

UNFAIR STATEMENTS SHOWN TO BE UNTRUE

Quotations From the Evidence Taken During the Inquiry Conducted by Hon. Mr. Veniot Place Opposition Organ in Bad Light = What Witnesses Swore to.

(Telegraph)
Shapagan, N.B., May 18.—That the St. John Standard has once more excelled itself in deception and unfairness is shown by its attempt to distort the evidence given in the investigation held here this week into matters touching the expenditure of money on our roads.

The Standard says it was established that a large number of men whose names appear on the payroll never worked at all, and it says: "Louis J. Robichaud, when placed on the stand, freely admitted that he had done no work on the road, yet he received a cheque for \$69.75 in August, \$60 for September, and \$16.50 for October."

To give the public some idea how misleading the Standard can be, one may quote from the evidence: "Louis J. Robichaud (sworn) states: 'No, I did not work on the road. My name is on pay sheet because the supervisor hired my horse, cart and boy to haul gravel for the road. They worked on the road, and as I was owner of the rig, I received the cheque for the work done by my horse, cart and boy. My boy was well able to look after and drive my horse.'"

The Standard further says: "In the case of Louis DeGrace it was shown that he drew \$63 for 21 days in July and \$78 in August."

What was the evidence given on the point. Here it is:

Dazie Savoy (sworn) said: "Louis DeGrace did not work on the road himself. His horse and cart were on the road work, and I drove the horse for him. The horse was also driven by Richard DeGrace, when I was not the driver. I worked in hay field for supervisor, and he paid me in cash for it. I do not believe I am on pay sheet for day and half. I worked for him. I do not remember date, but it was some time in Aug."

This is a sample of the proof submitted and on which the Standard tries to make the public believe money was paid out for work that was never performed.

The Standard does not say a word about the failure to prove that some persons owning only one horse were on the pay list for two horses. This charge fell so flat that even B. F. Smith was sadly disappointed, and that is going some.

Mr. Smith and his legal adviser were satisfied to let matters drop the

moment they had witnesses whose horses and hired men work, to swear that they personally were not on the road working, but the minister had the original pay sheets and time books produced and invariably these showed "horse, cart and driver," with a letter accompanying pay sheet, giving the names of the drivers. Thus it can readily be seen that no attempt was made to defraud the department of public works.

Touching the hauling of earth from the highway into the yard of John G. Robichaud, M.L.A., here is the sworn testimony:

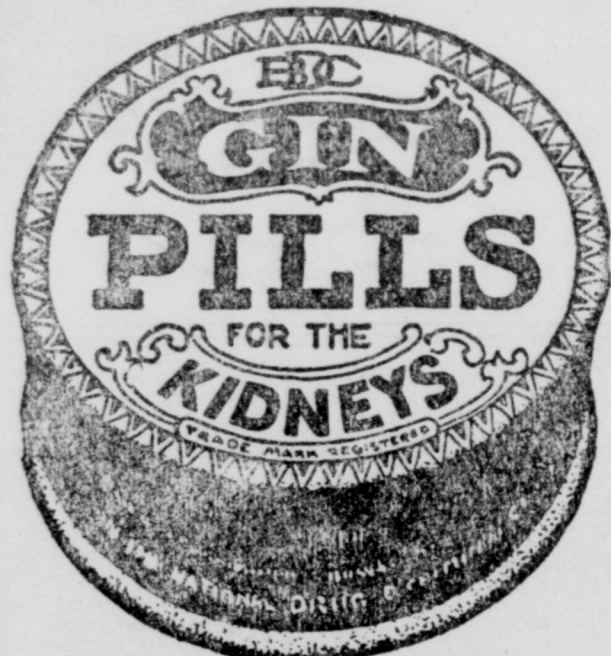
Gervais M. Hebert (sworn) said: "Yes, I hauled material from the road on to John G. Robichaud's property; also on to P. G. Robichaud's. It was the muck and grass from the ditches that I was cleaning out in front of their properties. The road engineer, Mr. Theriault, told me that under no circumstances was I to put soft material from the ditches on the road, that this material had to be dumped away from the road. To do this I would have to haul this material about 600 yards to the shore or somewhere else. I asked the two Robichauds if I could dump it on their property, and I got permission to do so. All the gravel for this piece of road, about 300 yards, was got off the property at the shore owned by Mr. Robichaud, the member; no, he did not charge one cent for it."

In corroboration of this, District Road Engineer L. L. Theriault testified as follows: "I instructed Supervisor Hebert, as well as all other supervisors in my district, not to put on roads any soft material or sods from the ditches, that if they could not place this material on 'side of road, to find a dumping ground for it. On this particular piece of road it was not possible to place this material on the side of the road, as the sides were used for sidewalks, as it was in the village section."

Here again the public can judge of the honesty of the Standard's report.

The attempt to make it appear that Supervisors McNally and Hebert swore to false returns when they placed the names of owners of horses on the list, who personally had not driven their own horses, is ridiculous. What they swore to was that these owners had drivers for their horses, and the names of such drivers were given.

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Jackson, David	5.00
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McKenzie, Chas.	.50
Watson, Sam	1.00
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Davidson, J. N.	2.00
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Bull, Alfred	2.00
Stoeton, J. H.	3.00
Bull, Ernest	3.00
Bull, Mrs. F. M.	2.00
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Bull, Byron, F.	3.00
Bull, Mrs. F. B.	1.00
Bull, N. N.	1.00
Wetmore, J. S. C.	2.00
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Peabody, Chas. A.	2.00
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Griffith, Misses	.50
Steeves, W. C.	1.00
Kelly, Chas.	1.00
Hanlin, Mrs. J. B.	1.00
Bull, Russell	2.00

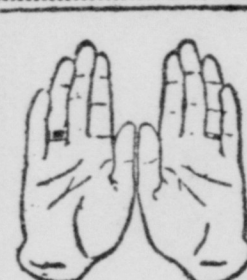
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Foster, Frank R.	2.00
Baker, Allan	2.00
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Everett, Clifford B.	2.00
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Milberry, John H.	2.00
Bull, John W.	2.00
Hall, Samuel	1.00
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Matthews, T.	2.00
Currie, J.	1.00
Kerrigan, A.	1.00
Montgomery, E.	1.00
Slipp, J. W.	1.00
Slipp, Lorne T.	1.00
Kirk, William	1.00
Porter, George	1.00
McKeen, Frank	2.00
Kirkpatrick	2.00
Cunningham, John R.	1.00
Montgomery, Wm. J.	2.00
Montgomery, James W.	2.00
Cunningham, Eldon	1.00
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Harley, Bentley	1.00
Lindsay, Herbert	5.00
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Sharpe, Aubrey	2.00

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Hubbard, Gertrude G.	.50
Speer, Stanley	.50
Speer, Geo. C.	1.00
Speer, Mrs. G. C.	1.00
Speer, Emma	.25

(Continued on Page Three.)



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Dunlop "Gibraltar" RedSpecial" Belting

Abnormal Friction Pull

vs. Elasticity of Friction

BETWEEN every ply of specially-selected, heavy Cotton Duck in Dunlop "Gibraltar RedSpecial" Belting is a layer of pure Rubber which, through a Dunlop calendering process, so permeates the fabric that it binds the several plies into one integral piece.

Some belt manufacturers offer to sell their product on the basis of "Heavy-Poundage in a Friction-Pull" Test. To obtain the latter result it is not necessary to secure such an expensive Rubber Friction as is used in "Gibraltar RedSpecial." This fact alone ought to be a pretty good gauge of the value of the "friction-pull" test.

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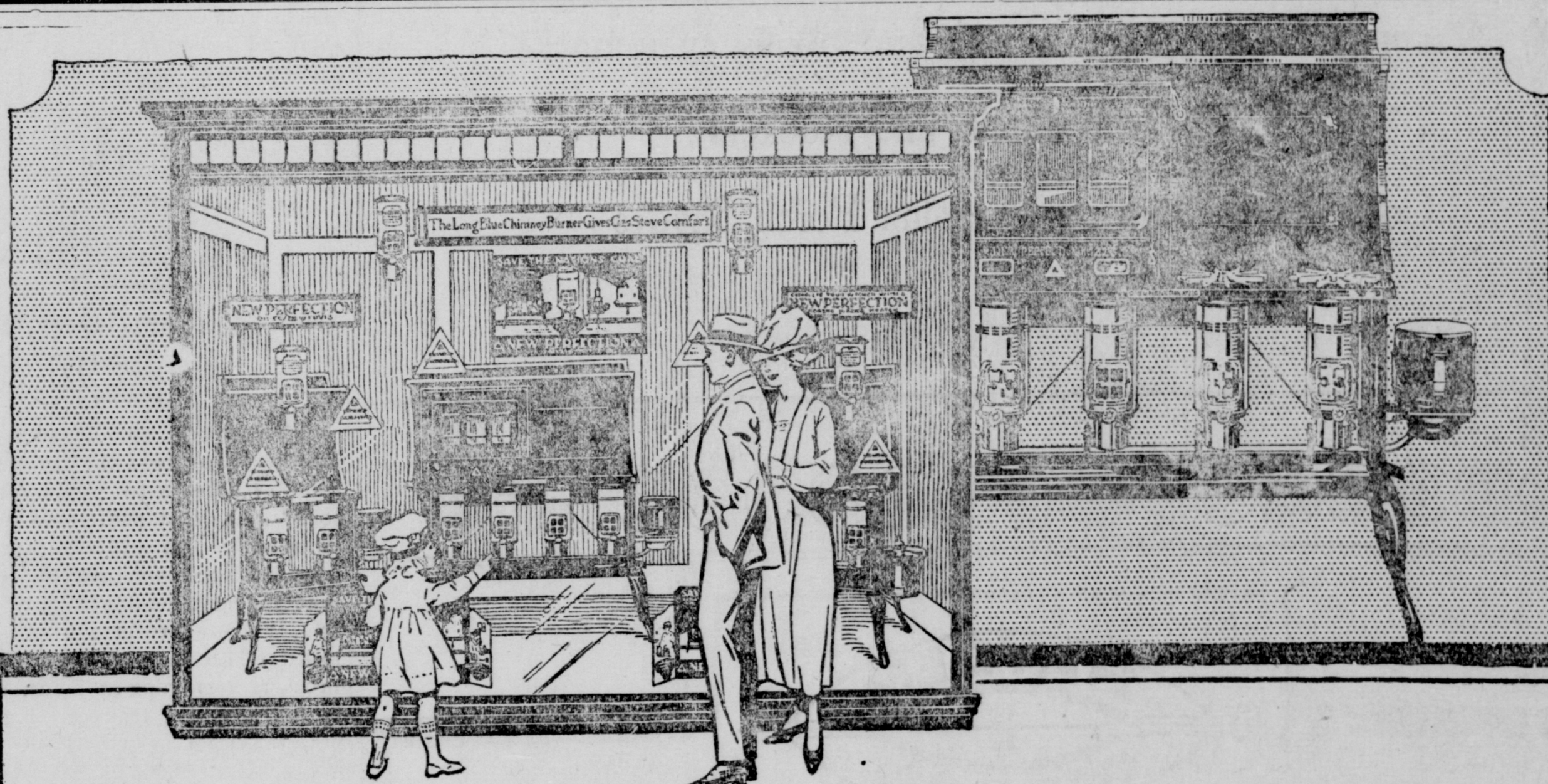
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