bridges are intended to give strength and at the same time lightness. Comparison has been drawn between railway and highway bridges. The great difference lies in the fact that railway bridges are built of roll sections and the highway bridges largely of built sections; at least those that are built in this province are of built sections. A highway bridge can be built of roll sections to carry a certain strain, but beyond that point it is not safe to go, and this is the practice in building bridges of roll sections; on the other hand railway bridges can be built of heavy material and that being heavy in proportion to its length—if that is the way it is figured—it means the more money and consequently, can be built cheaper. There is more profit to the foot and consequently can be built more cheaply. In speaking of a strain Mr. Fish said he 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 betwen a highway bridge and a railway bridge.

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

Mr. Fish—Being built that way, it costs more per pound to build them, inasmuch as there is more labor placed upon them. It shows how entirely unfair would be any comparison we could make in regard to price, 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 lost 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. He failed to find one of the six who did not agree with him on that point that built sections cost more than roll sections. 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. (Applause.)

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. (Laughter and aplause.) Mr. Fish regretted to hear the opposition advise him not to give it up after coming here and they 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 which the committee afterwards learned and Mr. Roy was very careful in sending to send for bridges built at a loss to himself. (Hear, hear.) Mr. Fish did not know why Mr. Roy had done that unless it was to tell how cheaply bridges could be built and perhaps lead the committee into a trap. Mr. Roy had travelled about 1,400 miles from Hamilton, Ontario, down to Hunter's Brook in Nova Scotia and built a bridge there for the magnificent profit of $6.58. (Laughter and applause.) That reminded him (Fish) that there were two classes of people in this world who worked, the one for their living and the other for their health. (Laughter.) He thought that Mr. Roy had acted dishonestly with his company in putting down the profit on the bridge at $6.58; he could have credited the company with $300 on acount of his trip to the seaside for his health. (Laughter.) 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 built at a loss. Does it not show on its face a gross attempt to deceive us? (Hear, hear.)

While 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. (Applause.)

Mr. Fish resumed after recess. He said that when the House took recess he was going on to refer to the witnesses who gave evidence on behalf of Mr. Hazen before the investigating committee. Mr. Roy began by teling 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. (Laughter.) 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. (Laughter.) Very early in the investigation Mr. Roy impressed the comittee 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 a bald-headed man. (Laughter), and looking down he had probably seen mud. (Hear, hear.) He next visited the Salisbury bridge and told us it was a bridge after his own heart. He must have "stood on this bridge at midnight." 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 on cross-examination he suddenly fell into the 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. 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: Supose we take a piece of rolled iron one foot long and one inch by a half inch, and we will take the weight at 10 pounds at two cents per pound, making 20 cents. We will take another piece of similar iron of the same length two inches by three-quarters of an inch, and we will put its weight at 25 pounds at two cents per pound, 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). 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 the bridges built by our New Brunswick firms. He saw that they were not of the same class as those built by the uper 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 Company and the Hamilton Bridge Company. 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. (Applause.) Mr. Peters' evidence was most satisfactory, and he answered questions in such a manner as to give the committee a very clear idea of the manner of manufacturing 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 oposition 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 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.) 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 Company 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 procured 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.) He claimed that the committee acted perfectly right in the course pursued in reference to Mr. Johnson. 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 were 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 practice of the successful corporations and private firms of today, 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 a government? 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, McNeil 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 more. Mr. Stewart, of New Glasgow, had told him (Fish) that he had lost money on the bridges built by him in Nova Scotia. 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 representel a considerable amount of money it was all paid out for the bridges and there was not the slightest evidence of any wrongdoing er policy. (Applause.)

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 charge. The fact remains that only a fair price was paid for bridges; no exhorbitant 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.)

MR. ROBINSON'S SPEECH.

The Bridge Charges an Election Dodge and a Scheme by Upper Province Concerns to Crush Out N. B. Industries.

Mr. Robinson said: I did not intend to make any remarks on the matter before the House save to make an explanation. I happen to be a stockholder in the Record Foundry Company and under the rules of the house I think it would be only right that I should state why I will not vote on this question. (The honspeaker informs Mr. Robinson that such is not a matter of privilege and that he (Mr. Robinson) has a right to vote.) When the bridge charges were first promulgated throughout the length and breadth of the province it was my opinion that it was only an election dodge and a scheme on the part of those concerns in Ontario and Quebec to drive out our little concerns, with the backing up of the opposition. (Applause.) Such was the impression formed in my mind at the time. Since then I have followed closely the different lines taken up as this matter was discussed in the House and before the people and I have also read some of the evidence given before the committee and I want frankly to say that after so doing I am still of the opinion that it is after all only a political question and I am prepared to state, conscientiously, after looking into the matter that I do not see how anyone can take any other position. (Hear, hear.)

It would seem that they compare it like unto a house—I may say almost in frame—without any of the so called ginger-bread work. They do not take into consideration or make any allowance for the thousand and one things, each small in itself, which are necessary for the full completion of the house; and so with a bridge, they fail to take into consideration many things which are ne cessary to its completion before ready for traffic. I do not think that is a fair argument nor do I think that the charges have been well laid. There is nothing before this house to justify the statement of the last speaker (Mr. Melanson) to whom I listened with pleasure, that the cost of the bridges before the new policy was only 4 cents per pound and that they now average 8½ cents per pound. The cost of those bridges has been given so frequently that I need not repeat each one, but the result shows no such thing as that spoken of by the last speaker and where he got his figures from I do not know but certainly they we re not stated before the committee. (Applause.)

To follow the matter out to its logical conclusion it must be borne in mind that there are great differences in the manufacturing of bridgs as in other things. Local circumstances must be considered, the connecting links between the structure and the banks, whether camel back or truss bridge, whether over a swift or slow running river; and therefore I say that the circumstances must enter into the element of cost—in short everything under the existing conditions at the time of building must be considered. (Applause). I do not think it would take any one approaching this question with an unbiased mind a very long time, after reading the evidence given before the committee, to come to the conclusion that the bridges built by the present government are superior in every way to any of the bridges built by upper Canadian concerns. (Applause.)

I might also refer, before taking my seat, to the class of evidence which has been produced before the committee. It does strike me, and, I think, it will strike any reasonable man in this house and any reasonable person in this province that you cannot expect to have a case proved out of the mouths of witnesses such as were produced in support of the charges made. It does seem to me that when you consider that out of this broad continent of America that the only persons produced before the committee to support the charges made are Prof. Swayne of Boston and Mr. Roy. Prof. Swayne is a man by his own evidence, admittedly not a person with any knowledge whatever of the construction of highway bridges such as are built in this province; but the fact is that his experience has been confined to the construction of such works as those over the Charles River, Boston, the subway at the same place and similar works. Mr. Roy is the manager of a rival concern, a concern which has been trying for years to get down into the province of New Brunswick. What for? To control if possible the erection of bridges in this province, to drive out of existence those little concerns in existence here struggling so that they may have the opportunity to construct our own provincial bridges. (Applause.) Why! By his own evidence he has gone to the province of Nova Scotia and built bridges at less than cost. (Hear, hear.) What for? For the purpose of driving out the one or two little concerns which are there engaged in the construcion of bridge work. (Applause.) Do you really hink that the evidence of such witnesses would have any weight at all before any jury, before a committee of this House or the people of this country? Reference has been made to this blue print in a jocular way and as to the value of the figures shown by it; but there is to be said about it, when first it came here it was a blue print; then by the opposition it was changed to a white print, and when they turned it over again into our hands it became a black print—so that now we cannot tell at all what color it is it has been across the floor so often. (Laughter.)

Hon. Mr. Emmerson—Still it looks very blue for the opposition. (Applause.)

Mr. Robinson—Yes, very blue. (Laughter.) I did not intend to speak to the question at all and therefore prepared no speech and simply rose to make an explanation; yet I may say that after hearing the evidence of Mr. Arnold, a practical man, and that of the other practical men brought here, and of Mr. Peters, who certainly showed the committee that he fully understood his business, as every one who attended the committtee must admit, I believe the present policy of building permanent bridges is the best. When we are old or perhaps are gone then it will be that the people who follow us will give thanks that such a policy had been inaugurated by the present government, and feel that such a policy undertaken by their forefathers was the prop-

THE HUMORIST OF THE HOUSE.

The Premier's Bright Colleague Pokes Fun at the Opposition---His Confidence in the Government and Admiration for His Chief.

Mr. Osman said: I observe that the members of this House who follow the leader of the opposition have been exhausted, unfortunately for them (laughter) and perhaps for ourselves (laughter) because a discussion that is too one-sided is certainly not so interesting or satisfactory as a discussion which is more evenly balanced.

In respect to the speakers, I am quite willing to concede that although very few in number they perhaps have greater ability than we on this side—(laughter)—but, at least we would not claim for ourselves any greater than they have—(great laughter)—yet, as I said before, it would be much more interesting if the discussion could be a little more evenly divided.

So far it has been exceedingly serious to us all in many ways; it is serious from the length of time we have been here, but still more it has been a serious time for our chief, who has been on his trial; but we will soon have the pleasure of seeing how satisfactory the event will be to all on this side of the House. (Applause).

The honorable leader of the opposition said to me (and I hope he will not think it is a breach of confidence if I repeat the statement) that he never knew of a parliamentary investigation which resulted in any other verdict than a party verdict. Therefore, he certainly cannot be disappointed in the result if he thinks it will be, or considers it will be a partisan verdict. (Hear, hear). If he really and sincerely felt that there would be a verdict that would sustain the government and its leader, then why put this country to the great expense—(applause)—so great that I only realized a short time ago how great, and he must have been able to estimate better than we could how great that expense was that he intended to cast upon the province. I ask why he did do it if he was assured before hand of the result? (Applause).

I have heard parliamentary investigations referred to as fishing excursions, and a desire to look into the accounts of the administration in the fond hope, not always disappointed, that in so fishing something would be discovered. With that feeling in my mind I often entered the committee room, which was oftentimes the scene of many incidents, sometimes important, but always such that gave the suggestion of it being a fishing ground; and even that suggestion was more firmly established in my mind, in fact I regarded it as something in the nature of a salmon pool. (Laughter). First of all I saw the fishing pool. I saw that they were using all sorts of flies, but particularly "the silver doctor." (Laughter). That fly is, as a rule, successful anywhere and always well taken. It is a well known fly. I am free to acknowledge it was a fairly successful fly here in this investigation, though it did not take any very large fish. (Applause and laughter).

There was also another fly which was applied with some skill. It was also well known as "Jock Scott" (laughter). It was sometimes successful—to a slight degree. (Laughter).

Occassionally I saw used a favorite fly known in Madawaskan waters as the "black dose," I believe. That was tried unsuccessfully. (Laughter).

And then came the only fly that actually took a big fish—not a salmon—that was a fly well known to lawyers as the "Duces tecum" (laughter) and that caught a blue print, or in other words a blue fish (laughter) which was landed successfully and which played an important part before the committee and before this House. (Laughter). I think it has been endeavored to destroy the figures on that fish a good deal, but, in the end the sum total of it is that it has proved conclusively that the average cost of our New Brunswick bridges is certainly not higher than the same class of bridges in Ontario. (Applause).

Honorable members may take the figures and cast them up and distort them in any way but, according to the sheet and according to the remarks of the honorable member for Kings (Mr. Pugsley) there is no question that the average cost of steel highway bridges from 1891 to 1899 in Ontario has been higher than in New Brunswick. (Applause).

It is a little bit strange, I declare, that after the evidence and after that fish was taken and landed with so much skill, it is a little queer that the honorable gentlemen who protested against the landing of that fish should now claim it was the best fish that was landed for them. (Laughter). I think also it is a little strange and a little more than strange that the legal gentlemen who took part in the discussion in committee should say that there never was in the history of court procedure such an arbitrary act as the demanding of that blue print from the witness, that it was unparalled that he should be called upon to produce it. There were present four gentlemen, bright and shining stars in the legal constellation assisting a witness who came here and who I think really thought he was coming among a lot of bushmen; he, I thought, sat there with some assurance (and many people noticed it and commented upon it in the committee room) that it was he who had come here to straighten out the business and do it before he left, and I think a man who comes here to testify on such a subject and is asked for information and who has it in his pocket and declines to give it up because he says it is a private matter and that he was commanded by his superiors not to yield it to the committee under any consideration; when I say he was backed up and supported by the advice of four legal gentlemen—that he should produce that fish on the demand of one legal gentleman and give it up was a matter of some surprise to me, if such was a clear case of breach of the rules of procedure. (Laughter and applause). That it should have been so demanded and given up, I think, speaks little for their argument in this House. (Hear, hear). I know had I been in his place and my counsel said: "No; do not give it up" I should have buttoned my coat and gone to jail before I would have given it up in spite of their duces tecum. (Laughter). However it was obtained and has done very good service and I am sure if the production of it has given as much pleasure to gentlemen on the other side of the House as it has to those on this side of the House, we are all very well pleased about it and a very happy family. (Applause).

It is also a little bit queer that the honorable leader of the opposition, feeling as he did about the verdict and also feeling that his case was so well proved, yet should feel so indignant at the treatment of the witnesses during the investigation. The two statements hardly go hand in hand. I enjoyed hearing him speak. I am ready to pay a high tribute to his talent and his oratory and his most agreeable personality; but I think when he says he was satisfied, I really do not see why we should be dissatisfied. (Applause).

Mr. Roy's evidence is somewhat condemnatory of the prices paid by the government for bridges built by the Record Foundry Company and other New Brunswick concerns and he quoted the prices he would do it at; and he said if he received a rush order (I think he must have got a rush order here, for no sooner was his evidence through than he suddenly got up and out—he made a rush out of Fredericton) and if he got that rush order he made a good profit out of it. (Laughter). He would fill it at one price. However, his chief hope is that before he dies he will have an opportunity to build bridges in New Brunswick (Laughter.)

The charge that evidence was withheld or given reluctantly on the part of the government I am sure is not a fair one to make. Every opportunity was given for the introduction of evidence. Mr. Johnson's swift departure from here—perhaps he may be on his return—but if he is he will be here too late unless he hurries up, (laughter)—was not due to the withholding of evidence. (Laughter). However, I am certain that every opportunity was given for the fullest examination of any witness or any person required, and no one can contest that statement. (Hear, hear).

One honorable gentleman said that this house and country was very much indebted to the honorable leader of the opposition. I have no doubt that it is so, and no doubt also but he is responsible for the payment of some very heavy bills for which the country may be considered responsible to him until paid. (Laughter). I really am very much surprised. I do not know what the country will think of us if we pay all the bills I heard of after what transpired last year at the last general election. They will say "did we not speak on this very bridge question? Did we not say plainly—so plainly that when you went there next time there should be no question about the price of bridges—and we returned your government by a large majority? Then what reason was there for incurring so large an amount of expense in connection with this investigation?" I will not say how much it is. It is certainly very large. What answer can we make? We will have to take the responsibility of paying it.

Another statement was made about the permanent bridge accounts not having been before the public accounts committee. That is not a true statement. I have been a member of that committee ever since I have had the honor of being a member of this legislature and I have always seen the accounts of the public works department produced. In fact, on one occasion, the committee held its meeting on Saturday night from about 7 o'clock in the evening until—well, I won't say beyond 12, but to within five minutes, so as not to commit a breach of the law and the Sabbath day, and during that time every one of the permanent bridge accounts was placed before that committee and investigated that night. (Applause).

So many out rageous statements have been made durin, the discussion of this matter, many so far from the actual truth, I almost thought we had gone back to that period which is and always will be known in provincial history as the Pinder regime. (Laughter and applause). There was never a more truthful statement made than that by Mr. Laforest, when he said that the shortest members carried the load. (Laughter). Boy, kindly bring me all the bridge evidence! (One of the pages—the smallest of their number—obtains from the clerk the evidence, consisting of some 900 pages of typewritten matter and carries it to Mr. Osman amid the laughter of the House).

The matter of the evidence—well—(lifting it up) (laughter). This has been fully discussed and I may almost truthfully say that there has been only one item left for me to speak upon, but that would be hardly true; but if only one it necessitates two references to the evidence, one of which I think is somewhere near the middle of it and the other somewhere about the end of it and therefore it will be necessary for me to read the whole of it through. (Laughter). Therefore, when I say that there was never a more truthful statement made than that stated by the honorable member for Madawaska (Mr. Laforest)—that the shortest members have to carry the heaviest load—it is true, for this reason: The honorable provincial secrteary, Mr. Legere, Mr. Whitehead and myself are, I think, the shortest members. (Laughter). The honorable provincial have to carry the heaviest load—it is true, the province; Mr. Legere has to carry the load and responsibility of the county of Kent in the investigating committee, and my honorable friend so near my left (Mr. Whitehead) has to carry the weight of resistance to the attempt for reduction of taxation for this city, while I—I have to read all through this evidence tonight for your satisfaction. (Great laughter). Therefore, if upon no other point, I can say upon that point the honorable member for Madawaska at any rate spoke the truth for once. (Applause).

I must congratulate the honorable member who was called the Baby of the House but who has now in a few weeks grown to full manhood and I was very much impressed by his oration today, and I am sure that his friends on the other side of the House was more than pleased, and I congratulate the honorable leader of the opposition on having so able an assistant. (Hear, hear).

Who is able to criticize the statement of the honorable leader of the government when he said that the New Brunswick bridges would last 50 years longer that the Nova Scotia bridges? Who is able to question that? I heard of a man once who said that cedar trees would last 100 years and that he knew a man who had lived to test it twice. (Laughter).

The men who contradict two engineers and who challenge the statement of the honorable leader of the government must have been living 75 years before they can speak with authority. I am willing to give the Nova Scotia bridges 25 years and the extra 50 the New Brunswick, and the man must watch them for 75 years before he can say they will not carry out the promise of the honorable leader of the government. (Applause).

I have spoken somewhat lightly about the matter, but in my heart I feel it seriously and feel my obligation in this House tonight as seriously as any man on the floors, and I say there has been no deception on the part of the local government. (Applause). I think during my first session here, when perhaps I took rather more minute account of everything said than now, and perhaps I regarded with a little more trusting confidence the words which dropped from legislators' lips; but when I say much more interest than now, I mean that I remember I heard Dr. Stockton say to the present leader of the government: "What are you paying for those bridges anyway?" and Mr. Emmerson said 6¾ cents. Dr. Stockton said in reply: "Don't you think they could be bought a little cheaper?" to which the premier replied: "I am free to acknowledge that they could be built a little cheaper than that." He then spoke of his experience with Upper Canadian concerns and spoke of some tenders at 6½ cents, but, said he, "I might get it a little cheaper, but the government sustains me in the opinion that the difference is so slight and the advantage of having the work done here so great and the work is so much better that I feel if the province paid a little more the province is getting full value for what it pays." (Applause). That was never questioned by Dr. Stockton, who never said it was too much and for two years no question was raised about it and never until just before the last election. (Applause). I refer to this as I heard it myself. (Hear, hear).

I feel that the investigation has been most ample and the question fully tried out and probably there has been a little more bickering and quarrelling among others than the lawyers; but I feel full justice has been done to all parties during the investigation and I accept the verdict of that tribunal with satisfaction as well as with a feeling that it was just and fair. (Applause).

I feel also that the country will be satisfied. My confidence in the administration is as strong and sound as ever it was. My feelings of admiration for my chief and colleague are enhanced by the manner in which he stood this charge and came through it. I congratulate him with all my heart. (Applause).

MR. PORTER'S SPEECH.

The Word Painter of Victoria County Paints Many Pictures and Then Shows How the Time of the House Has Been Wasted by the Investigation.

Mr. Porter said: I felt that it was hardly necessary I should speak upon this subject because I thought it was only a political question and I had not taken much interest in it while the investigation was proceeding. I thought it was a question that could safely be left to the lawyers of the House—that it was largely a matter of evidence and then the issue we all know; but since the report has reached this House I have been taking a little interest in gathering what I could from the different speakers, but I am sorry to say I did not learn anything new on the question. The question stands merely as it had before, as a political question. It seems from all the discussion that has taken place here and from all the evidence that there has been nothing of importance adduced. The facts are the same, that the government built certain steel bridges and from all the information I gathered from the other side of the House I have never heard them say how many bridges there are or what was the cost; but I have heard them state that they could never get any information in the public works department. If that be so then how is it possible for them to know what the prices of the bridges were? It seems to me that they are knocking the foundation out of their conclusions when they make such statements about being unable to get information and about there being no accurate statement as to the cost per pound of those particular structures. Then again, while this matter has been going on I thought, although this is largely a matter of evidence for legal gentlemen and though they may seem to be beyond the grasp of the lay mind, yet we find that it is a principle in courts that although the main point is the evidence adduced yet it is generally left to commonsense men to decide (laughter) and from what we have heard from the reports I have not heard anything to convince me that this question does not today remain where it was at first, as a merely political question. (Applause.)

When we hear the contentions about the different points and the contentions and evidence of the experts we feel like an Irishman did when he addressed himself to an American whom he saw at work "My, what do make of this?" and the American says, "I am making the pattern of a stove." "What," says the Irishman, "do you have to use in that stove?" "Well," said the American, "I have to be particular about it. You see, while the combustible material is in the process of combustibility by reason of the moxa causing moxibustion the process through these internal parts of the fumigator produces the hyperconcentration of caloric while the fumigation is attempting to escape. Do you understand that?" "Yes," says the Irishman, "I understand you perfectly well, but I don't understand what the devil you mean." (Laughter.) And, it seems to me after a great deal of this expert testimony, that they have as much comprehension of the matter as the Irishman had about the stove. (Laughter.) I think to get at the truth of the matter it would not only be necessary to get experts to say just what the weight was but, if you are going into the honesty of the matter about the construction of a bridge, you would have to get the men who constructed it, and the labor employed, and what price paid, but we have heard nothing of these. There has been no question of that kind at all. No one is accused of misappropriating a dollar in the whole transaction; but it has been a contention between experts, stating that the bridges were worth so much a pound, whether manufactured cheaper in Moncton or Ontario. It seems to me from all I have heard that this question is not of much importance after all.

It is evident to any ordinary man that a larger factory in the province of Ontario, making a specialty of bridge work, nearer the raw material, can possibly manufacture at a slightly cheaper rate than one down here where freights are higher and where the raw material has to be brought in at a greater expense. Upon those lines I see nothing in the expert testimony to lead me to believe anything has been wasted and nothing to convince me that the bridge structures are not worth what was paid for them. (Hear, hear.) I have on the floors of this House heard the former chief commissioner state that he felt in trying the experiment of building our own bridges in the province it was possible that the bridges might cost a little more than if brought in from outside, but if the work could be done in this provinco it should be done (applause) and I have known him to be backed up in the House when he has stated those principles. (Hear, hear and applause.) Now, after hearing all that has been said on the question, I am gratified to know that we can keep and that we are keeping that business in the province. (Applause.) I may say with regard to the opposition just now that the leader of the opposition seems to be satisfied and every member on the other side of the House who spoke seemed to be satisfied and if such is the case we, on this side of the House are satisfied. (Laughter.) But I am not, I may say here, just as well satisfied as I might be from the fact that we have not any steel bridges in Victoria county. (Great laughter.) And if the chief commissioner is making so much out of those steel bridges or his friends as intimated by some gentlemen in this House why it seems to me he could be the more easily persuaded to construct one or two for us up there. (Laughter.)

My colleague and myself have for three years been using every possible resort to induce him to build us one, but have so far failed. And as to the wooden bridges—well, what is necessary is done, but nothing more. (Laughter.) It is from his effort to economize. (Hear, hear.) He tries to conduct his department with such strict economy that he cannot do more. Of course it is true he has to be also controlled by the amount of money at his disposal and perhaps we get as many bridges as other counties in comparison with the population. (Hear, hear.)

At any rate, if we do get one up there then I may be able to tell as to the price and quality of steel girders, and whether rolled bars are cheaper than other bars rivetted together or not. However, I feel fully satisfied that our steel bridges in this province are good bridges and that the prices paid are not excessive even if a little higher than some large factory outside charges. (Applause.) And I hope the time will soon come when we will have more of those steel bridges (hear, hear) all over the province. (Applause.)

We admit this is a wonderful world of ours, a wonderful age we live in. Geologists tell us of the long and protracted periods through which it has rolled during formation. History delineates the story of man, the rise and fall of empire, of kingdom and state; but there is nothing in the research of science, nothing in the tales of history, to compare with the living present, the present day. In those brief words what a world of thought is comprehended. What infinite movements, what joys and sorrows, what faith and doubt, what hope and despair? What fierce conflicts and subtler schemes of policy; and at the same time what glorious achievements are being carried out? (Prolonged applause.) 'Tis a privilege to live in an age so stirring, so pregnant, so eventful. 'Tis an age never to be forgotten. Its impression on history is indelible. Yes, this is an age so peculiar, so selfish, so devoted to the dollar that by some it has been termed an age of gold. (Applause.)

Judging from the last three or four weeks, from the manifestations which we have seen the last few days, or in other words, from the signs of the times, or from the handwritings on the wall, we have come to the conclusion, at least in New Brunswick, this age shall be known as the steel bridge age. (Laughter and applause.)

Verily it's been said again, this world is a show and we are either actors or spectators. Be that as it may we verily believe that in New Brunswick at least steel bridges have become of late a periodical and provincial exhibit. (Applause and laughter.) I thought I had an eye for beauty, a taste for the sublime and could comprehend the splendor of a steel bridge, a structure of beauty and utility, spelling out the skill and ingenuity of man. But, since I have listened to the eloquence of the speakers, I just commence to realize the magnitude of this bridge exhibition. (Laughter.) This panorama, this ever changing scene. The sights of yesterday are old, the scenes of today are passing, the scenes of tomorrow will be new. (Prolonged cheering.) Each day brings more varied hues—more fanciful observations. (Applause.)

But to enjoy the panorama we will be compelled to enter into the spirit of its author, to imbibe the sentiments of the chief actor, without whom the whole exhibition is a failure. (Applause.)

Yes, he acts well his part; his form is noble, his language eloquent, his skill masterly. (Applause.) In fact he is master of the situation. If we will for a moment endorse his principles, drink deep of his eloquence, grasp his hand and organize a government, a strong government, a vigorous policy, a government whose foundation or substructure shall be granite, whose superstructure shall be permanent, whose pillars and posts, whose beams and girders, whose trusses and angles shall be steel (aplause)—a government so strong in its formation, so conservative in its policy, so enduring in its character that it shall endure even unto the end of the scene (laughter), a government which shall enact cast iron laws, which shall be engraved on blocks of granite and as irrevocable as the decrees of the Meads and Persians (laughter)—a government which shall take all boodling contractors by the throat with a hand of iron and grapple them with hooks of steel and squeeze them down to honest dealing and bottom prices. (Laughter.) Yes, we must look forward to this metallic period when all those great rivers of our province, those mighty streams which seaward glide shall all be spanned in every few miles of their course with those mighty steel structures; also all our brooks and streams winding their way along their meandering courses, whose bubbling waters shall ripple over the pebbles 'neath those steel structures—all of which shall be erected for the nominal sum of 6¾ cents per pound. (Applause and laughter.) What a happy condition! What a prosperous people! But when the dream is over, the exhibition ended, and this memorable session is drawing to a close, and when we reflect and look back over our work for the last four weeks we can't but regret the time, the trouble and expense. We can't but regret that our great energy, our unlimited powers and our indominatable courage have not been employed along the well defined lines of progression. (Applause.) We have not kept our gaze fixed on general prosperity and individual advancement seeking to penetrate the mists of futurity and learn whether the finger of fate points to onward and upward glory. (Applause.) We regret that instead of acting on progressing lines and looking forward to some good we have turned our gaze backward. We find we have been wasting our talent, our power and our energy in digging and delving in the sediment, the dust, in the archives of the past endeavoring to unearth worthless fossils, to discover some past errors, to resuscitate the sins of the past. Applause.) To say the least this is not a wise course. The intelligence of this day does not endorse a negative movement. A Disraeli is not turned down on account of his sins but rather to enjoy the more potent virues of a progressive Gladstone.. A McKinley will not be turned down until a majority of that great republic endorses the more advanced policy of a Bryan. (Applause.) Our people today will not endorse the principles of any political party until that party show at least they are up to the times and have something that is good to offer in advance. Our people are intelligent, accustomed to self-labor and self-support—self-respecting, having faith in the possibilities of their country. (Applause.) We feel they are not going to place their confidence in any political leader who cannot see anything better in the future, no better way of using his talents than by the unearthing past as of past days. (Hear, hear.) We feel that we want advancement in this country. We want our time, our money and our energy for something better than that. We have a country with a future. (Applause.) We have broad fields to till, more woods to hew, more bridges to build—we have these and many more things to do. We want bills for improvements before the House but we find nothing of importance emanating from the political party opposed to us today. They leave their seats and devote their whole time endeavoring to recusstate those old sins, or some old fossils that would be no use to this country or people. (Hear, hear.) Unless their policy be that they will go along the lines of progression, along the lines that will meet with the support of the intelligent people of this country it will be useless for them to meet this party in the field when another election comes. (Continued applause.)

IN A NUTSHELL.

The Member for Kent County who was on the Committee Sums the whole Situation up in a few Words.

Mr. Leger said that as a member of the committee appointed to investigate the bridge charges he deemed it his duty to add