

of the last mentioned bridge about the time as was paid to the Record Foundry Company for the three first bridges which were built by the way of experiment. But there was this difference—in the bridges built by the Record Foundry Company we had no iron in them; whereas in the others, while in the case of those built in the upper provinces we were not getting a bridge that was up to the specification.

The first bridge was the one at Moncton, the Salisbury Bridge, in which bridge, as he had been informed by Mr. Haines, there was material of iron which should be used in the construction of the bridge by the Hampton, Sussex and Salisbury bridges was the inspection made by an officer of the department, who drove a nail into the iron work, and afterwards watched the deflection. If that was the method which commended itself to the honorable leader of the opposition and if it was the method which he himself had only now to say that he did not agree with him as to the proper course to be pursued with respect to the construction of the bridges, he would like to know what it is in the light of the evidence it seemed to him (Emmerson) that the honorable member (the opposition) had brought these charges for the purpose of doing to people of this province, and in the approach to the trial of the case, he would like to state that if he could by some means discredit him (Emmerson) and the government which he had the honor to lead he would be satisfied to see his own province, for the province—not for the party which he leads in this legislature, but for that larger arena where his heart seems to lie—would be benefited thereby (Applause). He has shown a zeal and eagerness in the prosecution of these charges almost equal to the zeal and eagerness which he showed in the prosecution of the charges against Madawaska (Laforest). (Applause.) He would refer for one moment to a bridge built at Gray, in the county of Albert, in the town of the Hamilton Bridge Company. It was No. 1098 on the list produced by Mr. Lloy. It was a pin bridge with a 40 foot span, and was erected after the year 1867. The freight was only #23, the contract price was \$540, and the price per pound was 7-10 cents. (Applause.) It might be said that this bridge was constructed in 1868 than it was in 1867, but this very blue print shows that in 1868 the Hamilton Bridge Company paid \$177 per hundred pounds for steel, whereas in 1867 they paid over two hundred pounds more than was paid for the steel in the Lefebvre bridge by the Record Foundry Company, so that the extra cost of the steel was not due to any increase in the construction of this bridge. (Applause.) He could multiply evidence of that character, but after all what did it show? He said that he had been a witness and the House must be convinced of the fact that in the construction of bridges there are bridges and bridges, and that the same principle applies to every other article of merchandise and commerce. In arriving at the cost of a bridge you have to take into consideration the nature of the soil, the location, and also have regard to the surroundings and all the circumstances relative to the site where the bridge is to be placed. If it is to be placed in a city or town, the minds of all political prejudices in considering the circumstances in connection with the construction of bridges in this province, will be directed towards the circumstances surrounding the construction of bridges by the Upper Canada firms, they will be forced to consider the fact that the firm of New Brunswick had adopted a wise and prudent course in the construction of its permanent bridges. Continuing, Mr. Emmerson says that he had seen the attacks which had been made upon him with respect to his utterances with respect to these bridges upon the public platform. He said that he had been told that he had uttered in the city hall in this city, in the Opera House in Moncton, from the hustings in the county of Albert and from the hustings in the county of Sussex, spoken, he adhered to in every particular. (Applause.) It had been said this business matter that they had got this bridge business down to 1-10 cent. He said that if he never remembered to have made such a statement, and he did not know that he was so reported. What he did say was that the cost of the steel was reduced to the degree of fifteen of 2-100 of 10 cent. That statement was made in reference to the Campbell, Blackville, Lefebvre and the Salisbury bridges, and he still adhered to it. In speaking of the price of 6 cents a pound he had also had in mind and referred to the live bridges, the Salisbury bridge, the Sussex bridge and Grand Manan bridges, as they had been sought to make it appear, He had stated before the public accounts committee and before the committee of the House that he had paid more for those three bridges; that the price of 6 cents did not include the erection. Although he had been mentioned as having done so, he did not run away with the idea that the government was continuing even that price. Since he had been carrying out the recommendations of the committee of that year and had been calling for tenders in the province for all the bridges erected since that time, and the bridges erected since that time, the bridges had been constructed by tender and carried. (Applause.) He afforded the second and much stronger evidence of that course, as he saved a great deal of trouble. In the amendment moved by the leader of the opposition it was stated that the contractor was to build the contracts for the construction of these bridges to his political friends. He had recited the circumstances under which the work was done, and he had shown that he had nothing to do at Moncton and Chatham. The late Hon. Mr. Mitchell had put forth every effort to have a company formed to do the work, and he had shown that he had failed. He (Emmerson) was anxious to have the work done in the eastern section of the province, and so made the arrangement with the Record Foundry Company, but he wished to tell the House and the country that at the time he made that arrangement the Record Foundry Company had no other opponents. (Applause.) That was in the year 1863. In 1862 he ran an election in the county of Albert, and he had in that election the support of Messrs. Macdonald and Peters, the manager of the Record Foundry and Machine Company, and Mr. Peters was not only opposed to himself in the election, but he was also opposed to Richard in the county of Westmorland. (Applause.) His desire was to have the work done in the province, and if possible to have the work done in the county of that could be done consistent with all other interests. He was not allied to the Record Foundry and Machine Company, nor was he connected with it in any business proposition, and in doing that he felt he was acting in the interests