Cove bridge. How can my honorable friend | would find on some of them they lost answer that? It showed that this government had obtained in the Mill Cove bridge a bridge certainly just as good, he claimed nothing more for it. The live load, the strength or the strain of it was just as great as in the bridge to which he referred in the province of Ontario, and it was obtained at \$9.26 less than that company charged the municipality in Ontario to which he referred for a bridge five feet wider than the bridge which cost \$9.26 per lineal foot more. (Bridge No. 1082.)

That was a riveted bridge of 80 feet and cost \$2,341, the contract price, which would be at the rate of \$29.26 per lineal foot. Honorable gentlemen who came after him speaking upon the other side of the question might say that was a heavier bridge, but that was not necessary, because this company might have material on hand, material rolled from the mill, upon which there had been little labor expended, which they would send to put into the bridge work; the shop labor was light and they could afford to sell at a much less price per pound than if built of and such as would yield a fair and living sections such as were in the Lefebvre profit. 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 gentlemne 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 a pin bridge. He took for example bridge No. 1100, which was a riveted bridge costing 6.42 cents pound, added one and a half cents to that and it made a fair selling price of 7.92 cents per pound. He wondered if his honamount and exacted 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 upon the character and integrity of such men as Mr. Ruddock and Mr. Peters and other gentlemen connected with the Record Foundry Company. The charges in effect were that these gentlemen had profit out of these bridges; in effect these gentlemen were said to have been stealing tions; the effect of his honorable friend's Foundry Company was instructed to do 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, representation to this government; becost 63 cents a pound, he could not believe but that statement was true and the chief commissioner had a perfect 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

cents per pound. Look at No. 974 in this a riveted bridge, the price \$6.06 per 100 pounds; adding 12 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.

price for the work.

In the face of this statement of Mr. Roy, himself the manager of the Hamilton out such cheap bridge work-Mr. Laforest-He is not the manager.

would be a fair price to charge, the man gentleman would bear in mind he stated who communicated with the New Bruns- that under the contract the company did the metal which went into those two wick government when they wanted lately not have to do the painting after erection bridges constructed by Mr. Ruddock. to get in here to build our bridges, and but the government and therefore it would There was another important thing you yet I am able to show that in respect to be right to add \$150 for painting. Then could see, taking the weight, and that was those six bridges, and there are many he allowed a profit of \$400 and the honor that this company was always careful others in the list to which attention able gentleman would see with respect to perhaps not every time, but upon the might be called, and they were not deal- a bridge 120 feet long a profit of \$400 was whole-careful that the weight of the ing with governments with large public not excessive. If Mr. Roy's own state metal which they put into the bridges moneys at their back with comparatively ment were taken it would be found in was considerably less than that they alpoor municipalities in Ontario, they respect to many of those bridges regard- lowed the municipalities to suppose they charged what would be an equivalent of ing which the heavier material was used would put in; because on the whole the

were reasonable and fair prices; he ad- figures together they would make \$2,130.77, is given at 1,050,860, and what do you mitted if you took some of those bridges and that divided by the weight of the suppose was the actual weight? Only 944,in which there was a great deal of weight | bridge, 30,136 pounds, would give a price | 358, or a difference of 106,502 pounds. So | that he would come here to give evidence and very little workmanship, which were of 7 cents per pound. He put it to the we find the actual weight of this bridge before the committee that when he rebuilt upon the design of the company, in respect to which there was no inspection, a fair calculation, taken from Mr. Roy's estimated by them according to their they could work in material which they might have left over from their railway bridges and could

which I have called your attention.

and in respect to others they did not make respect to which the company only would be fairly entitled to make having reference to the capital invested, in rerun in respect to pin bridges all the way from 6.7 to 7.9 cents per pound. Then if those were fair charges he would ask what became of the statement of the honing double, and more than double, curthe mouths of their own witnesses their charge was disproved. It had been proved by their own witnesses how reasonable and such as this very company charged in respect to many of their own bridges

He had called attention to the fact Mr. Roy came here, as Mr. Johnson sought to come here, with a few selected contracts, and Mr. Roy had picked out four contracts for bridges built, and when were they built? Built in 1895, 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. As 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 orable friend were in Ontario and in the | what would be a fair price for the conmunicipality to which this bridge was sold struction of these bridges. He had there if he would have said that Mr. Roy's com- the contract of what is called the the pany had stolen out of that municipality. Hunter's Mill bridge, in Nova Scotia, and (Hear, hear.) That he had stolen a large | would be able to demonstrate from that contract that in order to yield a fair living profit, that between seven and eight cents per pound was the price which should have been charged in respect to that bridge, providing the ordinary workman- have the shop labor where the weight is ship went into it relative to the metal. In the first place, it was built on the design of the Hamilton Bridge Company It proves one of two things-either the themselves, not on a design or plan pre- falisity of the statement or the mighty pared by the engineer of the Nova Scotia government, because a tached to the con- bridge sent down to Nova Scotia . (Hear, tract was the strain and material sheet hear.) It necessarily proved one or the were only making a fair and reasonable of the Hamilton Bridge Company. Taking other, and so he might go through that state differently from what they were, the specification it would be found it was not true as the honorable gentleman money out of the public chest and obtain- seemed to think that the government of ing these prices under false representa- Nova Scotia did not pay for the cost of paint put on after the erection. The charge was that in '93 when the Record | company only put on a coat of paint at this work by the day, keeping an accurate was erected the paint was put on by the a low price, but if we went down a little as soon take the disinterested statement of account of the cost of the metal and the Nova Scotia government at its own expense. (Applause). Further than that taking bridge No. 973, turning to the marvellous statement which, as he had said. was worthy of most careful study and a for it. (Hear, hear.) What was the excopy of which he hoped every honorable planation of that? One bridge, 35 feet member would take home with him, he long, 66 feet wide, a beam bridge, \$348 found the bridge referred to (No. 973), for it; another beam bridge only three that the contract for that was let in September, 1898. It was to be finished on that he and others were parties to a false the 15th of November. It was a pin bridge with a span of 120 feet and the weight of cause unless the cost of those first three | the metal in the bridge was 30,136 lbs. He bridges was what they represented it to would like the honorable gentlemen to be, 63 cents, then they were guilty of keep those figures in their minds, because gross misrepresentation and of perpetrat- he believed he could demonstrate to the ing a fraud upon this government and the satisfaction of the house that if in rechief commissioner of public works, and spect to that bridge you allowed a fair he could not believe they would do any- amount for shop labor and the same price thing of that kind, and when they said for steel as was paid for the steel which they kept an account of the cost of those went into the Lefevbre bridge, and allow three bridges and represented they actually for the erecetion of that bridge 12 cents per pound, which Mr. Roy himself said would be a fair price to charge for the erection of the Lefebvre bridge, and allow a reasonable profit, he would show that if the conditions had been the same as those under which the Lefebvre bridge was conthe municipality in the province of On- structed, allowing a fair and reasonable tario what would be a fair equivalent for | profit, the price would have been between 7.9 cents a pound for a pin bridge for No. seven and eight cents per pound. Surely 1100, a riveted bridge, he did not think after he had proved that, as he believed his honorable friend would charge the he would be able to prove it, it would be cerned, and the very small price company with exacting more than a fair no argument in favor of the opposition the company charged in respect to to bring in a contract entered into with Look at No. 1098, a pin bridge. My the Nova Scotia government under which learned friend will see the price is 7.7 they had built that bridge and upon which cents per pound; look at 1075 and he will they made no money. Their total profind the price is \$6.26 per hundred pounds; fit upon the bridge according to their own adding 11 cents for an additional selling statement was only \$6.58. Surely if he price of a pin bridge he will find it is could show that allowing for a reasonable \$7.76 per hundred pounds, or nearly 7.8 profit and a reasonable cost for erection, such as Mr. Roy says the Lefebvre bridge statement of Mr. Roy; he will find it was 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 gentleman (Mr. Hazen). Taking the weight of that bridge as 30,-No. 964 is a riveted bridge, the cost \$5.77; 136 lts., the cost of steel \$1.75 per 100 adding \$1.50 makes it \$7.27 per hundred | lbs., because that was the price which Mr. pounds, or nearly 72 cents for a pin bridge 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 Bridge Company, which professes to turn lbs., and that was relying entirely upon figures given in Mr. Roy's own statement, it would make the shop labor \$699.15. Dr. Pugsley-Does not Mr. Roy swear | You would have the steel at \$1.75 a 100 he is the manager of the highway bridge | lbs., \$527.92, the shop labor at the very rate put down in Mr. Roy's state-

Mr. Laforest—He said he was the en- ment with respect to another bridge, bridges; and so he might continue through for a railway bridge with only one coat of Bridge Company must have been robbing \$699.15, allowing for the lum- the list. He would read from Mr. Roy's anti-corrosive paint on it, painted at the Northwest government when they Dr. Pugsley-He said he was the engineer ber \$150 considering it was a double statement the total quantity of steel. The and manager of the highway bridge depart- floor, the under floor of spruce and the total estimated weight was 1,050,860 pounds ford, and the tender was 4.6 cents per bridges, because, as I have said, if you ment of that company, and more than upper floor of birch, planed upon both and taking the total cost of the steel it pound; the tender of the Hamilton Bridge had a reasonable price and only a very that, he said he was the man who made sides, at \$17.50 a thousand, the total \$150 would be found it was considerably less figuring, to estimate the fair price to 37 cents per hundred pounds which Mr. charge and put in the tender on behalf Roy said would be reasonable; then for less than what metal cost Mr. Ruddock, of the company for the work; he was the painting the bridge after erection \$150 man of all others who would know what which would be reasonable. The honorable man Pond bridges. It would be in the from 6.7 to 7.9 cents per pound in 1e- and where there was less workmanship actual weight is very much less than the the company did, and the amount the spect to every one of those bridges to a profit of less than \$400 was made; in weight upon which they tendered and Dominion Bridge Company received was respect to one there was a profit of \$950, under the design and plan prepared by The ground Mr. Pugsley took was those and others \$500 and \$600. Adding those themselves. The total estimated weight pound. (Applause). house as to whether or not that was not was less by 106,502 pounds than the weight own figures. He was not taking then the strain sheet and material sheet and which figures of the Record Foundry Company, they represented to those municipalities or the figures of Mr. Ruddock, but the would be put into the bridges. (Applause.)

a living profit. He asked the bonorable but only \$103.90 which would be really sheet requires and the material sheet or have made of the Dominion Bridge Com. articles put in he had the evidence that finding the flooring. Now in considering gentlemen to take those bridges in only about 1-3 of a cent per pound and design requires and in that way save pany and others, has gone up so that it in respect to the Salisbury bridge the the result of the policy which the governeven taking those figures it would make money. claimed to have made what the company | the cost of that bridge just seven cents | per pound; that applied to the Lefebvre bridge in respect to which Mr. Roy him- the estimated weight which they lead the spect to those bridges, some of which were | self would not say but 11 cents would be | municipalities to believe would be put into built in '98, some in '99 the prices would a fair price for erection, by reason of the the bridges. Every time you look at this great rush of the tide, the quicksands and blue print you discover facts of the greatthe hard conditions which attera the est consequence and upon which you could erection of a bridge there; puttiry in 11 build up an argument against the contencents per pound he was sure you would tion of my honorable friend. orable gentleman as made in various parts | find the price of that bridge come up to | Mr. Pugsley, having referred to Mr. of this country and heralded through the | wards of 8 cents per pound. (Hear, Hear). | Roy's statement, said he would like to press, that this government had been pay- And that would only allow a fair and reasonable profit. Now in the face of rent prices for highway bridges. Out of this fact he would ask it candid or fair in reference to what Mr. Johnson said or right of the honorable gentleman, and just to the people of this country that he province of Nova Scotia. Of course it was should put forward that a bridge built the prices paid by the government were; by this company in Nova Scotia out of they were only reasonable and fair prices | which they made no profit as a fair criter- statement his honorable friend had been ion of the price at which this company departing from the record and endeavorcould build bridges? And yet it was upon | ing to prevent this House and ask the information like that Mr. Roy ventured to | judgment of this House upon facts which make the statement as to what the company should build those bridges for. He asked the honorable gentlemen to look which were mere statements of Mr. Johnat the shop labor put down for that bridge and consider whether the work in their judgment could be done for that, remembering it was a pin bridge, 120 feet long, and the shop labor put at \$277.58; he asked if taking a bridge that long, weighing statement of Mr. Arnold, who carefully 30,000 pounds, it could be constructed, all the shop work done, for \$277.58. Mr. McKeown-"What profit did

make? Dr. Pugsley-He claims to have made a

profit of \$6,58. Mr. Pugsley submitted that \$277.58 would not begin to pay the shop labor upon it and could prove it by their own statements, because bridge No. 925 which only weighed 34,988 pounds, only 4,000 pounds more than this bridge weighed, cost \$700.96 for shop labor as against \$277.58 upon this bridge. Why were those figures given; was it because Mr. Roy was anxious to get into Nova Scotia he was ceiving his directors and making them believe he was making a profit of \$6.58, at all events no less, and might continue to make those low tenders with the hope of getting into Nova Scotia; but it is incredible in respect to one bridge you only 4,000 pounds lighter about one-third the cost of the labor in the heavier bridge. poor work which was done upon the ties. Mr. Roy made a great point of the fact that his company had constructed a beam bridge 23 feet long for which they had charged \$150; but if we looked on a little further we would find his company constructed a beam bridge, No. 948-35 feet works and after the bridge long, 66 feet wide-for \$348, which seems farther we would find his company con--only three feet longer than the last, of the same width, and got a price of \$1,545 feet longer, exactly the same width and for that \$1,545. My honorable friend from the county of Madawaska will no doubt deal with this subject before the debate closed. Mr. Pugsley said that trusted when he came to deal with it he would explain, if he could, how it was that this company which was so anxious to get into Nova Scotia and show us how cheap bridges could be built -how for one beam bridge of exactly the same width and only three feet longer they got from one municipality \$1,545 and for the other beam bridge of exactly the same width and made up of the same material they got \$348. He would like the honorable gentleman to graple with that subject and explain to the satisfaction of the house and the country, if he could. For the beam bridge in respect to which they got \$1,545 the price would be \$41 per

> lineal foot. Those were some of the mysteries conwith bridge building, nected as this company was one beam bridge of \$343 in order, as Mr. Roy swore, perhaps, to keep in the swim or get their feet in, which might explain how anxious they were to do that at the low price in order when they got the next opportunity to tender for a beam bridge they might get the higher price of \$1,545. (Applause).

In respect to the steel which went into those bridges the honorable gentleman had spoken so often of the high price of metal and sought to explain that that might account for this higher price in 1899. Mr. Pugsley had gone carefully over his honorable friend had chosen to take price. Then honorable gentlemen may the statement of the steel which had gone into all those bridges built by the Hamilton Bridge Company in 1898 and 1899 and the average was less per pound, taking show in cross-examining him, that not cost \$1.75 per hundred pounds. What did all the bridges together in those years, than what the steel cost the Record Foundry Company for what went into ranging all the way from six to eight steel was \$192.50, speaking now of the two the Lefebvre and Campbell bridges. Taking cents per pound for highway bridges, but the Hunter's Mill bridge built in Nova | would have been able to show that even | pounds; therefore the cost would be \$1.72 Scotia, the steel there cost \$1.48 per hundred pounds, as against \$1.75 per hundred | we know the cost is not more than one- dred pounds less than the cost of metal pounds for the steel in the lampbell and half per pound what that of highway for the Lefebvre bridge. And yet, accord-Lefebvre bridges, a difference of 27 cents, bridges is, he would have been able to ing to these gentlemen the Hamilton being the additional cost of the steel which | show that on the 14th of September, 1899, | Bridge Company must have been getting went into the Campbell and Lefebvre the Dominion Bridge Company tendered double price for that bridge, the Hamilton as much as 60 cents per hundred pounds which went into the Mill Cove and Truevicinity of 60 cents per pound less than

Mr. Emmerson-Ten per cent. Ten per cent. actual weight less than

call attention briefly to some statements

which the honorable gentleman had made

that his company built bridges for in the

not necessary to call the attention of the price to get for highway bridges in 1897. Company, that his company made no leader of the opposition ridiculed the idea House to the fact that in reading that were not before the committee, facts which have not been testified to, but son and might or might not be correct. His honorable friend said he had a statement from Mr. Johnson as to what the weight of the Sussex and Salisbury bridges was. With regard to that there was the inspected the Woodstock bridge at the works said he swore acting in the interests of the government he would not take the weight of any bridge building company as presented by the people whose duty it was to weigh the material, because he said he has known very often the weight given to be very different from the actual weight; and therefore he would require his honorable friend to be able to pledge his own word to the correctness of those statements before he would feel disposed to accept them himself or say the country or the House should accept them as correct. My honorable friend, Mr. Pugsley said, had chosen to read them to this House and asks them to take it as correct while he complains that the chief commissioner acted upon the estimated weight which was prepared by his responsible engineer upon whom rested the duty of ascertaining what those weights were. He would grant his honorable friend might have some warrant for making the statement to the House that these statements were correct, but as to that, on the other hand, he could say we have the estimates made up by Mr. Haines of what the weights were, given to the chief commissioner, when Mr. Haines could have no interest whatever to to state them correctly, because he was desired by his superior officer to state correctly, and Mr. Haines gives to the chief commissioner the weight of the Sussex bridge, 42,000 pounds; the Hampton, a little over 155,000 pounds, and Salisbury, a little over 69,000 pounds, and he would Mr. Haines, made at a time when he had structed another beam bridge 38 feet long no object and could by no possibility have any object in stating them differently from what they were; he would a great deal rather take the statement of Mr. Haines made under those circumstances than the statement of an interested man like Mr. Johnson, who had declined to act upon the request of the committee and bring before the committee the contracts which his company had made in the province of Ontario and give to them-and to the House and to this country information which as a fair man, desirous of keeping nothing back and simply seeing the truth was disclosed to the committee and to the country, would have felt it his duty to present them if animated by any such motive as that. He is an interested witness and one who had a motive to sustain the charges made by Mr. Hazen, and therefore he would rather take the estimate of a responsible engineer of the department than a statement made by Mr. Johnson under the circumstances mentioned and not under oath. In reference to Mr. Johson, as his honorable friend had chosen to make some statements as to what he could prove if he had an opportunity of doing so, he wished to repeat an observation he had made yesterday that even now Mr. Hazen does not choose to give any statement from Mr. Johnson as to for the erection of it, and leaving out the what they built bridges for in Quebec and lumber altogether, you will find the price Ontario. He noticed how careful his 6.7 cents per pound for that bridge and honorable friend and Mr. Johnson were to that was a riveted bridge. Therefore if confine their information to bridges in the you add 1½ cents per pound as a fair sellprovince of Nova Scotia. Mr. Johnson ing price for a pin bridge as compared be seen that the government only paid was the price they received in respect to showed an equal anxiety with Mr. Roy with a riveted bridge you will find 8.2 upon that subject and gave no information | cents as the price of that bridge. (Apas to what they got for bridges in the | plause). home market where, as the committee

said, and very properly, it would be reasonable to estimate fair and normal prices would be paid. Not one tittle of informa- but take the statement he has made in tion was given with regard to them, but everything with regard to bridges built | bridges and no matter how you analyze in the province of Nova Scotia. If he the figures I have given you can come to were to be allowed the same privilege as no other conclusion but that would be the he would be able to show what, had Mr. | say that was in 1898 when steel was higher Johnson been called as a witness, he had than in 1897. I have told you the steel convinced himself he would be able to that went into the Lefebvre bridge actually only had his company been getting in the | the steel cost that went into this bridge? province of Ontario in many cases prices Mr. Roy's statement shows the cost of for railway bridges, with respect to which per hundred pounds, or 3 cents per hunshop, the bridge to be delivered at Bed- charged them those prices for those two Company was 4.8 cents per pound, and small allowance for the erection of \$125 estimate the lowest price which would per pound. Take No. 974 at Willoughby, give a living profit would be paid, and the putting in shop labor as \$78.82 and cost of Dominion Bridge Company got \$4.88 per erection as \$30.13 and making the allowance pound. He would probably have been able to show that the Hamilton Bridge Company got five cents per pound for railway bridges built upon the Intercolonial railway, and if Mr. Johnson had been called to the stand he would have been able to show also that in the year 1893 his company built what is known as the St. John swing bridge, a bridge, he presumed, upon the Intercolonial railway, the total weight of which was 104,648 pounds. He built that bridge for Mr. McManus, or \$7,000, or at the rate of 6.22-3 cents per

It was no wonder that although Mr. Johnson might have had in contemplation ceived the final subpoena to produce the railway contracts for work done by his firm during the last three years that he wrote Mr. Hazen and said: They have

The same of the sa

(Applause).

In the face of overwhelming testimony it would be presented by these facts, and in the face of what my honorable friends must have known before they sent Mr. Johnson away from the committee without allowing him to give testimony, and in the face of what they must have learned before they prevented the committee from having the benefit of his testimony, I wonder how my honorable friend, knowing what he must know, that only fair and reasonable prices were paid for those bridges, that Mr. Ruddock and the Record Foundry Company only received a fair able friend did not do himself the credit to rise in his place and say he had been should cost as much as railway bridges, and he had been informed by Mr. Archibald that railway bridges only cost 31 cents per pound and highway bridges should have cost the same. I am surprised my honorable friend, having found he was deceived in those particulars and having got the information which he got Mr. Roy, after they had gone on the stand and subjected to the fair and reasonable cross-examination I was able to subject them to, that he had not done himself credit and arisen in his place and said he had been deceived, had made the charges unwittingly and had come to the conclusion that only fair and reasonable prices had been paid and that he was presaid he had acted a manly and honorable part, and having been deceived and led to make false and unfair charges he was only doing that reasonable justice toward a political opponent which my honorable friend, the premier, has a right to expect from the leader of the opposition. He has not chosen to do so, but to proceed and not only to complete the investigation, but to stand up in this House and repeat the charges which he had made, and all we friend that this House believes, as I am sure you will say it does believe when it comes to vote upon these resolutions, that Mr. Hazen was entirely mistaken and not only have the witnesses he himself called failed to prove the charges, but they and the witnesses called on behalf of Mr. Emmerson have failed to disprove them and have shown this House and the country that they are entirely without foundation. I thought, Mr. Speaker, I would deal for a little before passing away from Mr. Roy's statement with reference to some other bridges, but don't know that I need go into them in detail, but would call the atbridges No. 1075 and 1076, which are riveted bridges built by the Hamilton Bridge Company, and in respect to which the company neither found the lumber nor did they do any erecting. They simply furnished the bridge free on board the cars at their works. They paid the freight but they did not find the lumber and did not erect the bridges and if you take the price which they got for those bridges, adding only the small sum of \$125

I ask the honorable gentlemen not to make these vague statements with reference to what Mr. Roy's statements prove, black and white in reference to those spans, and the actual weight was 11,171 the tender for all the various contracts | would be a reasonable price; allowing \$100 | per hundred pounds than the steel which | also that the Dominion Bridge Company | and therefore | sibility assumed by the man who erects his company obtained. He was the man for freight for that bridge from Hamilton went into the bridges built by the Record erected bridges you would have the the contract was awarded to him. The the bridge; that it covers all the field upon whom the company relied to do the to Nova Scotia, which would be less than Foundry Company, and the average price under public competition, where we may price, without any lumber at all, 8.2 cents same remarks would apply to the Port work in connection with putting the bridge hundred pounds, or nearly 4.9 cents per for pin instead of riveted you would have get the steel superstructures for these the floor? (Applause.) Does he not know the price, 6.1 cents, and yet the cost of the steel there, acordineg to Mr. Roy, was \$90.82; the actual weight was 5,612 pounds, the cost would be \$1.62 per hundred pounds or 13 cents per hundred pounds less than the Lefebvre. Take No. 968, No. 965 and No. 966 and also No. 925 and you will find the price of steel in all those bridges was less than what it cost the Record Foundry than what went into the Lefebyre, and take the average cost of the steel all the way through in the years 1898 and 1899 and you will find it is several cents per pound less than the cost of steel in the Lefebvre bridge and about 60 cents any unreasonable figure, and the fact that what Mr. Roy said upon this question. per hundred pounds less than what Mr. he quoted 62 cents per pound as the lowest Mr. Roy swore that it would be worth Ruddock used in the Mill Cove and True- price at which they would build the bridges 75 cents per hundred pounds to erect the man Pond bridges.

says they did not adopt a wise policy; those two bridges was \$4,649.

which he had made he did not even take on behalf of the municipalities they can price today which railway companies ex- | bury and Sussex bridges; taking the price | erected, painted, floored and completed the cost of erection as 13 cents per pound, | roll the material lighter than the strain | pect to have to pay, from inquiries they | paid for those bridges and the different | and ready for traffic, the government only is as much as seven cents per pound. On cost had been between five and six cents ment has adopted it is right that we should cross-examination of Mr. Johnson he would per pound, the Hampton bridge upwards notice this fact, that in respect to the have shown all these facts, and it was of seven cents per pound, and he also had amounts which the government has paid true Mr. Johnson might reply, well steel the advantage of the tenders of the Do- out for steel bridges since the inauguration has gone up a cent a pound since 1897. minion Bridge Company and of Mr. Roy, of this policy, by far the larger amount He would have been able to show Mr. now the chief engineer and general man- has been paid for bridges built at the rate Johnson, deducting a cent a pound, still ager of the Hamilton Bridge Company, of 61 cents per pound, completely erected you would have the price which your and then proprietor of the Central bridge and ready for traffic-certainly threecompany was getting in 1897 for railway | works, that the tenders which they thought | fourths of the amount has been paid for bridges as 31 cents a pound, and then were fair and reasonable prices were bridges constructed at that price. We have allowing what everybody now allows, ad- much higher; the Dominion Bridge Com- it in evidence that when the chief committing what by universal consent is now pany's tender being 7.3 cents per pound missioner was ready to give the contracts conceded as the fair average price of high- and Mr. Roy's about 82 cents per pound. for the five bridges which had just been way bridges would be double per pound It is true the Salisbury bridge had cost named he said to the Record Foundry what the fair and average price of rail- the government less, but what statement | Company that in future any contract for way bridges was, you would have seven had he in reference to that—the statement steel bridges in the province would have cents per pound as a fair and reasonable of Mr. Jones, of the Dominion Bridge to include the erection. The honorable had lost money by it. He would know at prices at which they would lose money to estimate that the cost would be somepound.

When the chief commissioner made arrangements for the construction of those first three bridges viz, the Cusack, Elgin and Douglastown, at the Record Foundry works, to be paid for at their actual cost. he was adopting what he (Pugsley) beliving profit out of the work which they lieved honorable members would agree was of the erection of the bridges. Did Mr. can only express my amazement that my ing the work done within the province, any price they might ask? Not at all. He he must have had and knowing as he must to have a proper inspection of these bridges getting 61 cents per pound for bridges at that his charges are without foundation, I if built in the upper provinces, except at the works, yet by reason of the thoroughly can only express surprise that my honor- a great expense, and that it was absolute- equipped plant which they had put in ly essential that such inspection should be deceived in making these charges and that having these things in mind the honorable he had in his mind that highway bridges chief commissioner took a reasonable and he told them that if they did not

\$1,676. price for the work. Mr. Kitchen tendered Let me deal for a few moments with that they made, that 61 cents was a fair the consideration of the circumstances and reasonable price and that they would bridge, which was a very difficult work, under which the government adopted its | not do the work at that time for any less in New Brunswick. My honorable friend far as the steel work was concerned for as the Sussex bridge. That would be

money out of the Salisbury bridge. They that the company should refuse to take contracts for erection, but their course the company would not go on very long was not unreasonable. The company was incorporated as a foundry and machine and therefore he had a right, looking at | company, and not to build bridges, and the tenders put in for those three bridges, if they had undertaken the erection of these bridges any stockholder would have where between seven and eight cents per | had power to restrain them by injunction. That was the view the company took of it, and they refused to take the responsibility and risk involved in the erection of the bridges. The result was that Mr. A. E Peters, the president of the company, being desirous that the work should go to his company, undertook the responsibility did for the New Brunswick government, I a proper course. He was desirous of hav- Emmerson show a disposition to give them honorable friend, with all this knowledge and he knew that it was not practicable told them that although they had been and the skill which they had acquired in had if we were going to get good bridges— the work, he thought that 61 cents a pound should include the erection of the bridge mode of ascertaining at what price the choose to take that he would go elsewhere, work could be done in New Brunswick, as that in his judgment was a fair price and the result was that the actual cost to pay. They accepted his terms, and for those three bridges was 63 cents per as a result all these larger bridges and pound, delivered at the works at Moncton | the great bulk of the bridges which have or on board the cars. Those three bridges been built since the inauguration of this are what the committee class as the first | policy have cost only 61 cents per pound, series of bridges. Shortly after there completely erected and ready for traffic from his own witnesses, Mr. Swain and came up the question of building the The honorable gentleman has not endeav-Dingee, Grand Manan and Saunders Brook ored to show that that is an unreasonable bridges. The honorable leader of the op- price. Mr. Peters came before the invesposition picked out the Saunders Brook | tigating committee with all the books and bridge, and he got Prof. Swain to testify records of his company, and Mr. Hazen before the committee that that bridge | had an opportunity to show the committee could have been built at a less price than from those books just what profits the was paid for it. Now the actual cost paid | Record Foundry Company were receiving, the Record Foundry Company for that and whether they were getting an excesbridge was \$233.09. This was not a very sive price. But the honorable gentleman pared to withdraw the charges and the large amount of talk about it, but why did not ask Mr. Peters to produce one country as well as this House would have do they do it? They take these small single book of all the books and records bridges, which cost only a few hundred which he had here. Mr. Peters swore that dollars at the outside, and they mix them | the Record Foundry Company had been in with the large bridges, such as the carrying on their business for 20 years and Campbell, Lefebvre, Blackville, Nepisiguit had been making fair and reasonable bridges, which were built at 61 cents per profits. He swore that they had a stanpound, complete, erected, painted and dard upon which they proceeded in all ready for traffic, and in that way they their manufacturing business; that that sought to delude the people of the coun- standard had been agreed upon after contry into the belief that these higher prices | ference by the leading manufacturers of were paid for the larger bridges. (Ap- the country, and that the carrying out of plause.) That was not the fair way to look | that standard is necessary to enable the have to do is to say to my honorable at the matter. The size of the bridges company to pay a fair and reasonable ought to be taken into consideration and dividend upon its capital. He showed the total amounts paid, and then it could to the committee the profits made in their be ascertained whether the government ordinary business of manufacturing stoves had pursued a wise policy and whether and furnaces, and he stated that in estithe result had not been that by far the mating the price for the bridges built for larger proportion of the work in connection | the government they had adopted the very with steel bridges had been done at the same standard as that used in connection cheaper price at which it was claimed it with all the business they were carrying was done. (Applause.) Those three on, and figuring it out upon the same basis bridges-the Grand Manan, Dingee and used in connection with the manufacture Saunders Brook-were taken as one order of furnaces Mr. Peters was able to show and the total cost of the three was only that in 1897, when the Campbell, Lefe-\$1,676. The Grand Manan bridge, being byre, Blackville, Nepisiguit and Tabor what is known as a scow bridge, was a bridges were built, instead of the comvery difficult one to build, and we have pany getting \$5 per hundred pounds for tention of the House particularly to the evidence of Mr. Peters that if the these bridges they would have required company had taken the Grand Manan to get \$5.41 in order to pay the company bridge alone the fair price would have been | the same profits as they were getting out at least 10 cents per pound, and that of their ordinary business. That being statement was not contradicted. Mr. | true, and Dr. Stockton had not attempted Peters recognized, as we all recognize, that to throw the slightest discredit upon the if the Saunders Brook bridge had been | testimony of Mr. Peters in that particular, taken by itself the price would fairly have he (Pugsley) had no hesitation in saying been less than 61 cents per pound; but that it was proved before the House, as these three bridges were all taken as one | it had been proved before the committee, order and they have to be dealt with to- and he felt sure it would be accepted by gether in considering what would be a fair | the country as true, that allowing ordin price, and when it is remembered that the ary and reasonable profits, such as the Grand Manan bridge was built for less company received on its other business, than what it would fairly cost, and ad- the Record Foundry Company might fairly mitting that the price paid for the Saun- have charged \$5.41 per hundred pounds (Applause.) And it should also be recoge | year 1897. (Applause.) That being so he nized that the works had to be opened felt the people of the country had no to construct those three small bridge ground for complaint, because, as he had which only aggregated a total cost of stated yesterday, he was satisfied that when the people come to the conclusion We next come to the two bridges built | that only fair and reasonable prices were by Mr. Kitchen under contract with the being paid for these bridges, they would government, viz., the Petitcodiac and Port | say that they preferred that the work be Elgin bridges, and the honorable leader | done at home rather than abroad, where of the opposition complains of the course | the bridges can be carefully inspected and which the chief commissioner took in con- where the work can be done by our own nection with those two bridges. The chier people, so that whatever money is expendcommissioner asked for tenders in the ed or labor employed that money may be usual way, and while it is true that there | expended and that labor employed among was a tender of \$2,000 for the substructure and by our own people. (Applause.) That, of the Petitcodiac bridge it is also true he believed, was the feeling of the people that there were tenders from experienced of the province, so that when the honorand prudent contractors for a much higher able gentleman failed, as he confessedly figure. It is not always wise to give a con- has failed, to prove that the Record tract for bridge work or for any kind of | Foundry Company or Mr. Ruddock have work to the lowest tenderer, and it might | made anything more than reasonable and well be that the chief commissioner and fair profits, it seemed to him (Pugsley) his engineer were of the opinion that the | that his case in that particular completely price named in the lowest tender was too falls to the ground. (Applause.) The honlow. He had a right to take into con- orable gentleman has stated that Mr. Alsideration all the tenders that were put in, fred A. Peters gets 62 cents a pound for with a view of enabling him to arrive at a the work, and that he farms it out to the conclusion as to a fair and reasonable Record Foundry Company at 5 cents per for both the sub and superstructure, and think that is a fair statement? Does he after considering all the tenders the chief not know that the 11 cents covers the commissioner was of the opinion that the freight, the cartage, the building of the price named in Mr. Kitchen's tender was false work, and all the risk and respon-Elgin bridge, also awarded to Mr. Kitchen. | together and all the labor of every kind Now what course did Mr. Kitchen take? | connected with its erection, as well as the He was free to go where he pleased to painting of the bridge and the laying of bridges. As a shrewd business man and a that it is a question whether 12 cents per contractor, although not engaged particu- pound is a reasonable allowance for all the larly in the construction of steel bridges, risk and responsibility and the expense he would have a very good idea as to what | connected with the work of erection. Upon was a fair and reasonable price to pay that point Mr. Peters testified that 13 for steel work, and when he went to the cents did not in some cases allow him any Record Foundry Company and asked for profit at all. He stated that in respect their lowest price they quoted him 61 to the Nepisiguit bridge he had lost money. cents per pound. Mr. Peters knew that and he stood to lose from \$1,000 to \$2,000 Mr. Kitchen was free to go where he on the erection of the Kingston bridge, at pleased; he knew that he would probably which he was now engaged. Mr. Peters get figures from other bridge builders; he also said that he made a fair had no reason to believe that the Record profit out of the erection of the Camp-Foundry Company would get the work at bell and Lefebvre bridges. But let us see was strong confirmation of the statement Sussex bridge, and on cross-examination he admitted that to erect the Lefebvre policy of having these steel bridges erected figure. (Applause.) The total price so that it would be worth double as much \$1.50 per hundred pounds, or 12 cents served me with a subpoena to produce the they should have gone to other people We now come to what is by far the per pound, which was only the price which utilize that old material in accordance figures which he found in the blue print | That will explain, Mr. Speaker, how it railway contracts; it is too much; my sec- outside the province. I have to differ with largest of this series of bridges, viz., the Mr. Peters received for the erection, with plans and designs they themselves as prices charged for shop labor in re- is these companies when they can, build retary won't let me bring them and everything else connected with drew. He was free to admit in respect spect to other bridges, and taking the ac- bridges, and taking the ac- bridges, which were all con- that part of the work. (Applause). Mr. to some of those bridges the prices charged that cost of the steel which went into strain sheet, and applause). He would also have been him, had an estimate from his engineer structed at a price of 63 cents per pound, Roy stated in his evidence that the cost were lower, but if you took them all you the Lefebvre bridge. In the statement no inspection or anybody to look after it able to show by Mr. Johnson that the as to the weight of the Hampton, Salis. which price included the steel bridge, of erection would vary according to the The Court of the state of the price of the p