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To Daniel Sullivan of Blackville, in the County of Northumberland and Province of New Brunswick, farmer, and Mahaly Ann Sullivan, his wife:

Notice is hereby given, that under and by virtue of a power of sale contained in a certain indenture of Mortgage, bearing date the twenty-eighth day of February in the year of our Lord one thousand eight hundred and seventy-nine, and made between the said Daniel Sullivan and Mahaly Ann Sullivan his wife of the one part; and British N.T. Underhill of the said Parish of Blackville, lumberer, of the other part, duly recorded in Volume 59 of the Northumberland County Records pages 376 and 370 and numbered 316 in said Volume; which Indenture of Mortgage was assigned and transferred by the said British N. T. Underhill to the undersigned Jabez B. Snowball of Chatham in the County and Province aforesaid, merchant, by Indenture of Assignment dated the fifteenth day of March in the year of our Lord one thousand eight hundred and seventy-nine duly recorded in Volume 59 of the said Northumberland County Records pages 379 and 380 and numbered 317 in said volume; There will for the purpose of satisfying moneys securred thereby, default having been made in payment thereof, be sold at Public Auction, on WEDNESDAY, THE SECOND DAY OF MAY NEXT, at twelve o'clock noon, in front of the Post Office in the Town of Chatham in the said County of Northumberland the lands and premises mentioned and described in the said Indenture of Mortgage as follows:—"All that piece or parcel of "land and premises situate, lying and being in "Blackville aforesaid and bounded and described "as follows:—on the upper or westerly side by "lands owned and occupied by one Peter Astles, on "the rear by Crown lands, on the lower or easterly side by lands owned and occupied by one "Thomas Harris and on the front by the South "West Branch of the Miramichi River being the "lands and premises at present owned and occupied "by the said Daniel Sullivan and containing one "hundred and thirty acres more or less"; together with all and singular the buildings and improvements thereon and the privileges and appurtenances to the same belonging or in any manner appertaining.

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CHATHAM, N. B., - APRIL 19, 1900.

The Bridge Charges.

We are devoting considerable space to the debate on the report of the committee appointed by the Legislature to investigate Mr. Hazen's bridge charges. It is well worth reading, gives a clear idea of the merits of the question and shows that Mr. Hazen must have been very much misled by somebody.

THE WAR!

LONDON, April 17.—At last Lord Roberts seems to be on the eve of making his main advance towards Pretoria. Unless all the usually reliable resources of information are at fault, the British army will in a few days be marching northwards. After the many premature and unfounded reports that have purported to tell of this movement there is naturally even in the best informed quarters considerable hesitancy in definitely settling upon the day, but it is now thought Lord Roberts is likely to leave Bloemfontein at the end of this week or the beginning of next. The long weary wait in the Free State capital has apparently effected a much needed rehabilitation, though it is possible Lord Roberts would still further have delayed his advance had not the Boer activity forced him to put his forces in such position that to-day, unless they quickly proceed northwards, the strategic advantage will be lost. The advance will be made with 75,000 men it is thought.

MASERU, Basutoland, Monday, April 16.—The Boers for two days past have been displaying great activity along the Redderaburg and Rouxville roads. Their scouts report that the British are advancing on these places to the relief of Wepener, and the burghers consequently are divided whether to remain or retire. The majority of them desire to abandon the investment of Wepener, fearing to be cut off, while the minority, led by Commandant Olivier, are reluctant to move as long as there is a chance to capture Col. Dalgetty's garrison. Scouts have just reported rifle firing in the direction of Thaba N'chu.

CANADIAN INVENTORS:—E. G. Siggers, Patent Lawyer, Washington, D. C. reports the following patents granted by the U. S. Patent Office to inventors residing in the Dominion of Canada. He will mail copy of specification and drawings of any patent for 10 cents. Postage stamps will not be accepted.

S. W. Butterfield, Three Rivers, slabbarking machine; J. Currie, Montreal, car-fender; C. S. Dean, Ft. Erie, 2 patents: cleaner or scraper for boiler tubes or flues, combined fire stop and scraper for boiler flues. F. Payzant, Locke Port, solderless can; G. A. Vine, St. Mary's, Ontario, automatic signal apparatus for railway crossings; R. P. Woodill, Winnipeg, machinery for manufacturing bottles.

The Legislature.

When Mr. Hazen's bridge charges were under discussion Mr. Fish said: I had the honor to be one of the members of the committee chosen by this house to investigate the charges against the hon. Premier of this province preferred by the hon. leader of the opposition, and to inquire into the cost of the steel highway bridges built in this province. In the early days of the investigation I was accused by one of the papers published in this town of not taking that interest in the matter that I should, and of not being present at one of the committee meetings. I confess that I was absent at one sitting of the committee, but I thought that I could get the evidence at that session out of the papers. I bought one of the papers, and read its account of the evidence. Being somewhat doubtful that it was correctly reported, I then bought the other paper and read it. They were so far different that I concluded that I had better take a little more interest and hear the evidence for myself. I did so, and then bought both papers again and read their reports of the evidence. Well sir, the evidence, as I heard it and as it was reported in those papers was so far different, that I made up my mind that I would either have to give up hearing the evidence, or else give up reading the papers if I was going to have any clear idea at all as to what was going on before the Committee. I did not get my facts nor opinions from the newspapers, and I can sympathize with my hon. friend who has just sat down who, himself confesses he did not attend the committee meetings and got his information out of the newspapers.

Proceeding, Mr. Fish said he was much interested in listening to different experts giving their opinion in regard to different kinds of material going into the erection of a bridge, and also as to its manufacture, and, without mentioning too many of them, he would refer to the most important and those bearing most upon the price, and that is in one case a bridge might be built of roll sections, which is a class of metal that can be made just as cheaply as we know iron may be made: for instance, of round iron or flat iron, these sections can be rolled out very cheaply, and can be bought for considerably less money than even common iron, would compare it to a wagon built light which would do to ride around the streets and would bear a certain strain, but it would be a very difficult thing to get a light wagon to carry a heavy load. That is just the difference between a highway bridge and a railway bridge. Yet the light wagon costs the most money because it is a finer article.

Mr. Carvell—and the light costs more per pound than the heavy.

COMMON SENSE AND EXPERIENCE.

Being built that way, it costs more per pound to build, in-as-much as there is more labor placed upon it. This shows how entirely unfair would be any comparison we could make in regard to prices, unless we actually take the very structure itself, get all the cost of erecting the structure, as we did, put that down and figure up; that is the only way to get actually at the cost and to know if that cost is a fair one, and that is what we had to decide. Mr. Fish felt, no justice whatever could be done in arriving at a conclusion without taking these matters into consideration, and with the rest of the committee he was very careful in talking these matters over and considering the evidence given by the experts in regard to these points. We failed, said Mr. Fish, to find one of the six who did not agree with us on that point that built sections of as much more than roll sections.

MR. ROY'S BLUE SHEET.

Our bridges are constructed largely of built sections, and when the honorable member made a comparison from this notorious blue sheet and made considerable amusement for us, it is no comparison whatever. The history of this blue sheet we all know; there is food here for reflection for a long time to come and a man might spend a great deal of time gathering considerable information from that sheet to arrive at some conclusions in regard to our own bridges. It was very kind of Mr. Roy to prepare this sheet, and bring it down here to us. Mr. Fish regretted to hear the Opposition advise him not to give it up after coming here, and they had had considerable trouble to force it from him. However, they had got this sheet and it was a very valuable one. Mr. Roy had sent away up to Ontario for a few contracts and tenders that were mentioned on that sheet, and the committee afterwards learned Mr. Roy was very careful in seeming to send for bridges built at a loss to himself. Mr. Fish didn't know what Mr. Roy had done that for unless it was to tell how cheaply bridges could be built and perhaps lead the committee into a trap. One of the bridges of which he had shown the tenders and specifications was built in Nova Scotia. Mr. Roy had travelled about 1400 miles from Hamilton, Ontario, down to Hunter's Brook in Nova Scotia and built a bridge there for the magnificent profit of $6.58. Mr. Fish remarked that this reminded him that there were two classes of people in this world who worked, the one for their living and the other for their health. He thought that Mr. Roy had acted dishonestly with his company in putting down the profit on that bridge at $6.58; he should have credited the company with $300 on account of his trip to the seaside for his health. The other bridge showed a profit of $5.19. (Hear, hear.)

What are we to think of expert witnesses coming here to tell the truth, the whole truth, and attempting to give the committee information consisting of contracts of bridges at a loss? Does it not show on its face a gross attempt to deceive us. (Hear, hear.)

Still our friends would laugh and say that Mr. Roy's evidence is of all the evidence given the only one of any importance. They will need to bolster up Mr. Roy's evidence all they can; it will need all the help they can give it, for the more we examine it the more do we find Mr. Roy came here as a prejudiced witness.

MR. ROY AS A METEORIC SCIENTIST.

Mr. Roy began by telling us what a great man he was. He told us that he was an associate member of the Canadian Institute of Engineers, and that if it had not been for the opposition of this House requiring his services in connection with the bridge investigation he would ere this have been an associate member of the American Institute of Engineers and also of the English Institute of Engineers. He (Fish) could imagine he heard the American eagle scream as it winged its way to heaven and pinned his regalia to a star. He could imagine he heard the British lion roar as he saw another bright and shining jewel for his crown. (Laughter and applause). He was glad for the sake of these institutes that the element of the cost of highway bridges was not included in their curriculum. Very early in the investigation Mr. Roy impressed the committee with the fact that he was a prejudiced witness and consequently unfit to give expert testimony, and he (Fish) was not surprised that Mr. Roy's evidence was the subject of so much ridicule, because in that gentleman's evidence what he knows is very badly mixed up with what he does not know. (Applause.) He told us that he visited the Lefebvre Bridge, that he found some diagonal rods loose and some heavier than was necessary, and he found fault with the rivetting because we had no wind-jamer to make the heads as smooth as that of a bald-headed man, (laughter), and looking down he had probably seen mud. He next visited the Salmbury bridge and told us it was a bridge after his own heart. He must have "stood on this bridge at midnight." It affected his heart—no wonder he did not notice that his best girl had one shoe off. (Laughter and applause)

Perhaps when he saw that one shoe was partly off he took it for granted that the other could not be in that state. On that bridge everything that Mr. Roy saw was perfect. He visited another bridge and that also was perfect. These two latter bridges were built by Upper Canadian firms, while the poor unfortunate bridges constructed by our New Brunswick firms were full of faults. According to Mr. Roy there was nothing good about them, and they had cost two prices. That was about the substance of Mr. Roy's evidence. When asked for an explanation or cross-examination he suddenly fell into a groove where he knew nothing, and from that out it was almost impossible to get anything out of him, and what was dragged from him was told in a very doubtful sort of way.

PROF. SWAIN.

The evidence of Prof. Swain was not such as to enable the committee to decide as to whether these bridges were costing too much or not. He read from pamphlets, contracts, memorandum books and other sources of information, but he was not able to state from his own experience what the cost should be of bridges such as were under investigation. He referred to the Boston subway, to a large bridge over the Charles River and to some other large structures with which he had been connected, and he stated that the steel work in the Boston subway was comparable to that on the Trueman Pond Bridge. There is no question that they are comparable, and they are comparable in this way: Suppose we take a piece of rolled iron, 1 ft. long and 1 inch by ½ inch, and we take the weight at 10 lbs. at 2 cts. per pound, making 20 cts. We will take another piece of similiar iron of the same length 2 in. by ¼ of an inch, and we will put its weight at 25 lbs. at 2 cents per lb., making 50 cents. They are comparable only as 20 cents is to 50 cents. In other words they are comparable only in form and not otherwise, and so with the Boston subway and the Trueman Pond Bridge. (Applause.)

MORE HONEST TESTIMONY.

On the other hand Messrs. Sefton, Lockhart and Arnold gave most important testimony. Mr. Arnold examined the bridges, and he saw at once the superiority of those built by our New Brunswick firms. He saw that they were not of the same class as those built by the upper province concerns. He showed to the committee that the labor expended upon bridges built by our own firms was much greater than upon the bridges built by the Dominion Bridge Co. and the Hamilton Bridge Co. We are getting a permanent bridge that is permanent, and if they have cost a little money now they will more than pay for themselves.

Mr. Peters' evidence was most satisfactory, and he answered questions in such a way as to give the committee a very clear idea of the manner of manufacturing of bridges. There was not one question that was asked him which he did not answer in the freest, fullest and most satisfactory way. Mr. Fish referred to the fact that Mr. Peters had been willing to produce a list of the stockholders of the company, but he stated frankly to the committee that he would rather not make such information public, and he (Fish) was pleased to be able to say that the leader of the opposition was the first to say that it was not necessary to produce them just then. (Applause.) He (Fish) had learned from Mr. Peters later the names of the stockholders, and he could not see why those names should be made public, as they had no bearing at all upon the questions under investigation. Mr. Peters showed very clearly to the committee that the price for bridges was made up in exactly the same way as the company made up its prices for stoves, furnaces and other things manufactured by them. They simply charged the regular profit on the bridges.

Mr. Fish referred to the evidence given by Messrs. Sefton and Lockhart, who had pointed out on the plans that were hung on the walls the different parts which go to make up the superstructures, and he (Fish) would venture to say that any man looking at those plans, no matter how limited his experience, would be forced to the conclusion that the bridges which have been built in this province are far superior to the bridges built by the upper Canadian firms. (Applause.)

EXCLUDED EVIDENCE.

A great deal has been said about the exclusion of evidence before the committee, and he would say a word or two with regard to that, because he felt that the opposition in making that charge were simply trying to excite political prejudice throughout the province. The first was the case of Mr. Donald, whom the opposition wanted to bring here to show the cost of some rolled ribs purchased by him from the Record Foundry Co. and used in building a roof on a building in Halifax. The committee decided not to receive such evidence, and they were justified in that decision, as evidence of that character was even more ridiculous than comparing the Boston subway with the Trueman Pond bridge.

Then, they complain with regard to Mr. Johnson. He had been asked by the chairman to bring certain papers, but he brought only those which suited him and which the leader of the opposition asked for. The committee therefore decided not to hear his evidence until he produced all the papers asked for. He went back to Montreal for the papers, but he never returned, and he (Fish) had no doubt the reason he did not come back was because he was afraid to come. The excuse that his Secretary would not allow him to bring the papers falls to the ground when it is remembered that he allowed him to bring a portion of the papers, and if a portion why not all? (Applause.) The committee acted perfectly right in the course pursued in reference to Mr. Johnston.

THE "LOWEST TENDER" IDEA.

Mr. Fish next referred to the charge that contracts were given out without tender, and pointed out that where tenders were called for many instances have occurred where the "lowest tender" provision has been supplied by contractors providing for those who put in a low tender. The practice of calling for tenders was not the general practise of the successful corporations and private firms of to-day, and he instanced the C. P. R. and Grand Trunk and other corporations, who depend on their own engineers for plans and specifications and then have them carried out by reliable manufacturers or contractors. If private firms and corporations adopted this course, why should not the government?

WITNESSES WHO DIDN'T COME.

Continuing, Mr. Fish said he wished to refer for one moment to the evidence that was supposed to come here from the province of Nova Scotia. Dr. Pugsley had been asked to try and persuade Messrs. Stewart, McNeill and Murphy to come here and give evidence, but it seemed to him (Fish) that when these people would not come at the request of the leader of the opposition it was a pretty good intimation that they did not want to come, and that they could not see that they could furnish any information if they did come. The class of bridges built in Nova Scotia are largely rolled section bridges, and where they are built sections they are costing much more. Mr. Stewart, of New Glasgow, had told him (Fish) that he had lost money on the bridges built by him in Nova Scotia.

THE BILLS WERE RIGHT.

As to the prices which have been paid by our Government for highway bridges, the bills were all before the committee, and he (Fish) could not see that there was anything but what was charged at a fair price, and he thought the prices paid for bridges were as low as could be secured anywhere. Although the expenditure on the bridges represented a considerable amount of money it was all paid out for the bridges and there was not the slightest evidence of any wrongdoing on the part of the Government, or any member of the Government. It matters little how much the opposition may strive to bolster up their discreditable charges. The fact remains that only a fair price was paid for bridges; no exorbitant or excessive prices were paid; there was no neglect of duty, but the evidence given before the committee was an overwhelming confirmation of the wisdom of the Government's policy of having a high class bridge built in our own province and at a fair and reasonable price. (Applause.)

DR. PUGSLEY.

Mr. Hazen, the leader of the Opposition, who made the second speech in the debate on his three priced bridge charges, ignored the points brought out by Mr. Roy on cross-examination and the failure of Messrs. Archibald and Johnston and other witnesses to be examined, and claimed in the most broad and unreserved way that his charges had been sustained, and after he had spoken, Dr. Pugsley rose and made a speech on the subject which is well worth reading by all who desire to know the merits of the subject which was entrusted to Mr. Hazen as his part of the Moncton Convention aftermath, Dr. Pugsley said that Mr. Hazen had done him the honor of saying that he (Pugsley) was one of the best cross-examiners in the province. If he had intended by that to imply that he was able to bring out from witnesses the truth and lay the facts before a committee or a jury as the case might be, and that he was able to drag from a reluctant witness facts which he wished to conceal and which were material, then he (Pugsley) accepted it as a compliment, because he thought that the object which every lawyer ought to have in view was to elicit the whole truth. Very often witnesses are disposed to keep back the truth, and he was sorry to say that this was the case in the bridge inquiry which had just closed and if he had in any way been able to draw the truth from the witnesses who had been brought by Mr. Hazen to give evidence in the charges against the premier, he felt that he had in some degree reflected credit on the profession to which he was proud to belong. He would like to be able to congratulate the leader of the opposition on having in his speech placed before the House and the country the truth and the facts brought out on the investigation, but he was not able to do so, because he felt that he had not done justice in his remarks to the gentleman who had been made the subject of attack in these bridge charges. The leader of the opposition had not presented the facts as they were brought out before the committee, and he had also attempted to drag into the discussion statements which were not in evidence and so influence the House and country by hearsay statements—statements not made under oath, but statements which had been made by gentlemen who are interested in the prosecution of these charges and which are not for lided by the testimony of a sworn witness. (Applause.)

A FAIR INQUIRY.

The gentleman (Hazen) had said that there was not a full and fair investigation into the charges by the committee. He (Pugsley) would assert without fear of contradiction by any disinterested person who has followed the proceedings that there was

NEVER AN INVESTIGATION BEFORE A COMMITTEE OF ANY PARLIAMENT WHICH WAS FAIRER, WHICH WAS CONDUCTED ON BROADER PRINCIPALS

and which gave greater latitude along the lines proper to be pursued than was the case in the investigation just closed. The first complaint of the gentleman is that the committee did not subpoena Mr. Donald to bring all his books here showing the prices he paid for

A STEEL ROOF

put on a railway station in the city of Halifax. The committee did not refuse to subpoena Mr. Donald, but they did refuse to place on record a statement that they would, at the expense of this country, call from all parts of this province and the dominion witnesses to produce books and papers which could by no possibility have the slightest bearing upon the charge which they were called upon to investigate. They wished to compare the cost of steel roofs with the

COST OF HIGHWAY BRIDGES.

They might as well ask to have witnesses called to show the prices paid for anchors and chains and a thousand and one articles which were constructed out of metal but which had no bearing on the case. The committee stated that they were perfectly willing to here Mr. Donald's evidence if he had any evidence to give which was at all relevant to the inquiry, but they refused to hear his evidence as to the cost of steel roofs. Mr. Donald was called, Mr. Laforest stating to the committee that as Mr. Donald could not be subpoenaed to produce all his books and papers bearing upon the question of steel roofs they would not have him called as a witness at all. One might have thought that they were serious in their desire to have Mr. Donald appear as a witness, but when

MR. PETERS, FROM WHOM MR. DONALD PURCHASED HIS STEEL ROOFING,

was upon the stand, having all the books of the Record Foundry Company here showing all their business of every kind and description in connection with their foundry work, the gentleman or his counsel had not a question to ask him as to the cost of the steel roof put upon the station at Halifax.

The second ground of complaint of the gentleman was that the committee had

FORCED MR. ROY

to produce a document which he had prepared for his own private information, and that thereby a great injustice was done to him. He would state to the House what took place in that connection. Mr. Roy came here as the engineer of the Hamilton Bridge Company. He went upon the stand and swore that his company would have built the bridges in question at the rate of four cents per pound, and as a reason for making that statement he swore that his company had tendered for bridges in the province of Quebec at that price and had erected them for that figure.

THE GREAT WITNESS COULDN'T HAVE HIS OWN WAY.

In the course of his testimony Mr. Roy drew from his pocket a blue print and referred to the numbers of some bridges and said that those were some of the bridges in respect to which he had sent for the contracts and which were then on the way. He (Pugsley) had then asked the witness what the statements he had read from contained, and the witness said it showed the number of bridges built by his company, length of span, quantity of metal, cost of shop labor, cost of erection, freight, the contract price, and the profit and loss upon each bridge.

WHERE THE GAME WAS GIVEN AWAY.

Mr. Roy stated that the document was made up from information furnished him by the accountant of the company, and the object in having it made up was to enable them to tender upon bridge work and to give him the information upon which he could say to the municipalities or to the governments that he would do their work for certain prices. It was not private information, but it was information which he had made up for the company of which he was the engineer—for himself, if you like, as the engineer of the company, to enable him to do the company's work in tendering for these various contracts. It was a document which had a material bearing upon the evidence which he had given, and if it had not been produced before the committee Mr. Roy would have left the witness stand enjoying a very different reputation from that which he now enjoys—he would have left the stand and the province with the reputation of a reputable and honest man. On the contrary he left the stand and he left the province stamped as a man who was seeking to

DECEIVE THE COMMITTEE

and seeking to place upon the records statements which he knew were absolutely false. He had sworn that his company were building bridges at four cents a pound, but in that statement, bridge after bridge will be found in respect to which his company received all the way from 6 to 7 cents and in one case nearly 8 cents per pound. Yet this is the man who complains that, having in his pocket the evidence showing that his company received from 6 to 8 cents per pound for highway bridges—who complains that he was not allowed to leave the committee room after giving the impression to the committee that the price his company had charged for these bridges was only 4 cents per pound. (Applause.) He complained that his company might feel that he was giving away private information. Then why did he pick out and bring here four contracts which would necessarily show the profits which his company had made on those contracts. Surely it did not lie in his mouth to give information as to certain contracts, and then say in respect to others that he was afraid to produce them because his company might think he was

GIVING AWAY SOMETHING OF A PRIVATE NATURE,

and thus place himself in an awkward position. The leader of the opposition has stated that he is glad that statement was produced. All he (Pugsley) could say was that if he was pleased he had a very strange way of showing the pleasure which he felt. He (Pugsley) was glad that document had been produced, and he would be able to show to the House that that statement completely discredits Mr. Roy and contradicts the testimony which he gave and shows that he was attempting to deceive the committee and the country. Applause.)

THE NEXT GROUND OF COMPLAINT

of the gentleman (Hazen) is with regard to the treatment of Mr. Phelps Johnson, the manager of the Dominion Bridge Company, which he (Hazen) characterizes as a travesty upon justice. The facts in that connection were these: When it was announced that Mr. Johnson was coming here as a witness he (Pugsley) had asked the chairman of the committee to notify Mr. Johnson that he would be required to produce the various contracts entered into by his company for the construction of bridges during the years 1895, 1896 and 1897, and for a few years preceding and a few years after; that is, from 1891 down to 1897. Was that an unreasonable request? Mr. Johnson was coming here just as Mr. Roy had come—picking out a few contracts for bridges constructed by his company—selecting contracts for bridges constructed at particular places and at particular prices. It is no use to say that he had contracts for bridges constructed in Nova Scotia, because in order to get at the fair and reasonable cost of bridges he must give the prices which they

CHARGED IN THEIR HOME MARKET,

and not the prices charged in the lower provinces where they are probably trying to drive out the small local concerns, and therefore are willing to do the work at a much less rate than they charge in their own market. That was the case with the Hamilton Bridge Company, as was shown by Mr. Roy's evidence. In one case they made a profit of $596 on a certain bridge, in another $346, another $314, another $189, another $655, another $946, another $395, another $322, for bridges built in their own provinces, but for the one bridge which they built in the province of Nova Scotia, and in respect to which Mr. Roy had picked out the contract they made the magnificent profit of $6.58. (Applause.) That was a bridge which appears by the contract to have been undertaken to build at the price of $4.20 per hundred pounds, and it had only a 12 foot roadway. (Applause.) This was put forward as a specimen of the contract showing the prices which this company received for their highway bridges. These men were not coming here as disinterested witnesses, and he (Pugsley) had felt justified in asking that Mr. Johnston should be subpoenaed to bring contracts showing the prices charged by his company in their home market. Mr. Johnston came before the committee, and he stated that he had come out of courtesy to the committee and was prepared to give every information as to the contracts which he had picked out and brought with him. The committee asked him to extend his courtesy a little farther, and instead of picking out those contracts which suited his ideas, to bring those contracts which would be of value to the committee in enabling them to determine the question which they were called upon to determine. Mr. Johnston was asked to return to Montreal and bring back with him all the contracts asked for, and the committee told him that all

HIS EXPENSES WOULD BE PAID

Mr. Johnston said he would go back to Montreal after the necessary documents, and that he would inform the chairman on the following Tuesday or Wednesday as to whether he would be allowed to bring the papers with him. He went away, but he did not come back, and what was his excuse? He said that his secretary would not let him bring the papers—the secretary would not let Mr. Phelps Johnston, who is the general manager of the company and has absolute and entire charge of the company's business—who is in fact the Dominion Bridge Company—would not let his records be depleted by sending the papers asked for. When it is borne in mind that the committee stated that he might send them by express, if he did not care to bring them himself, and that every care would be taken of them, and they would be returned to him free of charge, it will be seen how slim was the excuse he made when he said that the secretary would not allow him to deplete the records. He (Pugsley) was willing to leave it to the fair judgment of the house and country if the course pursued was not a reasonable one. The gentleman (Hazen) says he wanted a

FULL AND FAIR INQUIRY,

but he did not have produced one single contract for a bridge built in the province of Ontario or Quebec, the home market of these companies, where and where alone it would be possible to ascertain what are the usual and customary prices being charged by the company for bridges constructed by them. These were the grounds of complaints of Mr. Hazen with respect to the course of the committee, and he (Pugsley) repeated that the investigation was one of the fullest and fairest ever held before a parliamentary committee. (Applause)

MR. RUDDOCK.

The leader of the opposition had made his bridge charges, but he has not sought to prove that the Record Foundry Company or Mr. Ruddock have got out of their contracts more that a fair and honest price. Mr. Ruddock, who is a man of the highest reputation and standing, has sworn that on the Mill Cove bridge he only made a profit of $400, and on the two spans of the Blackville bridge a profit of $300, or a total of $900 on the two bridges. This was not an unreasonable profit and he (Pugsley) felt that the people of the province of New Brunswick were willing that the Record Foundry Company and Mr. Ruddock should get a fair profit on the bridges constructed by them.

The leader of the opposition says we should give these bridges to the upper province concerns if they underbid our own local companies, no matter whether they build the bridges at a loss or not.

[Continued on 3rd page.]

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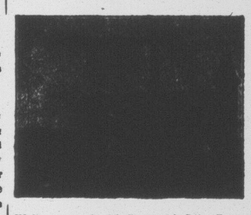

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