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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: Notice is hereby given, that under and by virtue of a power of sale contained in a certain Indenture 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 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 recorded in Volume 59 of the said Northumberland County Records 1879 and 380 and numbered County Records pages 379 and 380 and numbered 317 in said volume; There will for the purpose of satisfying moneys securred thereby, default having WEDNESDAY, THE SECOND DAY County of Northumberland the lands and premis mentioned and described in the said Indenture

Solicitor for Assignee of Mortgagee.

Assignee of Mortgagee,

#### Miramichi Advance.

The Bridge Charges.

- APRIL 19, 1900

We are devoting considerable space to the debate on the report of the committee appointed by the Legislature to investigate Mr. Hazen's bridge charges.

It is well worth reading, gives a clear idea of the merits of the question and shows that Mr. Hazen must have been very much misled by somebody.

### THE WAR!

LONDON, April 17 .- At last Lord Rob erts seems to be on the eve of making his main advance towards Pretoria. Unless all the usua ly reliable resources of information are at fault, the British army will in a few days be marching northwards. After the may prenature and un founded reports that have purported to tell of this best informed quarters considerable hesibut it is now thought Lord Roberts is likely to leave Bloemfontein at the end of this week or the beginning of next. The long weary wait in the Free State capital has apparently effected a much needed rehabilitation, though it is possible Lord Roberts would at ll further have delayed his advance had not the Boer activity forced him to put his forces in such position that to-day, unless they quickly proceed northwards, the strategic advantage will be lost. The advance will be made with 75,000 men it is thought.

16.—The Beers for two days past have been displaying great activity along the to give it up after coming here, and they had Mr. Fish referred to the evidence given Reddersburg and Rouxville roads. Their scouts report that the British are advancing on these places to the relief of Wepener, and the burghers consequently are divided whether to remain or retire. The majority of them desire to abandon The eyes of the world are on South Africa. Can- the investment of Wepener, fearing to be cut off, while the minority, led by Commandant Olivier, are reluctant to move as long as there is a chance to capture Col. D.lgetty's garrison. Scouts have just reported rifte firing in the direction of Thaba N'chu.

CANADIAN INVENTORS:-E. G. Siggers Patent Lawyer, Washington, D. C. re poris the following patents granted by the U. S. Patent Office to inventors residing in the Dominion of Canada. He will mail copy of specification and drawings of their living and the other for their health. ribs purchased by him from the Record any patent for 10 cents. Postage stamps | He thought that Mr. Roy had acted dis- Foundry Co. and used in building a roof on will not be accepted.

S. W. Butterfield, Three Rivers, slabbarking machine; J. Currie, Montreal, car-fender; C. S. Dean, Ft. Eric. 2 pateats: cleaner or scraper for boiler tubes or flues, combined fire stop and sc aper for boiler flues. F. Payzant, Locke Port, solderless can; G. A. Vine, St. Mary's, Ontario, automatic signal apparatus for railway crossings; R. P. Woodill, Winnipeg machinery for manufacturing bottles.

#### The Legislature.

When Mr. Hazen's bridge charges were under discussion Mr. Fish said : I had the honor to be one of the members of the committee chosen by this house to investigate the charges against the hon. Premier of this province preferred by the hon, leader of the opposition, and to inquire into the cost of the steel highway bridges built in this province. In the early days of the investigation I was accused by one of the papers that I made up my mind that I would what was going on before the Committee. I did not get my facts nor opinions from the newspapers, and I can sympathize with my hon, friend who has just sat down who, himself confesses he did not attend the committee meetings and got his information

out of the newspapers. Proceeding, Mr. Fish said he was much interested in listening to different experts giving their opinion in regard to different kinds of material going into the erection of a bridge, and also as to its manufacture. and, without mentioning too many of them, he would refer to the most important and those bearing most upon the price, and that is in one case a bridge might be built of roll sections, which is a class of metal that can be made just as cheaply as we know iron may be made : for instance, of round iron or fat iron, these sections can be rolled out very cheaply, and can be bought for considerably less money than even common iron.

CHEAP VS. GOOD MATERIAL. When you build a bridge of these roll sections, which are all rolled out-girders and beams and the different sections, the longitudinal and latitudinal sections rolled out and put together-you can readily understand a bridge of that class could be erected at a much less price than bridges such as those built by this Government. mostly of built sections. These built bridges consist of plates of iron taken and sheared to a certain size, put together and rivetted ogether and thus our bridges are built. The idea of building our bridges in this way in built sections as against roll sections is that built sections of these bridges are intended to give strength and at the same

time lightness. RAILWAY AND HIGHWAY BRIDGES. way and highway bridges. The great should be of bridges such as were under difference lies in the fact that railway investigation. He referred to the Boston | who made the second speech in the debate | ments which he knew were absolutely false. bridges are built of roll sections and the subway, to a large bridge over the Charles on his three priced bridge charges, ignored He had sworn that his company were buildhighway bridges largely of built sections: River and to some other large structures the points brought out by Mr. Roy on cross- ing bridges at four cents a pound, but in build the bridges at a loss or not. at least those that are built in this province with which he had been connected, and he examination and the failure of Messrs. that statement, bridge after bridge will be are of built sections. A highway bridge stated that the steel work in the Boston Archibald and Johnston and other witnesses found in respect to which his company youd that point it is not safe to go and this tion that they are comparable, and they are had been sustained, and after he had spoken, this is the man who complains that, having is the practice in building bridges of roll comparable in this way: Suppose we take Dr. Pugsley rose and made a speech on the in his pocket the evidence showing that his Managers in this and close by counties. sections; on the other hand railway bridges a piece of rolled iron, 1 ft. long and 1 inch subject which is well worth reading by all company received from 6 to 8 cents per Salary \$900 a year and expenses. Straight, can be built of heavy material and being by 1 inch, and we take the weight at 10 lbs. who desire to know the merits of the subject pound for highway bridges—who complains bona-fide, no more, no less salary. Position April 11th. heavy in proportion to their length-if that at 2 cts. per pound, making 20 cts. We which was entrusted to Mr. Hazen as his that he was not allowed to leave the com- permanent. Our references, any bank in Stothart on Wednesday afternoons, April 4th, 11th is the way it is figured—it means more will take another piece of similiar iron of part of the Moneton Convention aftermath, mittee room after giving the impression to any town. It is mainly office work con-

wagon to carry a heavy load. That is just Bridge. (Applause.) the difference between a highway bridge and a railway bridge. Yet the light wagon

per pound than the heavy.

movement there is naturally even in the these points. We failed, said Mr. Fish, to had been willing to produce a list of the opposition had not presented the facts as pany, which he (Hazen) characterizes as tancy in definitely settling upon the day, us on that point that built sections c st fraukly to the committee that he would tee, and he had also attempted to drag into connection were these: When it was anmuch more than roll section?. MR. ROY'S BLUE SHEET.

> how cheaply bridges could be built and per- (Applause.) haps lead the committee into a trap. One of the bridges of which he had shown the tenders and specifications was built in Nova

can give it, for the more we examine it the more do we find Mr. Ray came here as a prejudiced witness.

MR. ROY AS A METEORIC SCIENTIST.

associate member of the Canadian Institute | right in the course pursued in reference to published in this town of not taking that of Engineers, and that if it had not been for Mr. Johnston. interest in the matter that I should, and of the opposition of this House requiring his not being present at one of the committee | services in connection with the bridge inmeetings. I confess that I was absent at vestigation he would ere this have been an one sitting of the committee, but I thought associate member of the American Institute that I could get the evidence at that of Engineers and also of the English session out of the papers. I bought one of Institute of Engineers. He (Fish) could the papers, and read its account of the imagine he heard the American eagle scream evidence. Being somewhat doubtful that it as it winged its way to heaven and pinned those who put in a low tender, The pracwas correctly reported, I then bought the his regalia to a star. He could imagine he tice of calling for tenders was not the general other paper and read it. They were so far heard the British lion roar as he saw another practise of the successful corporations and different that I conc'uded that I had better | bright and shining jewel for his crown. | private firms of to-day, and he instanced the take a little more interest and hear the (Laughter and applance). He was glad for C. P. R. and Grand Trunk and other corevidence for myself. I did so, and then the sake of these institutes that the element porations, who depend on their own enginbought both papers again and read their of the cost of highway bridges was not inreports of the evidence. Well sir, the cluded in their curriculum. Ve y early in have them carried out by reliable manufacthe investigation Mr. Roy impressed the committee with the fact that he was a prejudiced witness and consequently unfit to should not the government? either have to give up hearing the evidence. give expet testimony, and he (Fish) was or else give up reading the papers if I was not surprised that Mr. Roy's evidence was going to have any clear idea at all as to the subject of so much ridicule, because in that gentleman's evidence what he knows is very badly mixed up with what he does not know. (Applause.) He told us that he visited the Lefebvre Bridge, that he found some diagonal rods loose and some heavier and give evidence, but it seemed to him than was necessary, and he found fault with (Fish) that when these people would not the rivetting because we had no wind-jamer to make the heads as smooth as that of a opposition it was a pretty good intimation bald-headed man, (laughter), and looking that they did not want to come, and that down he had probably seen mud. He next they could not see that they could furnish visited the Salisbury bridge and told us it any information if they did come. The length of span, quantity of metal, cost of was a bridge after his own heart. He must have "etool on this bridge at midnight." It affected his heart-no wonder he did not notice that his best girl had one shoe off. (Laughter and app'ause)

Perhaps when he saw that one shoe was the bridges built by him in Nova Scotia. partly off he took it for granted that the other could not be in that state. On that

ful sort of way. memorandum books and other sources of our own province and at a fair and reasoninformation, but he was not able to state able price. (Applause.) Comparison has been drawn between rail- from his own experience what the cost sections to subway was comparable to that on the to be examined, and claimel in the most received all the way from 6 to 7 cents and certain, strain, but be- Trueman Pond Bridge. There is no ques- broad and unreserved way that his charges in one case nearly 8 cents per pound, Yet

MORE HONEST TESTIMONY. Being built that way, it costs more per as those built by the upper province con- sorry to say that this was the case in the and thus place himself in an awkward pound to build, in-as-much as there is more cerns. He showed to the committee that bridge inquiry which had just closed and position. The leader of the opposition has labor placed upon it. This shows how the labor expended upon bridges built by if he had in any way been able to draw the stated that he is glad that statement was entirely unfair would be any comparison we our own firms was much greater than upon truth from the witnesses who had been produce t. All he (Pugsle, ) could say was that could make in regard to prices, unless we the bridges built by the Dominion Bridge brought by Mr. Hazen to give evidence in it he was pleased he had a very strange way actually take the very structure itself, get Co. and the Hamilton Bridge Co. We are the charges against the premier, he felt that of showing the pleasure which he felt. He all the cost of erecting the structure, as we getting a permanent bridge that is perman- he had in some degree reflected credit on the (Pugsley) was g ad that document had been did, put that down and figure up; that is ent, and if they have cost a little money profession to which he was proud to belong. produced, and he would be able to show to

committee he was very careful in talking him which he did not answer in the freest, justice in his remarks to the gentleman who of the gentleman (Hazen) is with regard these matters over and considering the fullest and most satisfactory way. Mr. had been made the subject of attack in to the treatment of Mr. Phelps Johnson, evidence given by the experts in regard to Fish referred to the fact that Mr. Peters these bridge charges. The leader of the manager of the Dominion Bridge Comfind one of the six who did not agree with stockholders of the company, but he stated they were brought out before the commit- a travesty upon justice. The facts in that rather not make such information public, and he (Fish) was pleased to be able to say Our bridges are constructed largely of built that the leader of the opposition was the sections, and when the honorable member first to say that it was not necessary to made a comparison from this notorious blue produce them just then. (Applause.) He sheet and made considerable amusement for (Fish) had learned from Mr. Peters later the us, it is no comparison whatever. The names of the stockholders, and he could not history of this blue sheet we all know; there see why those names should be made public, sworn witness. (Applause.) is food here for reflection for a long time to as they had no bearing at all upon the come and a man might spend a great deal of questions under investigation. Mr. Peters time gathering considerable information from showed very clearly to the committee that that sheet to arrive at some conclusions in the price for bridges was made up in exactly regard to our own bridges. It was very the same way as the company made up its (Pugsley) would assert without fear of bridges constructed by his companykind of Mr. Roy to prepare this sheet, and prices for stoves, furnaces and other things MASERU, Basutoland, Monday, April bring it down here to us. Mr. Fish regret- manufactured by them. They simply ted to hear the Opposition advise him not charged the regular profit on the bridges.

had considerable trouble to force it from by Messrs. Sefton and Lockhart, who had him. However, they had got this sheet pointed out on the plans that were hung on and it was a very va'uable one. Mr. Roy the walls the different parts which go to had sent away up to Ontario for a few con- make up the superstructures, and he (Fish) tracts and tenders that were mentioned on would venture to say that any man looking that sheet, and the committee afterwards at those plans, no matter how limited his first complaint of the gentleman is that the learned Mr. Roy was very careful in seem experience, would be forced to the coning to send for bridges built at a loss to clusion that the bridges which have been bring all his books here showing the prices therefore are willing to do the work at himself. Mr. Fish dida't know what Mr. built in this province are far superior to the he paid for Roy had done that for unless it was to tell bridges built by the upper Canadian firms,

EXCLUDED EVIDENCE. A great deal has been said about the exclusion of evidence before the committee, Scotia. Mr. Roy had travel'el about 1400 and he would say a word or two with regard Hunter's Brook in Nova Scotia and built a in making that charge were simply trying to bridge there for the magnificent profit of excite political prejudice throughout the \$6.58. Mr. Fish remarked that this re- province. The first was the case of Mr. people in this world who worked, the one for bring here to show the cost of some rolled honestly with his company in putting down a building in Halifax. The committee dethe profit on that bridge at \$6.58; he should cided not to receive such evidence, and they have credited the company with \$300 on were justified in that decision, as evidence account of his trip to the seaside for his of that character was even more ridiculous realth. The other bridge showed a profit of than comparing the Boston subway with the Tiveman Pond bridge.

Secretary would not allow him to bring the as a witness, but when papers falls to the ground when it is to bring a portion of the papers, Mr. Roy began by telling us what a great and if a portion why not man he was. He told us that he was an (Applause.) The committee acted perfectly

THE "IOWEST TENDER" IDEA. contracts were given out without tender, and pointed out that where tenders were | gentleman was that the committee had called for many instances have occurred where the "lowest tender" provision has been supplied by contractors providing for turers or contractors. If private firms and corporations adopted this course, why

WITNESSES WHO DIDN'T COME. was supposed to come here from the probeen asked to try and persuade Messrs. S:ewart, McNeill and Murphy to come here come at the request of the leader of the class of bridges built in Nova Scotia are shop labor, cost of erection, freight, the they are built sections they are costing much | each bridge. more. Mr. Stewart, of New Glasgow, had told him (Fish) that he had lost money on THE BILLS WERE RIGHT.

As to the prices which have been paid by bridge everything that Mr. Roy saw was our Government for highway bridges, the perfect. He visited another bridge and that bills were all before the committee, and he also was perfect. These two latter bridges (Fish) could not see that there was anything were built by Upper Canadian firms, while but what was charged at a fair price, and he the poor unfortunate bridges constructed by thought the prices paid for bridges were as our New Brunswick firms were full of faults. low as could be secured anywhere. Al According to Mr. Roy there was nothing though the expenditure on the bridges good about them, and they had gost two represented a considerable amount of money prices. That was about the substance of it was all paid out for the bridges and there Mr. Roy's evidence. When asked for an | was not the slightest evidence of any wrongexplanation or cross-ex mination he sudden- doing on the part of the Government, or any ly fell into a groove where he knew nothing, member of the Government. It matters and from that out it was almost impossible | little how much the opposition may strive to to get anything out of him, and what was bolster up their discreditable charges. The dragged from him was told in a very doubt- fact remains that only a fair price was paid for bridges; no exorbitant or excessive prices were paid; there was no neglect of The evidence of Prof. Swain was not such duty, but the evidence given before the as to enable the committee to decide as to committee was an overwhelming confirmawhether these bridges were costing too much | tion of the windom of the Government's or not. He read from pamphlets, contracts, policy of having a high class bridge built in

would compare it to a wagon built light parable only as 20 cents is to 50 cents. In province. If he had intended by that to p'a ned that his company might feel that he which would do to ride around the streets other words they are comparable only in imply that he was able to bring out from was giving away private information. Then and would bear a certain strain, but it form and not otherwise, and so with the witnesses the truth and lay the facts before why did he pick out and bring here four would be a very difficult thing to get a light Boston subway and the Trueman Pond a committee or a jury as the case might be, contracts which would necessarily show the and that he was able to drag from a reluct- profits which his company had made on those ant witness facts which he wished to conceal contracts. Surely it did not lie in his On the other hand Measrs. Sefton, Lock- and which were material, then he (Pugsley) mouth to give information as to certain costs the most money because it is a finer hart and Arnold gave most important accepted it as a compliment, because he contracts, and then say in respect to testimony. Mr. Arnold examined the thought that the object which every lawyer others that he was afraid to produce them Mr. Carvell-and the light coats more bridges, and he saw at once the superiority, ought to have in view was to elicit the because his company might think he was

of those built by our New Brunswick firms. whole truth. Very often witnesses are dis-He saw that they were not of the same class posed to keep back the truth, and he was the only way to get actually at the cest and now they will more than pay for themselves. He would like to be able to congratulate the the House that statement completely to knew if that cost is a fair one, and that is Mr. Peters' evidence was most satisfac- leader of the opposition on having in his discredits Mr. Roy and contradicts the what we had to decide. Mr. Fish felt, no tory, and he answered questions in such a way speech placed before the House and the testimony which he gave and shows that he justice whatever could be done in arriving as to give the committee a very clear idea country the truth and the facts brought out was attempting to deceive the committee at a conclusion without taking these matters of the manner of manufacturing of bridges. on the investigation, but he was not able to and the country. Applause.) into consideration, and with the rest of the There was not one question that was asked do so, because he felt that he had not done the discussion statements which were not nounced that Mr. Johnson was c ming here

in evidence and so influence the House and as a witness he (Pugsley) had asked the country by hearsay statements -statements chairman of the committee to notify Mr. not made under oath, but statements which Johnson that he would be required to prohad been made by gentlemen who are inter- duce the various contracts entered into by ested in the prosecution of these charges and his company for the construction of bridges which are not for ided by the testimony of a during the years 1895, 1896 and 1897, and A FAIR INQUIRY. there was not a full and fair investigation Johnson was coming here just as Mr. Roy

contradiction by any disinterested person selecting contracts for bridges constructed who has followed the proceedings that there at particular places and at particular prices. NEVER AN INVESTIGATION BEFORE A COM-MITTEE OF ANY PARLIAMENT WHICH WAS

FAIRER, WHICH WAS CONDUCTED ON BROADER PRINCIPALS lines proper to be pursued than was the case in the invest gation just closed. The

COST OF HIGHWAY BRIDGES. Mr. Roy's evidence is of all the evidence the papers asked for. He went back to duce all his books and papers bearing upon come out of courtesy to the committee and

> a question to ask him as to the cost of the that all Mr. Fish next referred to the charge that stee! roof put upon the station at Halifax. The second ground of complaint of the

> > FORCED MR. ROY to produce a document which he had pre pared for his own private information, and that thereby a great injustice was done to him. He would state to the House what took place in that connection. Mr. Roy came here as the engineer of the Hamilton Bridge Company. He went upon the stand and swore that his company would have built the bridges in question at the rate of four cents per pound, and as a reason for making that statement he swore that his company had tendered for bridges in the province of Quebec at that price and had erected them for that figure.

vince of Nova Scotia. Dr. Pugsley had drew from his pocket a blue print and re- charge, it will be seen how slim was the ferred to the numbers of some bridges and excuse he made when he said that the secresaid that those were some of the bridges in tary would not allow him to deplete the respect to which he had sent for the contracts and which were then on the way. He (Pugsley) had then asked the witness what the statements he had read from contained, and the witness said it showed the number of bridges built by his company, largely rolled section bidges, and where contract price, and the profit and loss upon WHERE THE GAME WAS GIVEN AWAY.

> made up from information furnished him by ect in having it made up was to enable them to tender upon bridge work and to give him the information upon which he could say to the municipalities or to the governments that he would do their work for certain prices. It was not private information, but it was information which he had made up for the company of which he was the engineer-for himself, if you like, as the engineer of the company, to enable him to do the company's work in tendering for these various contracts. It was a document which had a material bearing upon the evideuce which he had given, and if it had not been produced before the committee Mr. Roy would have left the witness stand enjoying a very different reputation from that which he now enjoys-he would have left the stand and the province with the reputation of a reputable and honest man On the cont ary he left the stand and he left

the province stamped as a man who was

seeking to

Mr. H. zen, the leader of the Opposition. and seeking to place upon the records state-In speaking of a strain Mr. Fish said he per lb., making 50 cents. They are com- was one of the best cr. s.-examiners in the cents per pound. (Applause.) He com- NION COMPANY, Dept. 3, Chicago. -1,4,00.

for a few years preceding and a few years after; that is, from 1891 down to 1897. The gentleman (Hez n) had said that Was that an unreasonable request? Mr. into the charges by the committee. He had come-picking out a few contracts for It is no use to say that he had contracts for bridges cons ructed in Nova Stotia, because in order to get at the fair and reasonable cost of bridges he must give the prices

CHARGED IN THEIR HOME MARKET.

and not the prices charged in the lower provinces where they are probably trying committee did not subpoena Mr. Donald to to drive out the small local concerns, and a much less rate than they charge in the r own market. That was the case with the put on a railway station in the city of Hamilton Bridge Company, as was shown Halifax. The committee did not refuse to by Mr. Roy's evidence. In one case they Wells operated with Bacon Air Lift Pamp, subpoena Mr. Donald, but they did refuse made a profit of \$596 on a certain bridge, to place on record a statement that they in another \$346, another \$314, another would, at the expense of this country, call \$189, another \$655, another \$946, another miles from Hamilton, Ontari, down to to that, because he felt that the opposition from all parts of this province and the \$395, another \$322, for bridges built in dominion witnesses to produce books and their own provinces, but for the one papers which could by no possibility have bridge which they built in the province of the slightest bearing upon the charge which | Nova Scotia, and in respect to which Mr. minded him that there were two classes of Donald, whom the opposition wanted to they were called upon to investigate. They R y had picked out the contract they wished to compare the cost of steel roots made the magnificent profit of \$6.58. (Applause.) That was a bridge which appears by the contract to have been undertaken They might as well ask to have witnesses to build at the price of \$4.20 per hundred

called to show the prices paid for anchors pounds, and it had only a 12 foot roadand chains and a thousand and one articles way. (Applause.) This was put forward which were constructed out of metal but as a specimen of the contract showing the which had no bearing on the case. The prices which this company received committee stated that they were perfectly for their highway bridges. These men What are we to think of expert witnesses Then, they complain with regard to Mr. | willing to here Mr. Donald's evidence if he | were not coming here as disinterested coming here to tell the truth, the whole Johnson. He had been asked by the hid any evidence to give which was at all witnesses, and he (Pugsley) had felt justitruth, and attempting t g ve the committee chairman to bring certain papers, but he relevant to the inquiry, but they refused | fied in asking that Mr. Johnston should be information consisting of contracts of bridges brought only those which suited him and to hear his evidence as to the cost of steel subpoensed to bring contracts showing the at a loss? Does it not show on its face a which the leader of the opposition asked roofs. Mr. Donald was called, Mr. Laforest prices charged by his company in their gross attempt to deceive us. (Hear, hear.) for. The committee therefore decided not stating to the committee that as Mr. home market. Mr. Johnston came before Still our friends would laugh and say that to hear his evidence until he produced a!l Donald could not be subpoensed to pro- the committee, and he stated that he had given the only one of any importance. They | Montreal for the papers, but he never re- the question of steel roofs they would not | was prepared to give every information as to will need to bolster up Mr. Roy's evidence turned, and he (Fish) had no doubt the have him called as a witness at all. One the contracts which he had picked out and all they can; it will need all the help they reason he did not come back was because he might have thought that they were serious brought with him. The committee asked him was afraid to come. The excuse that his in their desire to have Mr. Donald appear to extend his courtesy a little further, and instead of picking out those contracts which MR. PETERS, FROM WHOM MR. DONALD suited his ideas, to bring those contracts which would be of value to the committee was upon the stand, having all the books in enabling them to determine the question of the Record Foundry Company here show- which they were called upon to determine. ing all their business of every kind and Mr. Johnston was asked to return to Mosdesc uption in connection with their foundry | treal and bring back with him all the conwo k, the gentleman or his counsel had not tracts a ked for, and the committee told him

### HIS EXPENSES WOULD BE PAID

Mr. Johnston said he would go back to Montreal after the necessary documents, and that he would inform the chairman on the following Tuesday or Wednesday as to whether he would be allowed to bring the papers with him. He went away, but be did not come back, an I what was his excu e? He said that his secretary would not let him bring the papers-the secretary would not let Mr. Phelps Johnston, who is the general manager of the company and has absolute and entire charge of the company's business -who is in fact the Dominion Bridge Company-would not let his records be depl ted by sending the papers asked for. When it is borne in mind that the committee stated that he might send them by express, if he Continuing, Mr. Fish said he wished to THE GREAT WITNESS COULDN'T HAVE HIS did not care to bring them himself, and that every care would be taken of them, and In the course of his testimony Mr. Roy they would be returned to him free of records. He (Pugsley) was willing to leave it to the fair judgment of the house and country if the course pursued was not a reasonable one. The gentleman (8:2:n)

FULL AND FAIR INQUIRY.

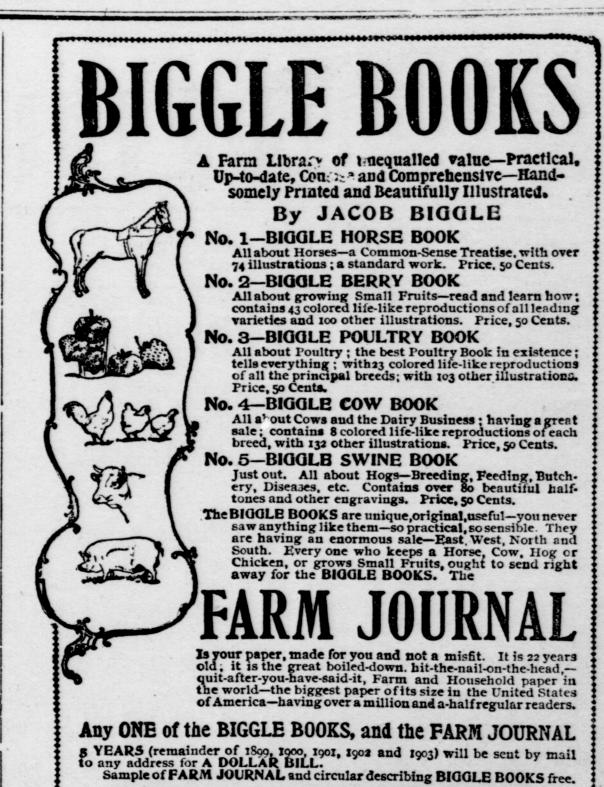
but he did not have produced one single contract for a bridge hult in the province of Ontario or Quebec, the home market of these companies, where and where alone it would be possible to ascertain what are the Mr. Roy stated that the document was usual and customary prices being charged by Dunlap Bros. & Co., the company for bridges constructed by the accountant of the company, and the ob- | them. These were the grounds of complaints of Mr. Hazen with respect to the course of the committee, and he (Pugsley) repeated that the invesitagation was one of the fullest and fairest ever held before a parliamentary committee. (Applause) MR. RUDDOCK.

The leader of the opposition had made his bridge charges, but he has not sought to prove that the Record Foundry Company or Mr. Ruddock have got out of their contracts more that a fair and honest price. Mr. Ruddock, who is a man of the highest reputation and standing, has sworn that on the Mill Cove bridge he only made a profit of \$400, and on the two spans of the Blackvide bridge a profit of \$500. or a total of \$900 on the two bridges. This was not an good positions between January 1st and unreasonable profit and he (Pugsley) felt that the people of the province of New Brunswick were willing that the Record Foundry Company and Mr. Ruddock should get a fair profit on the bridges constructed

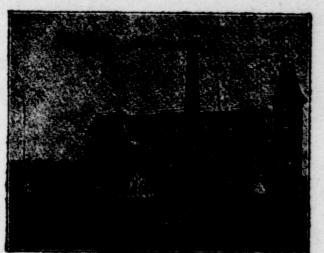
The leader of the opposition says we should give these bridges to the upper province concerns if they underbid our own local companies, no matter whether they

[Continued on 3rd page.]

TX7ANTED-SEVERAL BRIGHT AND HONEST persons to represent us as Dated the twenty ninth day of January A.D. 1900. money and consequency they can be built the same length 2 in. by 3 of an Inch, and Dr. Pugeley said that Mr. Hazen had done the committee that the price his company ducted at home. Reference. Enclose selfcheaper. There is more profit to the foot, we will put its weight at 25 lbs. at 2 cents him the honor of saying that he (Pugsley) had charged for these bridges was only 4 addressed stamped envelope. The Domi-



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