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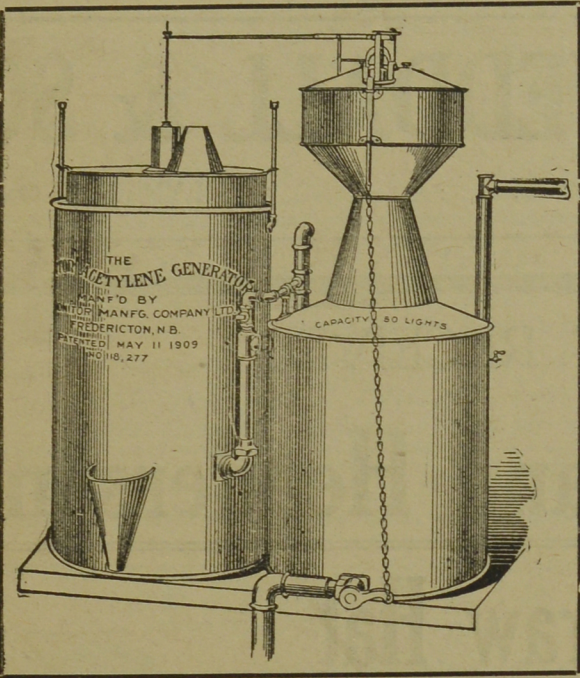
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THE LUMSDEN CHARGES PROVED GROUNDLESS

Report of Special Committee Laid Before Parliament—Increase in Cost of G. T. P. Not Due to Over Classification.

Ottawa, April 28.—The special commission on the Lumsden charges laid its report before the House this morning, announcing that in its opinion the charges made by Mr. Lumsden are not proven. The report was finally completed this morning, only a few minutes before going to the House.

The allegations made by Mr. Lumsden to the effect that there was overclassification, are dealt with at length, but the differences in classification was accepted by the commission as being due to differences in the geological formation through which the sections "B" and "F" of the N. T. R. passed.

Stress was laid by the report upon the fact that ex-Chief Engineer Lumsden had himself recommended the very engineers whom he now accused, and had certified to the classification which he subsequently declared was wrong. He never made a complaint, says the report to the proper authorities of the commission, about his staff, although he had ample right and every facility for so doing. There was, the report admits, ample room for difference of opinion as to the classifications.

"These questions," the report says at one point, "are all questions of engineering opinion and do not involve, in the aggregate, a very serious amount. The returns and progress estimates are all subject to revision, the commission being far more than amply protected by the security held by them."

"In view of the increase in the cost of the road over the preliminary estimates, your committee thought it proper to enquire carefully whether this was in any appreciable degree attributable to over-classification."

The report says it found the increase was not due to over-classification. The early estimates of the cost were, however, naturally inaccurate, as they could not be based upon actual measurements, and no allowance could be made for train haulage, side hill cuttings and detours.

"It is regretted," continued the report, "that Mr. Lumsden did not go earlier upon the work himself and visit it more frequently. Had he done so it is possible that any question arising in regard to classification would have been immediately and satisfactorily adjusted, and when any differences arose your committee are of the opinion that it was Mr. Lumsden's duty as chief engineer to have taken steps immediately to have had the differences settled."

The committee quotes the evidence of the present chief engineer, Mr. Gordon, that the actual cost of the road will not much exceed the estimate of \$144,000,000.

Reference, too, was made to Engineer A. Daniels' evidence to the effect that the 4-10th grade was of course the greater factor in the high cost of construction.

The fact that the government insisted on a 4-10 grade added \$555,000 to the cost of the section "B" alone, which was to have been a 6-10th's grade.

MR. PUGSLEY'S SPEECH

(Continued from page two.)

THE ORDINARY PROCEDURE

And, Sir, that is what I did, and so far as this record shows and so far as any facts which have come to the knowledge of my honorable friend (Mr. Crockett) will show that is the first step which my department took in connection with the purchase of this wharf property. The request came to me dated May 20, 1908, made on behalf of the Kent Northern Railway Company, urging that additional terminal facilities were required at the port of Richibucto, and asking if I would take the necessary steps to secure these facilities. All I did was in the usual and ordinary way, to make an order to the chief engineer to have an examination and report made.

The chief engineer some four days afterwards sent it forward to the resident engineer with directions that he should as early as possible have a report made with regard to the additional wharfage required at Richibucto and generally upon the subject. Well, then, what next took place? It appears from the evidence that Mr. Stead goes to Richibucto for the purpose of making an examination and report, and while at Richibucto he meets Mr. Murray, also Mr. Robertson and others. He makes the examination as to the wharf and he asks Mr. Murray so that he might report to the department, what he is asking for this property. Bear in mind, Mr. Speaker that at that time, this property had been bought by Mr. Murray. Mr. Murray was the owner and when my honorable friend (Mr. Reid) says that Mr. Murray was a middleman, I say he was not. Mr. Murray had become the owner of the property and he had become the owner as this record shows, and as I declare to this House without any intimation from me or from anybody acting with my authority that the department would purchase that property. Mr. Stead says that after talking the matter over with Mr. Murray he asked him to name his lowest price so that he might make a statement to the department and give it information as to the amount it would take to purchase the property if the government should decide to buy, and Mr. Murray fixed the price at \$5,000. Now, what next comes to my department? We find a report from the resident engineer.

"Sir,—As requested in your letter of the 27th May, I have looked into the matter of the wharf accommodation which has been asked for at Richibucto, Kent County, New Brunswick."

"On the 10th of March, 1908, I reported on the proposed acquisition by the department of the municipal wharf at Richibucto."

The area which the government is asked to acquire is 9 acres of land, and land on the water reaching to the channel, that is, to about the face of the wharf. Four acres of this is land and wharf above high-water line.

"Including the 200 feet pier head of the municipal wharf, this would give a frontage on the river of about 775 feet."

"It is looked upon as certain that the Kent and Northern railway will

THAW MUST REMAIN IN MATTEAWAN

New York, April 29.—Harry K. Thaw, who killed Stanford White, must remain in the Matteawan Insane Asylum. The appellate division of the supreme court in Brooklyn handed down a decision today which defeats the effort of Mrs. Mary C. Thaw to have her son transferred to another asylum.

Mrs. Thaw applied some time ago to Justice Tompkins, of the supreme court, for the appointment of a referee to take testimony bearing on Thaw's possible transfer. Justice Tompkins appointed such a referee, but the superintendent of the Matteawan Asylum objected. Attorney-General O'Malley went to the appellate division, asking that the appointment of the referee be set aside. The justices unanimously upheld his position, and dismissed the proceedings. The court holds in effect, that Matteawan is the proper place for Thaw under the circumstances.

TWO MISSIONARIES EATEN

Seattle, Wash., April 30.—Details of the eating of Rev. Horatio Hopkins and his assistant, Rev. Hector Laurie McPherson, missionaries of the Presbyterian church, by cannibals on Feb. 5, on Savage Island, were brought by the barkentine Mary E. Winkelman, which arrived yesterday at Mukilteo, Washington, from the Tonga Islands, in the South Sea.

The records for March show that 132,397 passengers arrived in New York, 11,563 being citizens. The amount of money brought here by immigrants during March was \$2,457,375. There were 1743 deportations, of which 175 were women.

shortly be taken over by the government and this land and wharf will furnish a very desirable and central site for the station, railway yards, and especially for an ample deep-water terminus.

"An offer to sell the wharf, water rights and land area for \$5,000 is included herewith."

"While the outer faces of the wharf are gone to about low-water level and new cribwork will be required there, the wharf forms a wide approach to deep water, and could not be built now for several times the amount asked. Taking into account also the value of the frontage on the street, and its central position, the price asked is reasonable."

Yours obediently,

GEOFFREY STEAD,

"Resident Engineer."

"E. D. Lafleur, Esq.,

"Chief Engineer, Department of Public Works, Ottawa."

I considered the matter very carefully, and am free to say that I thought the price \$5,000 stated by Resident Engineer Stead and approved by the chief engineer was a reasonable price.

I had nothing within my knowledge to indicate that it was anything but a reasonable price.

(To be Concluded tomorrow)

ONE ON THE CHIEF

Pittsburg, April 29.—The village cut-ups of Bellevue, a fashionable suburb, played a cruel practical joke upon the police force of that town early this morning. And, while the whole town is giggling over the matter, Chief of Police Mack Turney—the force—recalls the proverb about laughing last.

The Chief was roused by telephone at 3 o'clock and an excited voice told him that a man was making preparations to hang himself from the flagpole on top of the school house. The Chief responded to the call in slippers and trousers hastily pulled on.

When he reached the school house by the dim light of dawn, he saw a body hanging from the pole, and the groans seemingly emanating therefrom chilled his blood. The Chief dashed up to the roof and started up the pole, forty feet, shouting encouragement all the time.

When he reached the top he found only a dummy. The groans, he believed, were made by a ventriloquist.

The Westchester Lighting Company has signed a contract to supply 20,000 incandescent lights to illuminate Glen Island.

IMPORTED CLYDES FOR SALE

Just arrived at Fredericton from Scotland, two Clydesdale Stallions and five mares, choice individuals of best strains. To be sold to first applicants at moderate prices. May be seen at Phair's stable, King Street, where records, prices, etc., will be furnished or particulars will be sent by mail on application, as below. Six months credit will be given on approved notes.

Now in quarantine at Montreal, Ayrshire and Dairy Shorthorn cattle to be brought to New Brunswick for sale about June 15th.

Address all enquiries or call upon A. H. Thomson, care Department of Agriculture, Fredericton, N. B.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Construction of Wharf at Shediac, N. B." will be received at this office until 5.00 p. m., on Thursday, May 26, 1910, for the construction of a wharf at Shediac, Westmorland County, N. B.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department, at the office of E. T. P. Shewan, Esq., District Engineer, St. John, N. B., Geoffrey Stead, Esq., District Engineer, Chatham, N. B., and on application to the Postmaster at Shediac, N. B.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, with their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honorable the Minister of Public Works, for the sum of two thousand one hundred dollars, (\$2,100.00). The cheque will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By Order,
NAPOLEON TESSIER,
Secretary.

Department of Public Works,

Ottawa, April 26, 1910.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

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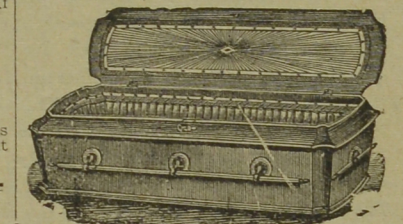
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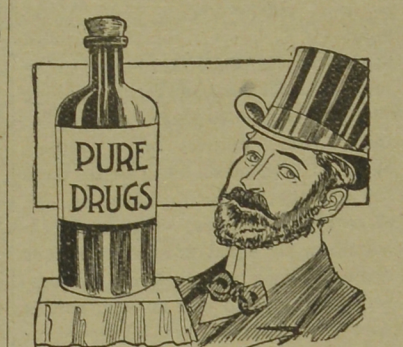
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The Boston Ping Pong Company have again removed their studio to 496 Queen Street, next door above A. J. Ryan's Drug Store, and they are already getting a large patronage from the business people of this city and country. They are putting out the best finished Ping Pong work in the city.

Babies a specialty.
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