## SUPPLEMENT. ADVANCE MIRAMICHI May 24, 1900. EMMERSON'S NEW BRUNSWICK FIRST POLICY

By an Overwhelming Majority of the Members of the Legislative Assembly--Complete Collapse of Bridge Charges--They Had Been Made as an Election Dodge in the Provincial Contest and in the Interest of Upper Province Concerns.

The Charges Revived With the Hope That They Might Cut Some Figure in the Coming Dominion Campaign--The Opposition Built Entirely Upon Misrepre-Hechethis and is sentation, Falsehood and Slander.

How the Truth Had to Be Dragged From a Prejudiced Witness---Positive Evidence that New Brunswick Made Bridges Are Superior to and Cost Less Than Those Made In Quebec or Ontario.

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	In the Legislative Assembly, Saturday,	way have to helped to sustain the charges	1 "For the Salisbury bridge the tenders	t "The committee deem it proper in this	were referred the charges made by Mr. J.	that campaign and the object lesson which	your examination of the bridge
	Anril 7th, Chairman Carvell submitted the	he would have been called on Mr. Hazen's	were:	connection to refer to the three bridges,	Douglas Hazen, a member for the county of	they held before the country was principally	examination of the specifications
	report from the committee appointed to	behalf. It may well be, and the committee	"Dominion Bridge Company, \$3600; Can-	namely, Mill Cove, 'Trueman's Pond and	Sunbury, against the Hon. Henry R. Emmer-	this, that in comparison with the cost of	
	investigate the bridge charges, also the	have a right to assume, that if Mr. Archi-	adian Bridge Company, \$4,113.	two spans of the Blackville bridge, built	son, premier and attorney general, on the	the railway bridges of the country the cost	
		baid's testimony would in any way have	"Mr.Emerson says that Mr.Haines, who is,	by Mr. Ruddock, of Chatham, and in respect	12th day of March last past, and submitted	of the highway bridges built under the	
	evidence taken by the committee.	helped to sustain the charges he would have	as the evidence shows, a practical man, of	to which the charge is made that the prices	on the 7th day of April instant."	chief commissioner were grossly excessive,	cell you.
	The evidence occupied 899 pages of type-	been scalled on Mr. Hazen's behalf. It may	ability of a very high order, gave him the	paid were excessive.	By unanimous consent this motion was	not only two but three and four times what	QIs that amount correct?' A
	written matter containing about 275,000	well be, and the comittee have a right to	estimated weights of these bridges as fol-	"The Mill Cove bridge, as originally con-	made the order of the day for Monday.	was paid for those railway bridges, and	not be at all surprised if there
	words.	assume that after witnesses called in sup-	lows, at the same time stating that from	tracted for, was a long structure; having		presented to the people of the country some-	pounds of beams in the bridge.
	The report of the committee is as fol-	port of charges had admitted on cross-ex-	measurements which he had made he had	a span of 64 feet across the channel, and		thing which the ordinary lay mind would	4And the price would be
	lows:	amination that it would be unfair to make a	found that the iron had been rolled lighter	approaches to be made of the steel bents,	MR. MOTT MAKES HIS MOTION.	be very much impressed with. It was, I am	Moneton? AI couldn't tell you QWere there not in one span
	"House of Assembly, April 7, 1900.	comparison between railway and highway	than specified. Taking, however, the esti-	the total length being upwards of 509 feet, Mr. Ruddock had tendered for the steel su-		ready to admit, something which impressed	bridge 17,697 pounds of channels
	"Mr. Speaker and the Legislative As-	brdges, and that, by reson of the cost of	mated weights which are as follows:	perstructure, but his tender was consid-		me, having only a lay mind and with no technical skill to judge this question- look-	35 pounds to the lineal yard? A
	sembly of New Brunswick:	workmanshp upon highway bridges relative-	"Hampton bridge, 155,932 pounds. Sussex bridge, 42,000 pounds. Salisbury bridge, 69,-	ered to be too high and after an estimate	He shows that Day was as favorable	second can be a matter of very grave and	be at all surprised if there were
	"The committeee appointed to investi-	ly to weight, the former would, generally speaking, necessarily cost at least double	646 pounds, and assuming the estimated	of actual cost had been made up by the	He shows that Roy was so favorable	serious import, and I very readily under-	4Would not the price at M
	gate certain charges preferred by Mr.	per pound what the latter would cost, it	weight to be correct, it would make the price	chief engineer of the department at \$3,837.	to the Opposition that any Evi-	stand how in the excited condition of the	\$1.64% before any work of man
	Hazen, a member of the assembly, against	was decided in the exercise of an annar-	per pound of the various tenders for bridges	Mr. Rudock was given the contract for this		DeoDie on that charge the people of the	was put on at ail? A I couldn't
	the Honorable Henry R. Emmerson begs	estly wise discretion, not to place Mr. Archi-	completed rady for traffic as follows:	amount. After he had begun the construc-	dence Against that Party View	country were led to believe there was very	Q Could you tell me as to
	to submit the following report:	baid upon the stand.	completed ready for traffic as follows:	tion of the bridge and had all the material		grave maladministration on the part of the	not there were 39,377 pounds of
	"Your committeee held its first meeting		"Hampton bridge:	on hand it was, on the advice of the chief	Had to be Dragged Out of him	government, and at one time it threatened	used in one span? A I could n
	on the 13th day of March last past. On	Witnesses Called by Mr. Hazen.	"Canadian Bridge Company, 7 3-10 cents	engineer, decided not to utilize the steel bents	A Calcudid Bassandation of the	to dethrone the administration.	4Would not a fair price fo
	this day and subsequently subpoenas were	1ª	per pound.	for the approaches, but to make a solid em-	A Splendid Presentation of the	Under these circumstances, and after the	Moneton be \$1.50 per hundred por
	issued at the request of Mr. Hazen to the	"The witnesses who actually testified on Mr. Hazen's behalf were Mr. A. R. Wet-	"Dominion Bridge Company, 7 7-10 cents	bankment and roadway, so that only the	Case,	honorable gentleman had extracted the ele-	I couldn't tell you as to that.
	following persons: A. R. Wetmore, T. B.	more, chief engineer of the department of	per pound.	truss span over the channel was utilized.	Vasci	ment of personal dishonesty on the part of	QWould not the wost of the
	Winslow, George F. Swain, R. Maitland	public works of the province, Prof. George	"Central Bridge Works, 8 3-4 cents per	Your committee are satisfied that the de-		the chief commissioner, we come to the	which were under 35 pounds per 1 and upon which a duty of \$7 pe
	Roy, Joshua Peters, Alfred E. Peters,	F. Swain, of Boston, Mr. R. Maitland Roy,	pound.	cision to make the alteration was a judicious one and in the public interest. The con-	Fredericton April 9 -In the legislature to-	present session of 1900, when the charges in their essence are repeated in this legis-	to be paid, would not that cost a
	John Stewart, Alfred Haines, Martin	engineer of the Hamilton Bridge Company,	Sussex bridge:	tract with Mr. Ruddock being thereby neces-	day Mr. Mott made his motion: Resolved that	lature and the committee is freely granted	in 1897 \$2.04% per hundred pour
	Murphy, Peter S. Archibald, A. G. Beck-	of Hamilton, Mr. T. B. Winslow, secretary	"Dominion Bridge Company, 6 4-10 cents per pound.	sarily broken by the department, an equit-	this House do concur inthe ort of the	by the House. No limits or qualifications	could not tell you.
	with, Wilar Kitchen, W. B. MacKenzie,	of the public works department, Mr. Wil-	"Salisbury bridge:	able arrangement was come to whereby he	special committee to whom we referred	are set upon the grant of that committee.	QThis is all before one doll
	Phelps Johnson and William E. Brown.	tiam E. Brown, who has had experience in	"Dominion Bridge Company, 5 2-10 cents	was paid \$1,280 for the centre truss span	the charges made by J. Douglas Hazen, a	It was granted according to the prayer of	of labor was put on it? A I cou
	The names of the witnesses who were call-	erecting bridges for the Dominion Bridge	per pound.	of 64 feet, completely erected, and was	member for the county of Su bury, against	the petition, as it were, presented by the	you anything about the prices of
	ed and gave evidence on behalf of Mr.	Company and others, Mr. Willard Kitchen,	"Canadian Bridge Company, 6 cents per	allowed for the extra steel and other	the Hon. Henry R. Emmerson, premier and	honorable gentleman.	at Moneton.
	Hazen will be found stated below.	a contractor, and Mr. A. E. Peters, presi-	pound.	material on hand, which became the prop-	attorney general, on the 12th day of March	And after he has had an opportunity of	Q You have no knowledge of
	"Although Mr. Archibald and Mr. Haines	dent of the Record Foundry and Machine	"Having this information and being dis-	erty of the government. Most of the metal	last past, and submitted on the 7th day of	selecting from the body of the manufac-	freight would be? A I have no
	were both present and remained in attend-	Company. "The evidence of these witnesses will be	satisfied with the experience which the gov-	left over was subsequently used by Mr.	April instant.	turers, contractors and expert engineers	at all as to what the parties w
-	ance for several days neither was called.	found in the stenographic report of the	ernment had had with the Upper Canadian	Ruddock in the Trueman's Pond bridge,	Mr. Mott said that in moving this reso-	from every section of Canada and the United	to pay at the mill, and do not
	"Mr. Ruddock, being compelled to be	proceedings, submitted herewith. Your com-	firms, an arrangement was come to with	when he was charged with it at exactly the	lution he thought he might fairly say that	States, and the fullest possible opportunity	freight from the mill to Moncton QWould you may there wou
	absent through sickness before the close	mittee, after giving such evidence their most	the Record Foundry and Machine Company	same price as that at which he had been paid	congratulated that the report of the com-	of submitting their expert opinion, we find at the very outset these gentlemen called	11,942 pounds of angles in one an
	of Mr. Hazen's case, was subsequently	careful consideration, unhesitatingly report	in the year 1893, by which that company un- dertook to construct three bridges, name-	"The price of \$1,280, or \$20 per foot, al-	mittee to which had been assigned the in-	by him, who in his opinion, and in the opin-	bridge which went under 35 p
	called by Mr. Emmerson's counsel. Mr.	that i in their opinion it absolutely failed	ly: The Cusack, Elgin and Douglastown	lowed for this, would seem to your commit-	vestigation of these charges had at last	ion of honorable members of the opposition.	lineal yard?AI can't say.
	Haines having attended under the sub-	to prove the charges made by Mr. Hazen,	bridges, by the day, for actual cost adding	tee to have been reasonable under the	been received. That investigation, which	are best qualified to submit and testify their	Q And would not the fair pri-
	noens issued at the request of Mr. Hazen.	but on the contrary clearly established that	the usual percentages charged by the com-	circumstances. The span was a light one,	nonorable members would feel had been the	view, that the cost is grossly excessive, that	at Moncton be \$2.04% per hundre
	and not having been called, retured, as	the prices paid were only fair and reason-	pany. on its other business. An accurate ac-	and the labor would be very much greater	fullest and freest of any investigation ever	at the very outset, the very element of com-	A I cannot say, but it strikes m
	was stated, to the work on which he was	able and such as were necessary to afford	count, as the evidence shows, was kept of	relative to the weight than in a heavier	held by a committee of this legislature, had	parison of highway bridges with railway	an exceedingly high price."
		the usual and customary profits of a manu- facturing ; business.	the cost of material and of the shop labor.	truss. Therefore the fact that the cost of	delayed the session of the House for a longer	bridges falls to the ground. (Applause.)	And so on he goes down to the
	Kingston bridge and which urgently re-		Mr. Haines was present all the time as the	this bridge was nearly 10 cents per pound	period than during the past 20 years. In	Not a single expert who went on the stand	chapter. I do not wish to weary
		"At the conclusion of Mr. Hazen's evi-	representative of the governmnet.	is no criterion of whether the price was	dealing with the report of that committee	but admits that the comparison is a grossly	with reading the evidence but I
	quired his personal attention.	dence your committeee were of the opinion that Mr. Emmerson was not called on to	"The result showed the actual cost of	a reasonable one. The bridge had a 19-foot roadway. In the statement produced by Mr.	nonorable members will recall the condi- tions which prevailed during the campaign	unfair one, not a single witness but has stated that when you come to estimate the	haps this is worthy a little attent have only selected a little.
	"Mr. Phelps Johnson, the manager of	mak any defence. His counsel did, however,	these three bridges, delivered at Moncton to be 6% cents per pound. At this time the	Roy, your committee find a rivetted bridge.	of the last general election-they will recall	cost of highway bridges you should not	(Mr. Mott again reads from the
	the Dominion Bridge Company (Ltd.), of	call the following witnesses, namely: Mr.	company was not well equipped with bridge	No. 1074, being a 63-foot span and only 14	that at that time every issue for which this	have any regard to the cost of railway.	as follows);
	Montreal, attended the committee in re-		building machinery, and the cost would no	foot roadway, the weight of which was 23.670	government might fairly be entitled to credit	bridges, and so that element which during	Q Would you undertake to say
	sponse to a subpoena issued at the in-	in the building of machinery of various	doubt be somewhat greater than after this	pounds and at 51% cents per pound this would	sant into insignificance in comparison with	the campaign I say was the one great ele-	metal in one span of that bridg
	stance of Mr. Hazen, and was sworn, but	kinds, boilers and steamboats, and also steel	was remedied and after workmen become	come to \$1,201.85, and would be a much	the charge which was at that time herafded	ment that impressed this country as being	cost at the works, and putting it
	on it appearing that he had not produced	bridges; Mr. Lockhart and Mr. Setton, who	more acquainted with the work.	more costly bridge than the Mill Cove	over the country against the honorable at-	serious, has fallen to the ground and there	price, \$2,097.43, the metal that wen
	contracte top the construction of highway	and have been for more at		building at \$1.000 handland in a stat stat	torner general then shiel commissions of	date not namedly another a sure set	span? A -T could not not T

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