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Assessors' Notice. The preliminary lists are now on view at the store of George Stoughton. Statements in writing will be received up to April 15th.

A STORY OF CANADIAN BOYS IN SOUTH AFRICA. The eyes of the world are now on South Africa. Canada is excited as never before.

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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.

Miramichi Advance.

CHATHAM, N. B., APRIL 26, 1900. It's Their "Customary Attitude." The Commercial says:— "The late civic election has brought about many changes; the most surprising of which is that an old well-tried liberal has become the Chatham correspondent of the St. John Sun. What next?"

There is not anything new or surprising in that. The local paper which is blatant in its denunciations of the Liberal party and has been for at least three and a half years, the organ and mouth-piece of the dozen or two distinguished gentlemen who are each a leader of the local Liberals. They sold out the subscription list of their defunct Liberal Herald to their friend, the proprietor of the anti-Liberal organ because, it is understood, they were disappointed that the greater number of them were not put into Dominion offices just as soon the Conservatives were defeated in 1896.

At OTTAWA.—Hon. Provincial Secretary Tweedie is at Ottawa, together with Premier Emmerson, on business connected with the Fishery rights of the Province and the fixing of a date for the sitting of the Eastern Extension claims commission.

SELF GLORIFICATION.—It is said that quite a snug sum was paid to the Chatham Town Treasurer on Tuesday 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 matter, 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. The new Town Council may be said to have opened with a love-feast on Monday evening. It was too sweet to last long. Mayor Loggie, after he had started the aldermen "testifying," seemed determined that every dear brother present should rise and commit himself to a course of unremitting love and tender regard for his fellow-members; and while the newly elected aldermen paraded their prettiest phrases, with the claws which they so soon after displayed carefully concealed in their furry coverings, the mayor beamed benignly and seemed to whisper softly between the speeches it would have been a more perfect performance.

Metapedia Flooded. Last Sunday there was quite an exciting time at Metapedia. The ice started in the Restigouche and soon jammed where it did in the spring of 1897—at Bell's Island, a few hundred yards below the railway bridge.

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THE WAR!

There is plenty of war news of a certain kind, but nothing of a decisive character. No battles have been fought since our last report, although the purveyors of news intimate that something in that line is impending.

The Legislature. MR. PUGSEY'S SPEECH. (Continued from last week.) These gentlemen talk as if the best metal governed the prices of the structures. I say if an engineer skilled in this way can so design a structure as that by having light material he can make one add strength to the other and give bearing to the other and so produce a light structure of careful design requiring a great deal more labor than upon a heavy structure, if he produces an equally good and strong structure but more graceful, just as we would allow for the metal if a heavier bridge, and therefore in respect to the weight, if you have a light highway bridge the cost per pound necessarily is very much greater than with respect to a heavier bridge.

That is why there is no comparison between railway bridges and highway bridges, so far as rate is concerned, and you must have been amused, and I think I had better refer to it just now, by the statement of my friend that he did not wish to trouble the committee by bringing before them any comparison as between railway and highway bridges. When did my friend come to this conclusion? Was it on the 12th of March when from his place on the house he charged the commissioner of Public Works with the charge of highway bridges in this country as much as double the price per pound as paid for railway bridges? Was not that the charge then put forward, and was not ask him in good faith if that was not the charge which Mr. Archibald was brought here to sustain?

Mr. Hazen—I will answer that in good faith and say so. I can say, Mr. Speaker, that we receive many surprises in this world. (Applause.) I can say I never received a greater surprise than I have from the statement which my friend has made, and I will tell you why. During the last campaign Mr. Archibald was a prominent factor and he wrote to the newspapers. I think he took an active part in the organizing on behalf of the opposition and I find in the Daily Sun of February 7th, a letter, as follows: (The letter is signed by Mr. Archibald.) "For 20 years I was the responsible head of the engineering department of the Intercolonial Railway, where the annual expenditures were double those of all the departments of the provincial government put together. My duties, as every contractor and engineer in the country know, put me in a position to know the character and market value of all kinds of bridge material. Tenders for different classes of bridges were called for and awarded to the lowest bidder. The records of the department will show the Intercolonial Railway has for the past six or seven years been buying bridges, the character of which in every respect is fully equal, if not superior, to those you have been erecting for the province, and at one-half the price you have paid." (Hear, hear.)

My honorable friend got a subpoena at the first sitting and Mr. Archibald was present and very much in evidence indeed, but, sir, after I had cross-examined Prof. Swain and Mr. Roy, and after they both admitted it would be unfair to make any comparison between the cost per pound of railway bridges relative to highway bridges, Mr. Archibald suddenly remembered he had business elsewhere. (Applause.) He departed and he too has not returned, and we have not had the benefit of his evidence, and in respect to the chief commissioner, my honorable friend talks about not being able to get gentlemen from Nova Scotia, not being able to get Mr. Murphy or Mr. Stewart or MacNeill and says how handicapped he has been, here he had right in his hand a gentleman who, according to himself, for 20 years has been a responsible head of the engineering department of the I. C. R., and during all these years, including the years that those bridges were built, says he knew all about the prices of bridge material, and no person in the country is better qualified to give better judgment on the subject, he says, and charges the chief commissioner, Mr. Hazen did on the 12th of March, with having paid two prices for highway bridges as compared with what railway bridges cost. When he speaks of Nova Scotia bridges cost, he should have availed himself of the valuable evidence of such a witness as Mr. Archibald. He would have proved the price of railway bridges per pound at probably 3 1/2 cents per pound in the year 1897. He would have proved a standard span of the Intercolonial Railway cost in 1897 3 1/2 cents per pound, and this was the charge, the government was paying in the vicinity of seven cents; they said double the price per pound of railway bridges. Well, said Prof. Swain, it ought to be, in effect; so said Mr. Roddock, 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 greater the labor necessary to be put upon it relative to the weight.

The same remark will apply in reference to the Boston, the Charlottetown bridge, in respect to which Prof. Swain had experience, and in respect to the Boston subway, with which Prof. Swain had experience, and upon which he based his judgment, because all that material is from three to five times heavier than in the Trueman Pond bridge and therefore the labor was very much greater in the latter relative. Dr. Pugsley gave some attention to the Mill Cove bridge, respecting which the heaviest claim of an exorbitant figure is made. He showed that an entire change had to be made in the plan after the construction of the bridge was begun, under the plans of the chief engineer, because those plans provided for steel supports. It was found that instead of the former crib work approaches being hollow they were filled with stone and could not be removed, except under great expense, hence the change in the plan.

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The material left over, while charged to the Mill Cove bridge, was used in the Trueman's Pond bridge and the province was out nothing by the transaction. The reasonableness of the price paid for the bridge was the subject of an statement which Mr. Hazen said he was glad to have, the statement of Mr. Roy; take bridge No. 985 if you like, at Ramsey in Ontario, a span of 75 feet. The total cost of the bridge, or contract price was \$2,454.45 for a span 75 feet in length, and for a 16 foot roadway, tendered for in Mr. Roy's statement, by the Hamilton Bridge Company, costing \$32.72 per lineal foot; only 16 feet wide as against the Mill Cove bridge of 19 feet wide cost \$20 per foot. (Applause.) It does not my honorable friend understand the difference between a heavy and a light bridge? There is a mystery about this bridge building which requires to be explored to thoroughly understand it, and I tell my honorable friend if he will take home with him at the close of this session one of these blue prints and see the prices of the various bridges constructed by the Hamilton Bridge Company, and the means of arriving at profits by throwing in heavy material here and there it will surprise him and account for much we see with regard to prices in Mr. Roy's statement.

MR. PUGSEY'S SPEECH. (Continued from last week.) These gentlemen talk as if the best metal governed the prices of the structures. I say if an engineer skilled in this way can so design a structure as that by having light material he can make one add strength to the other and give bearing to the other and so produce a light structure of careful design requiring a great deal more labor than upon a heavy structure, if he produces an equally good and strong structure but more graceful, just as we would allow for the metal if a heavier bridge, and therefore in respect to the weight, if you have a light highway bridge the cost per pound necessarily is very much greater than with respect to a heavier bridge.

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less price per pound than if built of sections such as were in the Lefebvre and Campbell bridges upon which from two to ten times the amount of labor had been expended in the construction of the bridge.

He intended to refer further to this statement of Mr. Roy, and would say with all confidence that honorable gentlemen had only to study this statement carefully in order to see that it proved beyond a doubt that in respect to many of the bridges which this company had built in Ontario they got a price ranging from six to seven cents per pound, and many of those were riveted bridges and of a cheaper character, the price of which was from one to one and a half cents less per pound than the bridge. He took for example bridge No. 1100, which was a riveted bridge costing 6.42 cents per pound, and he made a fair selling price of 7.92 cents per pound. He wondered if his honorable friend were in Ontario and in the municipality to which this bridge was sold if he would have said that Mr. Roy's company had stolen out of that municipality. (Hear, hear.) That he had stolen a large amount and excused from them double what the bridge was worth. To say they have charged a double price would be to reflect upon that company and charge them with exacting more than the bridge was worth; just as he said the charges made in that House reflected in the most serious way on the character and integrity of such men as Mr. Roddock and Mr. Peters and other gentlemen connected with the Record Foundry Company. The charges in effect were that these gentlemen had represented to the government that they were only making a fair and reasonable profit out of these bridges; in effect these gentlemen were said to have been stealing money from the public by obtaining their contracts with prices under false representations of the effect of his honorable friend's charge was that in '93 when the Record Foundry Company was instructed to do this work by the day, keeping an accurate account of the cost of the metal and the shop labor and of the day's work and of the number of men employed and the time during which machinery was used, and adding only a fair and reasonable profit, the charge was in effect that the Record Foundry Company, upon whose board of directors were such men as Amos Ogden, one of the most prominent 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, 6 1/2 cents, then they were guilty of gross misrepresentation and of perpetrating a fraud upon this government and the chief commissioner of public works and he could 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 reported that they actually cost 6 1/2 cents per pound he could not believe that that statement was true and the chief commissioner had a perfect right to rely on 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 for 7.92 cents a pound for a pin bridge for No. 1100, a riveted bridge, he did not think his honorable friend would charge the company with exacting more than a fair price for the work.

MR. PUGSEY'S SPEECH. (Continued from last week.) These gentlemen talk as if the best metal governed the prices of the structures. I say if an engineer skilled in this way can so design a structure as that by having light material he can make one add strength to the other and give bearing to the other and so produce a light structure of careful design requiring a great deal more labor than upon a heavy structure, if he produces an equally good and strong structure but more graceful, just as we would allow for the metal if a heavier bridge, and therefore in respect to the weight, if you have a light highway bridge the cost per pound necessarily is very much greater than with respect to a heavier bridge.

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He had called attention to the fact that Mr. Roy came forward, at Mr. Johnson's suggestion to come here, with a few selected contracts for bridges built, and when were they built? Built in 1893, 1896 and 1897, in the years during which those bridges in respect to which the committee were making their investigation were built? No. They were bridges built in 1898; bridges in respect to which he supposed Mr. Roy discovered they had charged very low prices and thought they might make an impression on the committee. He said last evening, it was extremely fortunate they were able to drag out of Mr. Roy this statement which spoke so eloquently in denunciation of the opinion Mr. Roy expressed as to what would be a fair price for the construction of those bridges. He had there the contract of what is called the Hunter's Mill bridge, in Nova Scotia, and would be able to demonstrate from that contract that in order to yield a fair living profit, between seven and eight cents per pound was the price which should have been charged in respect to that bridge, providing the ordinary workmanship went into it relative to the metal. In the first place, it was built on the design of the Hamilton Bridge Company themselves, not on a design or plan prepared by the engineer of the Nova Scotia government, because attached to the contract was the strain and material sheet of the Hamilton Bridge Company. Taking the specification it would be found it was not true as the honorable gentleman seemed to think that the government of Nova Scotia did not pay for the cost of paint put on after the erection. The company went out on a cost of paint for the works and after the bridge was erected the paint was put on by the Nova Scotia government at its own expense. (Applause.)

MR. PUGSEY'S SPEECH. (Continued from last week.) These gentlemen talk as if the best metal governed the prices of the structures. I say if an engineer skilled in this way can so design a structure as that by having light material he can make one add strength to the other and give bearing to the other and so produce a light structure of careful design requiring a great deal more labor than upon a heavy structure, if he produces an equally good and strong structure but more graceful, just as we would allow for the metal if a heavier bridge, and therefore in respect to the weight, if you have a light highway bridge the cost per pound necessarily is very much greater than with respect to a heavier bridge.

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