circumstances, and he (Pugsley) thought will say that he was a most important | ple, was asked to consider upon it they it would be admitted that the cost of witness and that his evidence was of ex- would come to the conclusion, that we erecting bridges in New Brunswick, where treme value. Mr. Sefton and Mr. Lockthe rivers are deep and rapid, and where hart together examined the Sussex and very little substance, so far as this the the banks are very step, would be very Salisbury, Hampton and Campbell charges were concerned. (Hear, hear.) much greater than in Ontario, where the bridges, and Mr. Arnold examined the rivers, or creeks as they might perhaps | same bridges and also the Lefebvre and be called, followed along leisurely through | Petiteodiac. Those gentlemen all testifi a level country.' In view of all this, and in | ed that the evidence of Prof. Swain, and view of Mr. Peters' evidence as to his which Mr. Roy, if he remembered rightlosses in the crection of several bridges, ly, also made, that the Salisbury and he thought it would be admitted that the Sassex bridges were superior to the Leprice the government was paying of 11 febvre and ampbell bridges, was entirely cents per pound was a low price for the false, and he (Pugsley) thought that the work, and that the arrangement made by effect of their testimony was such as to the chief commissioner is a prudent ar- lead any one to the conclusion that a man rangement and the best that could pos- who would make the rash statement made sibly be made. The honorable leader of by Prof. Swain and Mr. Roy was scarcethe opposition has stated that the super- ly entitled to consideration at the hands structures cost more than 61 cents per of the committee. In examining those pound, and in order to show that they witnesses we found that the Salisbury and cost more he includes the cost of tearing same Sussex bridges are constructed in the cheapest way in which bridges of that down the old superstructures and remov ing old piers. He says that Mr. Peters class can be constructed. Comparing the was paid for that in the Campbell and Sussex and Hampton bridges with the Lefebvre bridges, and that it must be Campbell bridge, we found that all the truss posts upon the Sussex and Hampton added to the cost of the superstrucbridges are rolled posts-posts on which tures. This was the first time that he the labor is of the very slightest kind-(Pugsley) had ever heard that the tearing down of an old bridge ought to be whereas upon the Campbell bridge these posts are built posts, and as an evidence included in the cost of a new steel super structure. (Hear, hear). The honorab'e of the additional work required upon a gentleman says it is right to do that be | built post, he had only to mention that cause the Nova Scotia specifications re there would be at least 400 holes to be quire that the old superstructures shall unched in a single post of the Campbell bridge, as compared to some 20 or 30 holes be removed by the contractor, but in many in the posts of the Sussex bridge. See cases it would be found that these bridges what a difference that, makes in the were constructed on entirely new sites abor. The truss posts in the and that there were no old superstruc tures to remove. This was the case of the ampbell bridge are built posts. and the effect is to give with the lightest Hunter's Mill bridge, built by the Hamuantity of material the greatest possible ilton Bridge Company. There was nothing strength. You can roll these posts and included in the cost of that bridge for get the weight of metal, but you will have tearing down the old superstructure or an inferior bridge. That is the evidence of for painting the bridge, and that is the hose witnesses, and Mr. Arnold testified. one on which they made that magnificent is also did Mr. Lockhart or Mr. Sefton. profit of \$6.53. (Applause). It had been hat the Campbell bridge was superior to shown that the price of 61 cents per he Sussex, Salisbury and Hampton pound was not excessive, and if the cos oridges. Without wearying the House of removing the old superstructures and y reading the evidence he (Pugsley) could piers was reasonable, there was no ground tate that the evidence of those gentlemen for the charge that excessive prices were howed that the Campbell and Lefebvre paid. ridges are of superior design, of better

The honorable leader of the opposition complains that he was not able to get in formation with respect to the cost of th superstructure of the Trueman Pond bridge.With respect to that bridge Mr Copp had a contract for the substructure or work in connection with the sub structure, and the erection of the super structure Mr. Emmerson produced in evidence a letter written by him to Mr had had an immense amount of wind and They (the charges) had been dying a very slow death the last few weeks and he trusted that before the sun arose the next morning they would be buried forever out of sight. As the chairman of the committee and

one against whom so many bitter charges had been made by the honorable gentleman just preceding and by the honorable leader of the opposition, and while not intcresting to the House, perhaps, or to the country, in justice to himself he felt compelled to refer to some remarks and statements made concerning his ruling out of evidence and the so-called unfair position assumed towards the opposition. He professed to know a little something of law and had an idea that the same rules regarding the admission of evidence would prevail in this committee as in a court of law. He felt it was not reasonable that a man should go before the committee and give evidence which was the merest hearsay, contrary to every rule in a court of law? Where would we be if every person could go in with evidence of contracts mittee to the judgment of every lawyer without a note to produce? He thought the fact he had compelled them to produce these documents was a reason for the bitter attacks upon him, because the production of those documents had proved the very things they wanted to keep in he dark. (Hear, hear). From the very day when this investi gation started the opposition press from the Bay of Chaleur to the Bay of Fundy and from the East to the International line had claimed that the evidence had not been treated fairly by him and that the honorable gentleman from Kings had been compelling him to shut out every particle of evidence that would have in-

fluence and weight in the case brought by the honorable member from the county of Sunbury. He felt he would be justified in referring to items contained in various issues of the Daily Sun, the leading opposition paper in the province, concerning the evidence which had been given. On March 19th the Sun contained the following: "Dr. Pugsley, acting on behalf of the government, shows a disposition to prevent as far as possible inquiry into the material facts." That had reference o the fact that he had refused to issue subpoena duces tecum to Mr. Donald of Moncton, to come and show what

Applause).

He had not, however, refused a sub

oena for Mr. Donald; he had expressly

tated to the committee that he would

ubpoena for any man; he admitted he

he had made out a subpocna and offered

o look. said it went? know half the time. the roof of a shop cost in the city Mr. Carvell-I submit my honorable of Halifax, and draw from that the prices statement. (Hear, hear). I challenge my which they should pay for bridges in the honorable friend to show a statement in province of New Brunswick. He felt when hat proposition was made it was absurd, which Mr. Winslow cannot tell where that he would be doing himself injustice every item went. Mr. Laforest-Mr. Winslow could not as a lawyer if he should issue such

gentleman from Kings county, and the honorable gentleman with being a tool of the government, and with preventing them giving the evidence, the proper evidence and the only evidence they wanted, and yet what was done? He had stated he Winslow? Witness-Yes.

would not allow the evidence of these documents without producing them, but they did not bind him down to that. They said let Prof. Swain go home and get copies of the documents and they would take their word and not ask him to swear to them. Prof. Swain had sent those documents and they were produced before the committee. (Hear, hear). Was that excluding testimony? He did not get any credit for that. You will not find by any opposition paper that Mr. Carvell put those documents in evidence, while they were only copies of the original and not sworn to; you can look through the files of this paper down to the present and there will not be found a solitary instance where the chairman ruled against Dr. Pugsley, and yet you would find from the evidence there were more instances where he had ruled against Dr. Pugsley than against Mr. Hazen, and he was prepared to submit every ruling made by the comcourse of business. or committee of lawyers to be named in the province, and he felt satisfied they would say these rulings had been on strictly legal principles. (Applause.)

the House. It was as follows: The next statement to which he referred was one contained in the Daily Sun o March 26, under the heading, "Two Priced Bridges-The reckless way in which the board of works does business." It was report was substantially correct." from this the honorable member from Madawaska referred to the reckless way in which Mr. Winslow attended to his business. He would ask his honorable friend and the honorable leader of the opposition to put their finger on one item in which this province has lost a dollar. because Mr. Winslow had not done his duty. (Hear, hear). They were silent and yet they would come there and say how loosely the accounts were kept; they April 9th, as follows: almost said the province had lost thousands of dollars on account of the lose manner he alleged, and has proven more than he in which the accounts were kept, and yet promised. Even a worse scandal than that they had not the hardihood to stand up of the contractors being stockholders wa and give a reason for their insinuations. Mr. Laforest-We do not know where

sands of dollars were paid out to bridge Mr. Carvell-You do not believe it went inspectors without any proper orders anywhere else but where Mr. Winslow without being entered in detal in the ac

counts, and which did not appear in the Mr. Laforest-Mr. Winslow does not auditor general's report. They say there is no account of the

riend has no justification for making that

They had charged him all over the prov- own protection. Therefore the mere re' require a separate set of templets. The ince with being a tool of the honorable ceipt for the payment of a certain amount last span-that on the Grafton side-is of money would give but very little in anoimmense plate girder span, of very formation as to the manner in which simple construction, one which he was the amount was made up. It is the re- satisfied would cost more than half ceipts for the payment of money which | much per peund to manufacture as would go to the auditor general, is it not, Mr. the ordinary spans, but that all goes in at the cost of 51 cents per pound. The

Can the honorable gentleman show that next span on the Grafton end is even there is any reference in that statement | larger than the first, and would require to these accounts not going before the a separate set of templets. The other public accounts committee. Those ac- eight spans are exactly alike, and only counts were before the public accounts | one set of templets would be required for committee in 1898, as will be seen by a | the eight. The result would be that after reference to the debates for that year. | one set of templets had been made cheap Everybody knew that they were, and Dr. labor could be put on and the spans Stockton was forced to admit before the manufactured, whereas in the case of the investigating committee that they had bridges built by the Record Foundry and been before the public accounts commit-Mr. Ruddock a special set of templets has tee, and the only way he could get out of to be made for every portion of the work. it was by saying that they were only given Then take the erection of the bridge. It to the public accounts committee when has been stated by many witnesses and they asked for them. Surely that was will be admitted to be correct that the sufficient. He (Carvell) would like to cost of crecting a bridge depends largely know if they expected the chief commisupon local circumstances. For instance. sioner to bundle all those papers in a the Sussex bridge, which is very close to bushel basket and hand them over to the ground, and where there is very little somebody and not know what became of water in the summer, could be crected them. What objection can there be to very cheaply, as very little false work keeping these accounts till asked for and would be necessary and there would be no difficulties in the way. On the other then handing them over in the ordinary hand, as was admitted by Mr. Rov. the He wished to refer next to the Sun's cost of erecting the Lefebvre bridge by report of what took place when this matreason of the very great difficulties in the ter was brought up before the committee way, would cost double what the erection of the Sussex would cost. In the case The report was short and would not weary of the Woodstock bridge eight spans are "The committee met at 9 o'clock tonight actually built upon dry land, and of The chairman referred to the Sun's re course the false work for one of these pans would answer for each of the others, port, and Dr. Stockton guoted from the hus only necessitating one-eighth of the official evidence to show that the Sun's umber which would otherwise be needed. Then a great deal of labor would be saved That is the report which the Sun gives of the proceedings during which Dr n connection with the false work, as it Stockton had to admit that he would be very little trouble to take it wa wrong, and that there had been no state down from under one span and put it up ment made that the accounts did not go or another. The channel span of the before the public accounts committee. He Woodstock bridge would be the only on (Carvell) wished to refer to an item pensive one to erect. In addition to all this which appeared in another newspaper, and one set of derricks would be sufficient for which was the gem of the whole collection the whole Woodstock bridge, and one He read from the Woodstock Press o

raveller would answer for every span. These things would all reduce the cost of erection very materially, and must force very fair minded man to the conclusion hat to compare the cost of this bridge vith the cost of the bridge erected by he Record Foundry Company and Mr Ruddock is very unfair, and that it would be reasonable to add at least two ents per pound to the cost of the Wood tock bridge when comparing it with the ost of the smaller bridges built for the New Brunswick government by the Record Foundry Company and Mr. Rud

moncy in the auditor general's report, and dock. (Applause). Mr. Hazen had produced as a

estimate of a man's testimony. Then Mr. Roy picked out four contracts and would have us believe from them that the prices paid in New Brunswick were excessive and that the chief commissioner as had been guilty of gross neglect-of boodling, as it were. In charging the chief commissioner with having allowed these people to get more for these bridges than they were worth, they were actually charging him with boodling. They did not put it as strong as that, but that is what it comes to. Mr. Roy threw his head back and said his company had built a bridge in Nova Scotia, and he could produce the contract. After the committee had extracted the document from him, they found his company had built the bridge, but that neither lumber nor freight had been included in the cost. It was a little bridge, costing two or three hundred dollars, and the freight and lumber had been left out of the calculation entirely. According to the statement the company had realized the munificent sum of \$6.58 on the transac-On the Camden bridge, another tion. cited by him, the company had realized the magnificent profit of \$5.19. (Applause). And yet that man had the hardihood, and my honorable friend (Hazen) had the hardihood to put before the committee these two documents and say that they prove that we can build bridges for four and five cents per pound. Continuing, Mr. Carvell referred to the

locument which the committee had obained from Mr. Roy. Dr. Pugsley, discovering that the document was in the witness's possession, thought that it ought to go into evidence. Mr. Roy declined to give the paper up, and it was only when ne (Carvell) was dictating to the stenorapher an order to commit Roy for conempt that he gave up the document. hey would have us believe that they were villing to put the document in evidence, ut he could tell the members of this Iouse that the committee had to adopt oercion to get the document out of them. t is absurd for the honorable gentleman Hazen) to come here and say he was deighted to have it put m evidence, when is witness had to be threatened with imrisonment before he would give it up. Hon. Mr. Emmerson-Where is he now? Mr. Carvell-I think I will tell you beore I get through with it. I know somehing about him that I don't think the est of you know. Two or three days ater I remember that Mr. Roy found it ecessary to pinch himself to see if he was live. When he finished testifying he expressed thanks to the Almighty that he vas still alive and hoped that he would ever get into Mr. Pugsley's hands again. Laughter). On his way home, Mr. Roy opped for a short time at Fredericton unction, and while there came in conact with a railroad men called Charlic and another called Bill. While sending a elegram to the railway station he heard Charlie ask Bill if he had seen the papers. Bill replied in the negative, whereupon Chralie said: "Well, you ought to read bout the way Pugsley ripped that bridge vitness (indicating Roy) up the back. Laughter and applause). That was the ast seen of Roy, and I think it will be a ong time before the New Brunswick legisature will hear from him again regarding he cost of steel bridges. (Applause). Now, then, take this document of Mr. loy's. They tell us that the average price per pound paid for all the bridges named herein is 3.96. His honorable friend from Jadawaska had built up a great case upon hat point, and claimed that the province had lost \$34,000 as a result of the bridge

Winslow authorizing him to pay the amount due Mr. Copp for his work, but from that letter it was impossible to make the division between substructure and su perstructure. It may be that Mr. Wins low, the secretary of the department ought to have seen that those papers wer filed so that he could make the division and if the honorable gentleman had any complaint to make it would be against the secretary of the department. Th honorable gentleman had also complained that he could not get information from Mr. Winslow as readily as he ought t get it. He (Pugsley) would say this wit regard to the secretary of the public work department, and he was glad to have a opportunity of saying it, that he did no believe there had ever been in the em ploy of the government of this country man who was more honorable, a man wh was more upright, a man who was mor desirous of performing his duty, than Mu T. B. Winslow. (Applause). He has serv ed for many years under this governmen and previous governments and this wa the first time that he (Pugsley) had eve heard it complained against him that he has been guilty of dereliction of duty of has sought to keep back accounts that ought to be presented to the committee. Mr. Winslow's duties were very heavy and it might be that by reason of over work he did not have al these account. at his fingers' ends, but all through the investigation he has furnished all infor mation in his possession cheerfully and a the earliest possble moment. But the question is not as to whether Mr. Wins low was able to lay his hand at a mo ment's notice on any particular document The question is this: Has the money which the public accounts show to have been paid for these bridges been actually and honestly paid, and has the province go value for every dollar expended by th chief commissioner of public works. H (Pugsley) contended that the evidenc shows that the province has got suc value, and that the amounts which th public accounts show as having been paid were actually and honestly paid. The honorable gentleman says that there is an item in the public accounts of \$700 or \$30 which should have been charged to some other bridges. Mr. Winslow when upon the stand explained that the error aros out of the lumber and metal left over from the Mill Cove bridge. He had thought that the lumber and metal which was used had all gone into one bridge and had so charged it, whereas it had gone into three different bridges. Thi was not a very serious matter, and h (Pugsley) thought the honorable gentle man (Hazen) hardly did justice to Mr Winslow when he complained that it wa a grave error and something that ought t be seriously commented upon.

Continuing, Mr Pugsley said that be fore concluding he would like to call the attention of the House to the evidenc given by Mr. Sefton, Mr. Lockhart and Mr. Anold, three entirely distinterested witneses. The two first named gentle men are and have been for a long num ber of years employed on the Intercolonia Railway, and were for many years under the direction of Mr. Archibald, forme. chief engineer of the road. Mr. Lockhar was formerly employed in the blacksmith ing department of the road, but has riser until now he has charge of a gang of me. doing bridge construction work. M Lockhart, when here, showed by his ex planation of the plans of the Campbel bridge that he was a master a the work of steel bridge building. Mr Sefton was sent out to Canada by a English firm which built the first bridge on the I. C. R. He was the inspector o the cantilever bridge at St. John, both during its construction at the works and during erection, and in addition to hi experience in connection with railway bridges has also had to do with the con struction of several hundreds of highway bridges in England and Canada. Mr Arnold was the inspector at the work of the Woodstock bridge, and since ther has been employed by the United State government in connection with fort fica. tion works, and is now superintendent or a large dredging company in New York Any one who had heard Mr. Arnold give his testimony before the committee would say that he is a thoroughly competen engincer, a careful witness, and a man wh will not hazard an opinion unless he i absolutely sure of what he is talking

airs from time to time. These were im ortant facts, and proved in the clearest ossible manner the superiority of the ampbell and Lefebvre bridges over the issex, Salisbury and Hampton bridges Applause). Another important fact ought out by Mr. Arnold, a fact which ad been known to the chief commissioner nd members of the government and other nterested in the matter, was that where he government engineer designs th ridge and the company is compelled to arry out the plans and specifications, the ince had said that he had not acted the ost will be very much greater than if the part of a lawyer of any standing in taking ompany was allowed to build the bridge the course he had followed. He was pre rom its own strain sheet, material shee pared to justify what he had done and be nd plan. Continuing, Mr. Pugsley said Ve do not want to waste our money, but placed side by side with the honorable ie people want the steel bridges which zentleman, so far as that was concerned. re built for practically all time, to be good design, to be thoroughly inspected uring construction and erection, and to e carried out in every particular accord ng to the plans, so that we will have in ssue a subpoena; he had never refused a his country bridges which are permanen n their character and in which our peo le will take a just and reasonable pride Applause). it to Dr. Stockton and was told that as In conclusion, Mr. Pugsley said: I wis express my own gratification, in which am sure the members of this House sup orting the government and the great

vorkmanship and are in all respects very

nuch better bridges than either the Sus

ex, Salisbury or Hampton bridges; and

Mr. Arnold corroborated in the stronges

nanner possible the statement of the chie

ommissioner, that bridges designed and

onstructed like the Campbell and Lefebyr

ridges will last much longer than bridge.

the design of the Sussex and Salisbury

ridges, and he also said that they would

re very much less expenditure for re

he would not give a subpoena duces tecum for papers regarding the roof of a build ng in Halifax that they did not that witness at all. If they had wanted Mr. ajority of the people of the country will oin, that the honorable leader of the Donald why had they not brought him. He had offered a subpoena, and they pposition has utterly failed to prove any f the charges which he made against th could not grumble that they had been reader of the government. (Applause). jused a dollar of expense to bring any witm glad to know that the result of the in nesses asked for. There was nothing suggested in that way that had not been estigation has shown that the slander hich for the past two years have been lone; he had even done what he had felt irculating throughout the country con ishamed to do as a lawyer and sent suberning the management of the publi poena for a man not in New Brunswick. orks department in connection with per-He had demurred when the matter came anent bridges, have been proved to be up the first day because he felt he was terly false. I am glad to be able to show placing himself in an unfair position beat, throughout the investigation, from the ore the bar of the province, where he eginning to the end, there has not been would be the scorn of the province, in tittle of evidence to show that there has ssuing a subpoena for a man over whom een any wrongdoing on the part of the he had no control whatever, but rather resent attorney general, and more than than give a chance for the imputation hat I will say that the evidence has that he was unfair and was not allowing hown that in the discharge of his duties what was fair to the honorable gentleman chief commissioner he exercised a degree (Mr. Hazen) he had pocketed his pride f care and brought to bear a degree o. and issued a subpoena for men all over dgment which certainly ought to be Canada, and he was going to say, in the ratifying to his friends in this House, as am sure it will be gratifying to his whole country, and what thanks had he received for it? The honorable gentleriends throughout the country. (Ap lause).Knowing the honorable gentleman men would remember the letter from Mr. s I have known him for a number of Phelps Johnson, produced in evidence by ears, and knowing how careful he has Mr. Hazen, to a portion of which letter een in the discharge of of his public be wished to refer at the moment. Mr. uties, I was prepared to see what I now Johnson said in his letter: "When I reee, that the evidence before the committee ceived from a subpoena signed by Frank terly failed to show that he had beer B. Carvell, chairman, requiring that 1 ulty of any dereliction of duty, and appear before a committee of the House m happy to be able to say that in my of Assembly at Fredericton, and give evipinion-and I believe that opinion wil dence in an inquiry concerning certain e concurred in by the House and by the charges made by yourself against the Hon. ountry-there has not only been a failure Henry R. Emmerson, late commissioner of o show any dereliction of duty on the public works for the province of New art of the Hon. Mr. Emmerson, but on Brunswick, I believed the summons to he contrary the evidence has proved in he clearest possible manner that the

subpoena and he felt satisfied with the tell us -Mr. Carvell-Refer to the evidence. ourse he had taken and was willing to Mr. Laforest-You would be fair enough allow it to go before the bar of this prov allow me to recall ince and abide by their decision. He had por evidence which of the not found any of the legal profession go tions are fresh in your memory. I cannot pick to him grumbling about the course taken. it at once out of 800 or 900 pages of evi-His honorable friend had stated the previous day that lawyers all over the prov. dence.

Mr. Carvell-I will allow you any time tonight to interrupt me and show me where you can find such a statement. 1 will guarantee to hold this audience here an hour in order to have you give me such a statement. I will give you an hour, or an hour and a half, or we will give you a chance tomorrow to show such a statement. (Loud applause).

We had been practically told here this evening that Mr. Haines took this money and we did not know where it went, and he would repeat the same challenge regardaad refused a subpoena duces tecum but ing Mr. Haines as regarding Mr. Winslow's evidence, that this country has never lost one dollar by reason or the transactions of Mr. Haines or Mr. Winslow, and they had unfairly cast an imputation upon these gentlemen in order to get a rap at the premier of the province. (Hear, hear). He referred to a statement which ap in the Daily Sun, readpeared ing as follows: "Dr. Stockton said that statement (referring to a statement made by Mr. Pugsley) has been made now two or three times, it was not a true statement. Dr. Pugsley had probably made it in ignorance of the facts, and he Stockton) thought that it was time that he statement was challenged and correctd. He would state for the information of the public that the bills and vouchers of the payments on permanent bridges account had never been before the public account committee, nor does the chief commissioner allow the public account ommittee nor the auditor general to see these bills. All that the auditor general sees is a voucher that certain sums of noney have been paid on permanent bridge account. The auditor general does not know what the money is paid for, and he has no check whatever upon the payments. Chief Commissioner Emmerson has held and has carried out his contention that the permanent bridge account i under his own management and that the auditor general has no authority over his (Emmerson's) expenditures upon that ac count any further than to see that he does not exceed the grant made by the legislature. Neither the auditor general nor the public accounts committee has ever been permitted by Mr. Emmerson to see the accounts which he (Stockton) now wanted produced, and Dr. Pugsley was entirely in the wrong to state that these accounts had been before the public accounts committee. Dr. Stockton asked Mr. Winslow if this was not so, and the witness replied that it was." That was the evidence given in the

that is is impossible to tell how much money has been expended. If that was no going one better than any other newspaper in the province he would like to know i It seemed to him that their case must be very desperate indeed when the lead ers of the party all over the country wer compelled to resort to such tactics at th very inception of the case in order to pro judice the minds of the public before an evidence was given at all. That must hav been the object of the Sun-to make it readers believe that everything was un fair, that they were not given half hance, and that no matter what evidence was adduced they would have their read ers believe that the government wa guilty, that they were pure and should be placed in power.

"But Mr. Hazen has gone further than

unearthed. Mr. T. B. Winslow, of the

board of works, gave evidence that thou

Coming to the particular consideratio f the facts of the case Mr. Carvell sai hat his learned friend produced three four particular portions of the evidence in substantiation of his case, and the firs that he produced, and which was as 1 considered the trump card, was that respect to the Woodstock bridge. H (Carvell) wished they had produced more evidence of that kind, because he felt that when the facts in connection with th construction of the Woodstock bridg were all before the public the honorabl gentleman would be satisfied that he had made a great mistake in bringing up that question. It was true that this bridge was not under consideration by the com mittee, but during the investigation Mr Wetmore stated that the weight of the Woodstock bridge was 1,000,000 pounds He had heard a good deal about tha bridge during election campaigns in Carle ton county. A favorite canvass of opposi tion candidates in that county was that the bridges built by the New Brunswich government only cost from 21 to 3 cent pound, and they would say to the elec tors that the government had stolen more out of this or that particular bridge than they had given for agriculture and dairy ing in the whole province. He had found by reference to the board of works report and although that report was not in evidence he thought he had as much right to refer to it as Mr. Hazen had to refer to reports and papers that were not put in evidence. That henorable gentle man seemed to think it quite proper to get up in the House and read letters from people in Montreal or some other place and say that was sworn evidence. (Ap plause.) He (Carvell) found by reference o the board of works report that the Woodstock bridge cost \$44,243, which would bring the cost up to about 41 cents per pound, instead of 21 to 3 cents, as had been stated. Then it is well known that the company actually lost \$5,000 on their contract, and allowing that they should have made a profit of at least \$5,000 on such a large contract, we have made \$10,000 which should be added to the cost of the bridge, which would bring the price up to 51 cents per pound. He felt that the committee had made a great misoridge, as they could have learned more Daily Sun and which he believed he was by examining that bridge than by all the safe in saying was copied into every opother steel bridges in the province. It is a bridge which cost as much as all those under investigation put together; a portion is built on dry land and a portion over a swift river, and it is a first class bridge. He was glad to hear opponents of the government admit at last that the there was no boodling in connection with its construction, and that it was one inpart of the public works department and the government. Dealing with the expense attached to the construction of steel bridges, Mr. Carvell said it was in evidence by a number of witnesses and admitted on all hands that the greatest item of expense in connection with the construction of a steel bridge was the preparation of the patterns from which the different members are made up. These are called templets. These patterns have to be made out of wood, to avoid expansion and contraction, as would be the case if made out of metal, and great care has to be exercised in having them built to exact sizes. When they are finished is put on, the holes are bored and the necessary work don e. It was stated that

o support his case Prof. Swain of Bos ton Now, Prof. Swain is not a man wh

nows a great deal about the work. W have no evidence that Prof. Swain even built a bridge; he admits that he knows bsolutely nothing about the mechanica vork of a bridge and he knows less of he cost of constructing a bridge in New Brunswick. He gave us some valuable estimony when he said that he had to lo with two highway bridges, one over he Charles River weighing 6,700,000 ounds, and containing a large amount o plate girder work which cost two or three ents less per pound than our highway ridges are worth. It is in every respec railway bridge, as it carries electri ars. My honorable friend (Laforest would not at this stage present the claim hat highway bridges cost double as much er pound as railway bridges. The Charles town bridge cost between four and five ents a pound, and adding to this two ents a pound, according to Prof. Swain' idea every highway bridge built in Boston vould cost between six and seven cent : pound. Can my honorable friend (La orest) derive any comfort out of that estimony? I do not think so. Afte Prof. Swain returned home he sent the ommittee the contracts for work done on the Boston subway. They wanted Prof. Swain to give verbal evidence of he cost of the Boston subway, so that t might be compared with the cost of the efebvre bridge. For refusing to accept his evidence he (Carvell) had received a arding from the opposition papers. In what way could these contracts have been compared? Mr. Ruddock went to Bostor and saw the subway but could not tel. is any more than we knew from the evi lence of Prof. Swain. Mr. Ruddock said the plate girders were 16 inches 3 to 1 nch in the web. In the material used by Mr. Ruddock the girders measured 12 inches with 5-16 inches in the web. The Boston material would therefore weigh three times per much per lineal yard as the material used by Mr. Ruddock. And vet they come before this House and state that because the material used in he Boston subway, (not erected) had ost 21 cents per pound, we should be able to build bridges and erect them for 31 cents per pound. I want to ask the members of this House and the people of this country if they consider that a rea sonable proposition? They want to compare these highway bridges with the steel work in the Boston subway. Prof. Swain promised to send us contracts of this structure. He said he could not tell us how much steel was used in the structure, but when he returned home, he picked out and sent us some six or seven contracts amounting to, in all, \$109,000. I have no boubt that he picked out the most favorable contracts and sent them here, failing to send the others because they might be favorable to the government side. He had miles and miles of take in not going to see the Woodstock subway to build and would have us be- would have shown that the bridges built lieve that our highway bridges should be erected at the same price per pound as this work. Referring to Mr. R. Maitland Roy's evidence, Mr. Carvell said that it has already been subjected to such a dissection at the hands of the honorable member for Kings (Pugsley) that he thought it would be intruding on the time of the House if he devoted any more attention to it. Under the rules of law a witness must come before a jury, so that they can judge for themselves if he is worthy of credence or not. Any lawyer, he thought, would give more for the privilege of using his eyes on the witness than if his evidence was taken and read over. You cannot tell whether a witness is telling the truth or not until you see the witness on the stand and he felt sure that Maitland Roy had come here to trifle with the committee and had even gone so far as to trifle with his own conscience. That might be a pretty strong statement, but the blue print which they had secured from the witness would bear him out in the statement to some extent. Mr. Roy had taken his place in the court room, tossed his head back to an angle of 45 degrees and assumed a supercilious grin, as if he had forgotten more than all the engineers in New Brunswick knew. (Applause). He was Mr. Roy, the bridge expert, down here among a lot of countrymen, and he would like to see them get anything out of him. He was the Hamilton Bridge Company, with its output of 1,000,000 pounds per month. This statement shows that they did not turn out 1,000,000 pounds in two years. (Applause). It is only when you see such

policy of the government. Mr. Laforest-You can't refute it. Mr. Carvell-I will refute it in a very ew minutes. In the case of 40 out of 62 oridges no charge is made for lumber at dl; in eight there is no charge for freight, nd with respect to nine there is no allownce made for the cost of erection. Would ou have us believe that freight and erecion played no part in the cost of a bridge? Applause).

Continuing, Mr. Carvell said that the pposition figured up the average cost of he 62 bridges contained in the statement it \$3.96 per hundred pounds. But if they omitted from the list the bridges on which 10 allowance was made for freight or lumper, and one in which a large quantity of old iron was used, they will find the actual ost not \$3.96, but \$4.25 per hundrd pounds. (Applause).

Dr. Pugsley-They are nearly all rivited oridges too.

Mr. Carvell-I will come to that directly. Add to the average cost of \$4.25 per 100 bounds 50 cents per 100 pounds for lumper, 25 cents for freight and erection. il for excess of cost of pin bridges over ivited bridges, and 50 cents for the difference in workmanship as compared with the Lefebvre bridge, and you have the nagnificent. price of \$6.50 per 100 pounds, ccording to Mr. Roy's own statement. Applause). I am satisfied that my figures vill bear the strictest investigation and I im safe in saying that I am under the nark and will let them take from now until next week to go into the matter and ell me if I am not right in my conclusons. We have the evidence of Messrs. Lockhart, Sefton and Arnold that the ictual cost of labor on the bridges built n New Brunswick over those built by upper province concerns is 10 or 12 times as great on some of the members. (Applause). And they tell us as well that the actual cost of the whole structure is two or three times as great. Now, if I have added to the cost of rivited bridges in Mr. Roy's statement, the modest sum of 50 cents per 100 pounds, for pin bridges I by the Hamilton Bridge Company would cost seven cents per pound. I challenge my honorable friend to take these figures and see if I am not correct. To put it in plain English he said he was not altogether convinced that Mr. Roy had come here prepared to tell the truth. (Applause). Now, sir, there were a few remarks made by my honorable friend, Laforest, and I trust that this House will pardon me if I introduce him again before the members, as h ehas been discussed pretty fully since the commencement of the session. He intimated that his allegiance to the present government was withdrawn on account of the bridge charges. I would like to call your attention to the following statement by him which appears in the official debates of last session: "Mr. Laforest said he would like to offer his humble congratulations to the first minister on the efficient manner in which he had disposed of the bridge charges and stated that no where would his friends be more pleased than in the county of Madawaska." (Applause). That is the gentleman who tells this House that he cannot support the government on account of the bridge charges, and he charges the honorable member for Kings (Pugsley) with being a paid counsel of the government. I wonder how much my honorable friend would like to be a paid counsel of the government? (Applause). I wonder if a little patronage would not have made him a paid counsel of the government. (Applause). You have only to go back to the beginning of this present session to learn from the honorable member himself that, if he got things as these that you can form a correct the patronage for his county, he would

onorable gentleman has so discharged his aties as to deserve the confidence of this louse and the confidnce of the people of his country to even a greater degree than e has hitherto enjoyed it. (Loud ap-)lause).

CHAIRMAN CARVELL

Answers the Criticisms of the Opposition Press and Shows That Mr. Hazen's Case Rested Upon Falsehood and Slander. o

Mr. Carvell, in his speech before the House on the bridge charges, said as chair nan he felt it incumbent upon him to make a few remarks. He felt greatly leased that the bridge matter had been nvestigated as fully and completely as it ad been. These bridge charges had playd an important part in the history of New Brunswick for the last year and alf and he thought it necessary that in the interests of the public of this provnoe that they should be investigated to the fullest capacity and he was satisfied without producing contracts. As usual the while they have had been very expensive very next day the Daily Sun came out and cost the province many thousands of with its version and is only a sample of dollars he felt the people would feel at about, and everyone on the committee I satisfied when the sobes sense of the per lighter).

have no legal force outside the province New Brunswick, and that there was no obligation on my part to attend before your committeee." There was the position in which he had been placed before the bar in his country, and placed in that position by even a layman; it did not have to come from the mouth of a lawyer, and yet he had placed himself in that position, and the committee had sustained him in that course in order to give gentieman to bring his witnesses, one of progress of this investigation. which witnesses from the city of Boston. received something over \$200, one from Hamilton received very little less and several received between \$150 and \$200. They had not refused to pay any reasonable expense asked in order to give the honorable gentleman a chance to investigate his charges. They had done more, and had paid for men who had travelled all over New Brunswick and Nova Scotia to examine bridges, and yet they claimed they had not been given a fair chance to investigate the charges. He next referred to a statement in the Daily Sun concerning the refusal to allow Professor Swain

position paper in New Brunswick in the next three or four days. There was no meeting of the committee for two or three days after, and at the first meeting he (Carvell) had taken occasion to refer the report to the Sun before further evidence was taken, and he would read from the Woodstock bridge was a fine bridge, that his honorable friend the fullest chance to official report the statement of Dr. Stockinvestigate his charges and put in every- ton and also the statement of the witness thing possible so that he could not go to show hew untrue was the report given stance of an honest transaction on the to the country and say that anything had by the opposition papers of that transacbeen put in his way to prevent him giving | tion. The truth of that statement, he said, evidence on those charges. He held that was very much on a par with the truth the treasury of the province had been of hundreds of statements appearing in placed at the disposal of the honorable reports of other transactions during the Mr. Carvell then read the following from the ""is" "eport of a sevidence Dr. Pugsley-It would seem to me that these accounts having been before the auditor general and the public accounts committee in the regular way, Mr. Winslow would not have them. The charge has been made that the amounts paid for the bridges were excessive, and the inquiry should be along these lines. Taking the amounts paid, have they been they are laid on the metal, cheap labor excessive? Dr. Stockton-My experience in the legislature, so far as the public accounts were one reason why the expense of constructconcerned, is that ordinarily the only ing the Campbell and Lefebvre bridges voucher the auditor general has is the was greater than in the case of the Sussex was money well expended because he was cheque or the warrant or the receipt for and Hampton was because in the Lefeto give evidence of a written contract the payment of a certain amount of byre and Campbell bridges the temlets money, sbut not the bill of terms or the are all of different lengths, while in the vouchers upon which the payment was Sussex and Hampton this not the case. made. The chief commissioner has stated | The Woodstock bridge contains-11 spans. allothe rest of the opposition papers that those accounts were kept by him in The first coancista small one and would the department of public works for his is aged out, bobalor of the first The Section