bridge at \$11,400, it the tenders for all the various contracts \$400 and the honorable gentleman would ing able to get Mr. Murphy or Mr. Stewart being a bridge about 600 feet long, it will be his company obtained. He was the man see with respect to a bridge 120 feet long a or MacNeill and says how handicapped he seen that that bridge cost about \$20 per foot. upon whom the company relied to do the profit of \$400 was not excessive. If Mr. has been, here he had right in his hand a He was not, however, limited in his com- figuring, to estimate the fair price to charge Roy's own statements were taken in it gentleman who, according to himself, for 20 parison to bridges in this province, as the and put in the tender on behalf of the would be found in respect to many of those years has been a responsible head of the statement dragged out of Mr. Roy under company for the work ; he was the man of bridges regarding which the heavier mate ial engineering department of the I. C. R., and threat of imprisonment showed that in 1898 all others who would know what would be was used and where there was less work. during all these years, including the years his company was paid \$32.72 per lineal foot a fair price to charge, the man who com- manship a profit of less than \$400 was made; that those bridges were built, says he knew for a bridge at Ramsey, a bridge with only municated with the New Brunswick govern- in respect to one there was a profit of \$950. all about the prices of bridge material, and a 16 foot roadway, or three feet narrower ment when they wanted lately to get in and others \$500 and \$600. Adding those no person in the country is better qualified than the roadway of the Mill Cove bridge; here to build our bridges, and yet I am figures together they would make \$2,130.77. to give better judgment on the subject. ; he and that in the same year they built a rivet- able to show that in respect to those six and that divided by the weight of the says, and charges the chief commissioner as ed bridge with a span of 80 feet at a cost of bridges, and there are many others in the bridge, 30,136 pounds, would give a price of Mr. Hazen did on the 12th of March, with \$2,341, or \$29.26 per running foot, as against list to which attention might be called, and 7 cents per pound. He put it to the house having paid two prices for highway bridges \$20 per foot, which has been claimed was an they were not dealing with the governments as to whether or not that was not a fair as compared with what railway bridges cost. exorbitant price for the Mill Cove bridge, with large public moneys at their back but calculation, taken from Mr. Roy's own When he speaks of Nova Scotia bridges he and that bridge had only a 14 foot roadway, with comparatively poor municipalities in figures. He was not taking then the should have availed himself of the valuable while the roadway was 19 feet on the Ontario, they charged what would be an figures of the Record Foundry Company,

the government, the price of the Mill Cove ed if you took some of those bridges in made he did not even take the cost

PUTTING IT FAIRLY. He asked the honorable gentlemen to take all that material is from three to five times a bridge certainly just as good ; he claimed- pany only claimed to have made what the fact he would ask is it candid or fair of heavier than in the Trueman Pond bridge nothing more for it. The live load, the company would be fairly entitled to make right of the honorable gent eman, and just and therefore the labor was very much strength or the strain of it was just as great having reference to the capital invested, in to the people of this country that he as in the bridge to which he referred respect to those bridges, some of which were should put forward that a bridge built by [Continued on 3rd page.]

merged. The water was also around the proaches. It was found that instead of on hand, material rolled from the mill, ing double, and more than double, current permanent. Our references, any bank in verandah of the Gillis hotel, and store- the former crib work approaches being upon which there had been little labor prices for highway bridges? Out of the any town. It is mainly office work con-

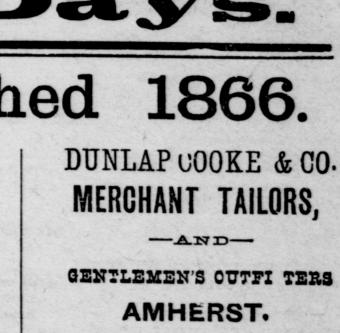
other bridges, and taking the actual cost of

The ground Mr. Pugsley took was those the steel which went into the Lefebvre It spoke eloquently for the economy of were reasonable and fair prices ; he admitt. bridge. In the statement which he had bridge. He would say the evidence proved which there was a great deal of weight and erection as 11 cents per pound, but only if you could get a lighter bridge and by very little workmanship, which were built \$103 90 which would be really only about reason of a superior design and by means upon the design of the company, in respect 1-3 of a cent per pound and even taking little more per pound but make it up in could work in material which they might of that bridge just seven cents per pound; the cost of the total length of the bridge, have left over from their ralway bridges that applied to the Lefebvre bridge you are exercising a wise economy and and could utilize that old material in accord- in respect to which Mr. Roy himself ance with plans and designs they themselves would not say but 11 cents would be a paid a less price per pound. The cost of some of those bridges the prices charged great rush of the tide, the quicksands and find the price of that bridge come to upwards of 8 cents per pound. (Hear hear.) And that would only allow a fair and reasonable profit. Now in the face of this

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