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THE SOUTHAMPTON RAILWAY SUBJECT OF AN INQUIRY

Opposition Members Wants to Know if Government is Aware of Grave Charges Made Against Mr. Pinder by the Tory Organ---Another Query About an Alleged Balance Due for Stumpage

The following notices of enquiry on subjects of considerable interest to the electors of York county, were given in the Legislature on Friday by the opposition members:

NOTICE OF INQUIRY FOR THURSDAY NEXT.

(1) Has the attention of the government been called to a very grave statement published February 12th, 1914, by The Daily Gleaner, a newspaper supporting the administration and supposed to be in its confidence, respecting a member of this House and the Southampton Railway, the bonds of which are guaranteed by this province, which says in one paragraph:

"The road is put down at 13 1/2 miles in length. Under the original statute the government was to endorse the bonds of the company to the extent of \$10,000 a mile. Mr. Pinder afterwards came to the government and to

the legislature with the representation that he could not possibly finish the road for the Dominion subsidy and \$10,000 a mile without great loss to the company, of which he is the controlling influence and himself personally. He presented a lot of things in support of what he claimed. Finally an act was passed authorizing the government to endorse further bonds of the company to the extent of \$2,000 a mile. This then gave Mr. Pinder \$12,000 a mile for 13 1/2 miles, or a total of \$162,000. Added to this was the double subsidy from Ottawa of \$86,400, or a total from both sources of \$248,400. That was Mr. Pinder's source of income from the public treasury. In the trial of the action some weeks ago, Mr. Pinder, in his evidence under oath, figured up the cost of the road at the very outside at \$15,500 per mile, including everything, allowing in this \$23,000 for interest and discount on the bonds. This then, on the evidence of

Mr. Pinder under oath, fixes the total cost at \$208,750. As we said above, the revenue from public resources was \$248,400. This would give Mr. Pinder a clean profit of \$39,650. It will be observed from this and this is one of the serious features of the situation, if Mr. Pinder's evidence under oath is to be accepted, that Mr. Pinder personally and also as a member of the Legislature, must have misled the government and the members of the assembly, when he represented to them that he would be ruined if he did not get further assistance from the government; for deduct the extra \$2,000 a mile, which the government was induced to give him under the belief that they were giving it to him to assist in completing a work that would otherwise become bankrupt, and Mr. Pinder has still a profit of \$12,650 and he has all that profit from the public moneys without himself having put a dollar into the work, or involving himself in any personal financial responsibility. Another matter of fact. Before a railway company is entitled to the federal subsidy of \$6,400 a mile, it must be shown clearly that the cost of the work exceeds at least \$21,000 a mile. Mr. Pinder, under oath in the courts, could not make it appear, at least did not make it appear, that the cost was more than \$15,500 per mile. How then did he come to get the double subsidy from the federal government?"

(2) Has the government knowledge whether the statements quoted above are true or not?

(3) What representations did Mr. Pinder make to the government that induced them to consent to a further guarantee of bonds?

The following notices of enquiry were presented to the Legislature yesterday by Messrs. Dugal and Feltner:

(1) What public works have been undertaken by the Foundation Co., Ltd., in the Province of New Brunswick?

(2) What is the total amount of money, that has been paid to this Company up to the present time?

(3) Who is the manager of the Company, who are the president and directors and do any of these reside in the province?

(4) Is the Government aware if any members of the legislature or officials of the Government are interested in this Company?

(5) Is the Foundation Co., Ltd., incorporated in the province or has it paid the usual license to do business here?

(1) Is the Concrete Construction Co., Ltd., incorporated in New Brunswick? If not has it paid the usual license fee to do business?

(2) How much money has the Government paid this company to date for painting and cleaning steel bridges?

(3) What bridges have been cleaned and painted? What is the length of each bridge? What was the cost of the work upon each?

(4) Was the work done by tender and contract or by days work?

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(5) If by tender, who were the tenders and what was the amount of each tender?

(6) Who are the president, secretary and manager of the said company?

(7) Is the Government aware whether any of the officials of the Government are financially interested in Concrete Construction, Ltd.

(1) Were any members of the Government for the year 1913 acting as advisors in a legal capacity for the St. John & Quebec Railway Company?

(2) If so, who were they and is the Government aware how much they were paid for their services?

(1) What amount has been paid to The Gleaner Publishing Company by the Government for October 31st 1912 to date?

(1) Has any railway company failed to pay the interest upon bonds guaranteed by the Government within the past year.

(2) If so, what company or companies and what was the amount?

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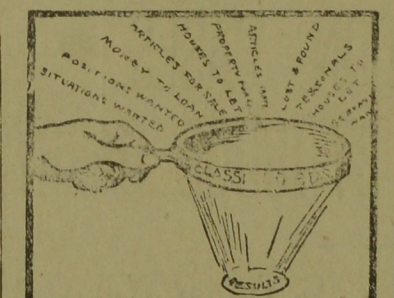
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