

## DR. PUGSLEY ON THE CHARGES.

Dr. Pugsley Shows That the Attempt to Blacken the Character of Premier Emmerson  
Was a Cowardly Attack Lacking in Any Honest Motive.

[illegible]

and as such, has gone up so so that it is many and seven cents per pound. On cross-examination of Mr. Johnson he would not admit that the steel was not the true Mr. Johnson might reply, well steel has gone up a cent a pound since 1897. Mr. Johnson would not admit that Mr. Johnson deducting a cent a pound, still you would have the price which your company was getting in 1897 for railway bridges. Mr. Johnson would not admit allowing what everybody now allows, admitting what by universal consent is now conceded as the fair average price of highway bridges, that the price of highway bridges the fair and average price of railway bridges, you would have seven cents per pound for highway bridges and eight cents for highway bridges in 1897. (Applause.)

In the face of overwhelming testimony that would be presented by the honorable friends must have known before they sent Mr. Johnson away from the committee without having heard him, and without knowing of what they must have learned before they prevented the committee from leaving the benefit of his testimony, and in the face of the fact that Mr. Johnson, knowing what he must know, that only fair and reasonable prices were paid for those bridges, that Mr. Riddock received a fair living profit out of the work which they did for the New Brunswick government, I am not surprised that the honorable friend, with all this knowledge he must have had and knowing as he must that his charges are without foundation, that he would not do himself the credit to rise in his place and say he had been deceived in making these charges, but that he had been informed by Mr. Archibald that the steel and the highway bridges should cost as much as railway bridges and he had been informed by Mr. Archibald that the steel and the highway bridges should have cost the same. I am surprised at my honorable friend, having found out the information which he got from his own witnesses, Mr. Swain and Mr. Roy, after they had been subjected to a cross-examination of the fair and reasonable prices, that he had not done himself the credit to rise in his place and say he had been deceived, had made the charges unwittingly and had come to the conclusion that only fair and reasonable prices were paid for those bridges, and was prepared to withdraw the charges and the country as well as this House would have said he had acted properly. I am not surprised that he had been deceived and led to make false and unfair charges he was only long that reasonable justice toward a friend, the premier, has a right to expect from the leader of the opposition. He has not chosen to do so, but he has chosen to stand up in this House and repeat the charges which he had made, and all we have to do is to repeat the charges which this House believes, as I am sure you will say it does believe when it comes to vote upon these resolutions, that Mr. Johnson did not do his duty and not only have the witnesses he himself called failed to prove the charges, but they and he witness called to disprove them and have shown this House and the country that they are entirely without foundation. I thought that Mr. Johnson, before passing away from Mr. Roy's testimony with reference to some other bridges, but don't know, would call the attention of the House particularly to bridges No. 1075 and 1076, which are riveted bridges and in respect to which he company neither found the lumber nor did they do any erecting. I am simply referring to their works. They paid the right but they did not find the lumber and did not erect the bridges. I am not sure which they got for those bridges, adding only the small sum of \$120 or the erection of it, and leaving out the lumber altogether, and if you compare that with a riveted bridge you will find 8.2 cents as the price of that bridge. (Applause.)

The honorable gentlemen not to make these vague statements with reference to what Mr. Roy's statements prove, but take Mr. Roy's statements and make them all white in reference to those bridges and no matter how you analyze the figures I have given you, you will find that that would be the price. Then honorable gentlemen may say that was in 1898 when steel was higher than in 1875. I have shown you that the steel for the Lefseville bridge actually cost \$175 per hundred pounds. What did steel cost that went into the cost of steel was \$122.50, speaking now of the two piers, and the actual weight was 11,171 pounds; therefore, a price of 13 cents per hundred pounds less than the cost of metal for the Lefseville bridge. And yet, when the Hamilton Bridge Company must have been the reasonable price for that bridge, the Hamilton Bridge Company must have been the same price for those bridges when they charged them those prices for those two bridges, because, as I have said, if you had a steel bridge, you would have 13 cents allowance for the erection of \$125 and then make the allowance between this and riveted bridges you would have 13 cents per pound. Take No. 974 at Willoughby, putting in shop labor as \$78.82 and cost of erection as \$30.13 per hundred pounds, the cost of a riveted you would have the steel there, 6.1 cents, and yet the cost of the steel there, according to Mr. Roy, was 13 cents per hundred pounds less than the cost, would be \$1.02 per hundred pounds or 13 cents per hundred pounds less than the Lefseville. Take No. 988, No. 989, you will find the price of steel in all those bridges was less than what it cost the Record Foundry than what it cost the Hamilton Bridge Company the average cost of the steel all the way through in the years 1898 and 1899 and you will find it is several cents less than what it cost the Hamilton Bridge Company in the Lefseville bridge and about 60 cents per hundred pounds less than what Mr. Riddock used in the Mill Cove and Truro bridges.

Let me make for a few moments with the consideration of the circumstances under which the goods were made, the steel bridges erected in New Brunswick. My honorable friend

they should have done to a wise policy; they should have gone to other people outside of the State and had the bridge commissioner friend. At that time the chief commissioner had these facts before him, had an estimate from his engineer for the two large bridges, the Port Elgin and Sussac bridges; taking the price paid for those bridges and the different articles put in he had the evidence that the cost had been between five and six cents per pound, the Hampton bridge upwards of six cents per pound. He had the advantage of the tenders of the Dominion Bridge Company and of Mr. Roy, now the chief engineer and general manager of the Dominion Bridge Company, and then proprietor of the Central bridge works, that the tenders which they thought were fair and reasonable were between five and six cents per pound. The Dominion Bridge Company's tender being 73 cents per pound and Mr. Roy's being 83 cents per pound. He had the evidence that the tenders of the government, less, but what statement had he in reference to that—the statement of Mr. Jones, of the Dominion Bridge Company, that he had received \$100,000 money out of the Salisbury bridge. They had lost money by it. He would know the company's books, and he would know where it was that they would lose money and therefore he had a right, looking at the tenders put in for those three bridges, to say that the tenders of the government were between seven and eight cents per pound.

When the chief commissioner made arrangements for the construction of the three bridges by the Chesac, Elgin and Douglastown, at the Record Foundry works, to be paid for at their actual cost, the chief commissioner had the evidence that several honorable members would agree was a proper course. He was desirous of having the work done within the province, and he was anxious to have the opportunity to have a proper inspection of these bridges, if built in the upper provinces, except at a great expense, and he was anxious to have a proper inspection should he had if we were going to get good bridges—having these things in mind the honorable member said that the chief commissioner was not to be taken in by the tenders of the mode of ascertaining at what price the work could be done in New Brunswick, and the result was that the actual cost of the three bridges was 72 cents per pound, delivered at the works at 65 cents or on board the cars. Those three bridges were built at the Dominion Bridge Company's works. Shortly after there came up the question of building the Grand Manan and Saunders Brook bridges, and the position picked out the Saunders Brook bridge, and he got Prof. Swan to testify before the committee that the bridge could be built at a less price than was paid for it. Now the actual cost paid the Record Foundry Company for that bridge was 72 cents per pound, and a large amount of talk about it, but why do they do it? They take these small bridges, which cost only a few cents per pound, and they take the six cents per pound with the large bridges, such as the Campbell, Leichner, Blackville, Nelligan, Comeau, and the others, and they say they are complete, erected, painted and ready for traffic, and in that way they sought to delude the people of the country, and they say that the tenders were paid for the larger bridges. (Applause.) That was not the fair way to look at it. The tender was taken into consideration and the total amounts paid, and then it could be ascertained whether the government was getting a fair price for the work. (The result had not been that by far the larger proportion of the work in connection with steel bridges had been done at the Dominion Bridge Company, and that it was done. (Applause.) Those three bridges—the Grand Manan, Dunge and Saunders Brook bridges—were built at the Dominion Bridge Company, and the total cost of the three was only \$1,676. The Grand Manan bridge, being what is known as a scow bridge, was built at a lower price than the other two. The evidence of Mr. Peters that if the company had taken the Grand Manan bridge alone the fair price would have been \$1,676, and the evidence of Mr. Peters that the statement was not contradicted. Mr. Peters recognized, as we all recognize, that the tenders of the Dominion Bridge Company taken by itself the price would fairly have been less than 61 cents per pound; but these three bridges were all taken as one, and the evidence of Mr. Peters that they gathered in considering what would be a fair price, and when it is remembered that the Grand Manan bridge was built at a lower price, and that the evidence of Mr. Peters that the price paid for the Saunders Brook bridge was a little high, it will be seen that the evidence of Mr. Peters that the price paid for the three bridges was a fair and reasonable price for the three. (Applause.) And it should also be recognized that the works had been done at the Dominion Bridge Company, and that the price which only aggregated a total cost of \$1,676.

The next came to the two bridges built by Mr. Kitchen under contract with the government, viz., the Petitcodiac and Port Elgin bridges, and the honorable member said that the chief commissioner took in connection with those two bridges. The chief commissioner said that the evidence of Mr. Peters and while it is true that there was a tender of \$2,000 for the construction of the Petitcodiac bridge it is also true that the evidence of Mr. Peters and prudent contractors for a much higher figure. It is not always wise to give a contract for bridge work or for any other work to the lowest bidder, and it might well be that the chief commissioner and his engineer were of the opinion that the price named in Mr. Kitchen's tender was a fair and reasonable one, and therefore they gave the contract to him. (The same remarks would apply to the Port Elgin bridge, also awarded to Mr. Kitchen. Now what course did Mr. Kitchen take in the construction of steel bridges? 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and no reason to believe that the Record Foundry Company would get the work at any unreasonable figure, and the fact that the price at which they would build the bridges was strong confirmation of the statement that they made, that 6½ cents was a fair price for the work. He said that he did not do the work at that time for any less figure. (Applause.) The total price so far as the steel work was concerned for the two bridges was \$29,000.

We now come to what is by far the largest of this series of bridges, viz., the Campbell, Lefebvre, Blackville, Nepisiguit and Tabor bridges, which are all of the same type, and were built on the same plan, which price included the steel bridge, erected, painted, floored and completed in the usual manner, and the cost of finding the flooring. Now in considering the result of the policy which the government has adopted it is right that we should consider the fact that the government paid amounts which the government has paid out for steel bridges since the inauguration of this policy. The bridges which have been built for the government at the rate of 6½ cents per pound, completely erected and ready for traffic—certainly these bridges were built at a lower price than the bridges constructed at that price. We have it in evidence that when the chief commissioner was ready to give the contractors the work, the contractor, who was named he said to the Record Foundry Company that in future any contract for steel bridges in the province would be awarded to the Record Foundry Company. The honorable leader of the opposition repeated the idea that the company should refuse to take on the work, and that the government should not as not unreasonable. The company was incorporated as a foundry and machine company, and not to build bridges, and the company was not the owner of any of these bridges any stockholder would have had no power to restrain them by injunction. They refused to take the responsibility and risk involved in the erection of the bridges. The result was that Mr. A. E. Peters, who was the manager of the company, being desirous that the work should go to his company, undertook the responsibility of the erection of the bridges. He said that he did not intend to give them any price they might ask? Not at all. He told them that although they had been getting a good price for the work, and that he would not, yet by reason of the thoroughly equipped plant which they had put in and the skill which they had acquired in the erection of the bridges, he would not should include the erection of the bridge, and he told them that if they did not not choose to take that he would go and find the price at which he would like to pay. They accepted his terms, and as a result all these larger bridges and the smaller ones which have since been built since the inauguration of this policy have cost only 6½ cents per pound, completely erected and ready for traffic. He said that he had no doubt that he could show that that is an unreasonable price. Mr. Peters came before the investigating committee and gave them evidence that in the company and Mr. Hazen had an opportunity to show the committee from those books just what profits they were getting on the work, and whether they were getting an excessive price. But the honorable gentleman did not ask Mr. Peters to produce one of those books, and he said that he had heard he had here. Mr. Peters swore that the Record Foundry Company had been carrying on the business of making fair and reasonable profits. He swore that they had a standard upon which they proceeded in all the work that they did, and that the standard had been agreed upon after conference by the leading manufacturers of the country, and that the carrying on of the business of the company would enable the company to pay a fair and reasonable dividend upon its capital. He swore that he was not in the business of carrying on the business of manufacturing stoves and furnaces, and he stated that in estimating the price for the bridges built at the rate of 6½ cents per pound, he used the same standard as that used in connection with all the business they were carrying on, and figuring it out in connection with the business of the company, and the furnaces Mr. Peters was able to show that in 1867, when the Campbell, Lefebvre, Blackville, Nepisiguit and Tabor bridges were built, instead of the company getting \$5 per hundred pounds for these bridges they would have lost \$20 per hundred pounds if the company had the same profits as they were getting out of their ordinary business. That being true, and Dr. Hodge, who was the chief of the committee, said that he had the slightest discredit upon the testimony of Mr. Peters in that particular, he (Pugsley) had no hesitation in saying that the company was getting a fair price for the country as true, and that the carrying on of the business of the company would enable the company to pay a fair and reasonable dividend upon its capital. He stated that the Record Foundry Company might have made a profit of \$5 per hundred pounds, which was the price they received in respect to the bridges built during and since the inauguration of this policy, and he said that he felt the people of the country had no ground for complaint, because, as he had stated yesterday, he had no doubt that the company would come to the conclusion that only fair and reasonable prices were being paid for these bridges, they would not have been able to get any more than that from home rather than abroad, where the bridges can be carefully inspected, and where the work can be done at a lower price. He said that the money is expended and that labor employed amount, and by the way, he said that the result was, was the feeling of the people of the province, so that when the honorable gentleman failed, as he continued to do, to produce any evidence, the Record Foundry Company or Mr. Russell could have made anything more than reasonable fair profits, it seemed to him that the carrying on of the business of the company would enable the company to pay a fair and reasonable dividend upon its capital. 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# The Provoked Friday

Fredrickton, April 12.—In the legislative session this morning, Hon. Mr. Tweedie submitted supplementary estimates amounting to \$4,900 for increased indemnity to members of the assembly and servants of the House; \$8,000 additional for the stamp duty on the small-pox and \$9,000 for expenses in connection with the investigation of the bridge charges. Mr. Tweedie explained that the increased indemnity to members was in consequence of the great length of the session, eight weeks longer than usual. The recommendation of the contingent committee, the government had decided to allow an addition of \$7 each to the indemnity of the members. This would bring the total to \$250. The servants of the House as well as the increased length of the session. A \$8,000 additional in connection with small-pox was provided because the first estimate was found to be insufficient for the purpose. As provincial secretary he has already received bills in connection with the small-pox which the government will not pay any unnecessary bills in connection with the work. In the \$6,000 for expenses in connection with the investigation of the bridge charges, the bills of stenographers, the cost of witnesses, and it was also intended to cover the cost of the printing of the evidence.

Acting on behalf of the indemnity to members was small, but he did think there was any justification for increasing the indemnity in the middle of a term. If instead of being the first time it should be increased, the time to do so was immediately before a general election. He thought the amount asked for in connection with a investigation of the bridge charges was quite excessive.

Mr. Johnson said the understanding among the members on both sides of the House was that the indemnity should be increased on account of the great length of the session.

Mr. Tweedie said that while the amount for the investigation of the bridge charges placed at \$6,000 it did not necessarily follow that every cent of that sum would be spent.

Mr. Hazen thought the amount should be reduced to at least \$4,000.

The supplementary estimates passed by the committee of the whole, and a supplementary appropriation bill was agreed upon.

Mr. Curvell, from the committee investigating the bridge charges, submitted a report giving details of the expenditure of the House.

Premier Emmerson announced that honor the lieutenant governor would resign the House at a quarter past o'clock.

The House resuming, Hon. Mr. Keown recommitted a bill amending consolidating the law relating to the arrest, imprisonment and examination of persons charged with crime, and adjourned with amendments.

At 6.15 o'clock his honor, the lieutenant governor, came to the assembly chamber. The arguments were made which had not already been assented to, at which the house was prorogued with usual ceremony.

## Dead-lock in Exchange.

Fredrickton, April 12.—The examination of the accounts under the disclosure act suit of Timothy Lynch was begun today Judge Wilson at 10 o'clock this morning. Messrs. Hargrave, J. B. Laidlaw, and the examination Mr. Lynch, Pugsley is examining Mr. Lynch's accounts.

The evidence this morning related to the fact that the late Mr. Lynch, to which his honor effected from L. P. James of Woodstock, through Col. Vane, June 1. It went mostly, he said, to paying back the money to him for the same thing. One thousand dollars of the amount he admitted, however, was set apart provide for the completion of the medical education. In this connection said his wife refused to sign the necessary papers unless this provision were made. The argument was therefore set apart for this purpose, but \$450 of the amount his honor used to pay off of a company named Cass. C. Vanvart objected to answering anything argued caused between himself and the other party, and continued after dinner, when the testimony until 10 a. m. next Tuesday.

An accident occurred on the Canadian Pacific railway near Grosse Pointe during the train from Chatham, which arrived at 7.30 o'clock, was derailed and several of the cars were considerably damaged. The engine and two passenger cars, six freight and two passenger cars, only travelling at the rate of 10 miles per hour, were derailed. The consequences would have resulted, but were about 20 passengers on board. Fortunately none were injured. The passenger cars were derailed and remained on track and the freight cars were derailed.

The accident occurred near a 25 mile point where the train was travelling at the ordinary rate of 25 miles per hour. It was reported that nothing could have prevented this from going into the Nashua.

A fire broke out at Grosse Pointe brought some of the passengers to town, and some went on to Cross Creek in the cab of the locomotive. Including the driver, the passengers were W. V. Lellan and M. Fickler, of this city. It is reported that these gentlemen regard their escape from death as little short of miraculous.

## Scott's Emulsion

is thin blood. It causes pale faces, white lips, weak nerves and lack of vitality. Abnormal enriching, fat producing food-medicine is needed.

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