SEMI-WEEKLY SUN, ST JOHN, N. B., APRIL 14. 1900.

TWO-PRICE BRIDGES Majority Report Finds Em-

merson to be a Great Public Benefactor.

The Minority Report is Bowled Out by His Servile Followers - The Full Text of Both Reports.

FREDERICTON, April 5.—At the bridge inquiry committee on Wedneeday evening, after Edwin L. Lockhart of the I. C. R., Moncton, had testified, another I. C. R. employe, who was sent here by Mr. Blair to assert the settled another I. C. R. employe, was called. This witness was Thomas.

The is a foreman bridge man on the I. C. R., had been engaged in bridge building for years. He erected bridges in England before coming to this country. He had charge of the crection of the Cantilever bridge at the common bridge in England before some the campbel bridges in England before some and the beat examined the Sussey, and the Sussey and Mr. Lockhart. He found the Sussey and Mr. Lockhart. He considered Campbell bridge one of the best bridges and the others. He did not know before seeing it this provide the found it. The Sussey and Hampton bridges at the found it. The Sussey and Hampton bridge is the found it. The Sussey and Hampton bridge is the provide the found it. The Sussey and Hampton bridges at the found it. The Sussey and Hampton bridge is the found it. The Sussey and Hampton bridge is the provide the found it. The Sussey and Hampton bridge at Struction of the Cantilever b

seven months, and during its erection. He thought that the inspection done by an in-spector who visited the works only three or four times in as many months would not be of much account. A great deal of poor work-manship might be put in the bridge while the inspector was away. If an inspector was employed at all he should be at the back where the bridge was point built all shops where the bridge was boing built all the time. If a thoroughly reliable firm was employed to build the bridges an inspector would not be necessary. He would not would not be necessary. He would not say that the Campbell bridge would not from 50 to 75 years longer than the Sussex and Hampton bridges. The life of a steel bridge depended upon the care which it re-ceived, and no man could tell how long a bridge would last. He had tried some of the bridge would last. He had tried some of the companion bars on the Campbell bridge and had looked at the others and he did not think that any of them were slack. He found one rod loose; the nut had backed off, Mr. Peters raid. This concluded the testimony of these two railway bridge experts who had been sent to inspect and pick out faults with the Sus-sex and Hampton bridges. It being 11.45 p. in., the committee adjourned.

YESTERDAY'S EVIDENCE.

Mr. Emmerson appeared before and was examined by the bridge inquiry committee this moraing. He was sworn and testified that he was sworn in as chief commissioner in October, 1592. He had had to do with in October, 1832. He had had to do with building an iron bridge in Albert county previous to that. At the time he became chief commissioner the Salisbury bridge was under contract, and tenders had been asked for the Sussex bridge. The Hampton bridge had been built the year provious by the Canadian Bridge Co. A letter from Phelps Jchnson to Thos. R. Jones, agent for the Dominion Bridge Co., was produced and put in evidence. This letter gave Mr. Jones in structions to tender for the Sussex bridge at \$2,500 according to the government's plans, and at \$2,730 for plans submitted by the company. The latter tender was accept-ed, and the bridge built by the Dominion ed, and the bridge built by the

d compare dge he had ever Balisbury bridge was a good attracture. The relier nest was not properly constructed and some of the roliers were out of line. The eye bars were not closely packed on the plus, and were fastened in with cutter plus instead of nuts, which he did not think was a good method. He thought that the bridge needed some immediate attention and that the roller nests should be straightened. The Petitsodiac bridge was satisfactory in every way to the witness. The Sussex bridge, he thought, required less labor to manufacture than the acther bridge, but there was no doubt that it was strong enough. The de-sign of the Hampton bridge was similar to that of the Sussex structure. The floor beams were hung in the same manner as the Woodstock bridge. The riveting on the Hampton bridge was first-class. He did not consider the bridge as good a one as the Letebvre. He examined the Campbell bridge. Was on it for about an hour and a half. He considered it the best bridge he had seen in this province. The labor upon this bridge would be considerably more than on the Hampton and Sussex bridges. CROSS-EXAMINED BY MR. BAXTER.

CROSS-EXAMINED BY MR. BAXTER. He was at Montrcal for seven months, en-He was at Montreal for seven months, en-gaged in inspecting the manufacture of the Woodstock bridge. An inspector should be at the shops all the time, and also at the mills when the metal is being rolled. He had inspected both railway and highway bridges. He inspected a large bridge at Chi-cago, which was an expensive class of bridge. It cost 4½ to 5 cents per pound. He knew railway bridges which cost more per pound than highway bridges. The cost of a bridge, either highway or railway, depended largely upon the amount of labor put upon it.

The witness was closely questioned by Mr. The witness was closely questioned by Mr. Baxter about the construction of the Wood-stock bridge. He said that they had a great deal of difficulty in getting the eye bars bered right. They had a twin borer, but it was a poor machine, and could not be worked with any degree of accuracy except by very great care. It was a machine that would stand "watching." (This twin borer was subsequently purchased by the Record Foundry Co.)

was subsequently purchased by the Record Foundry Co.) He thought that the labor upon Campbell and Petitcodiac bridges would be about equal pound for pound. The Lefebvre would Cost a little more per pound for labor in consequence of its being a lighter bridge. The comparison which the had made of the different bridges was largely a comparison of design. If the bridge carries the strain put upon if and had the lasting qualities, it would be a good bridge of whatever class. To Mr. Hazen-In building a bridge all the material is weighed before it leaves the shop. The manufacturers always know what are the weights of bridges going out of their snops. The Dominion Bridge Co. have a fine shop, and the witness had no doubt that they knew the weight of bridges built by they knew the weight of bridges built by them, and would be able to furnish those weights. Mr. Hazen produced a tabulated statement

of the weights of several bridges built by the Dominion Bridge Co. in New Brunswick rocceeding to question the witness, when Dr. Pugsley objected and his and was about it,

about it, when Dr. Pugsley objected and his objection was sustained. Mr. Hazen then stated that the actual weight of the Sussex bridge was 51,577 pounds, and the contract price \$2,720, which, the witness said, would be 53-10 cents per pound. The weight of the Salisbury bridge is 75,194 pounds and the contract price was \$5,600, a rate of 48-10 cents per pound. The witness was re-examined by Dr. Pugs-ley, who culy rehearsed the ground previouswho only rehearsed the ground previous

EVENING SESSION

EVENING SESSION. Mr. Emmerson again went on the stand this évening. Mr. Hazen repeated his oft preferred request for a statement of the cost of execting the Trueman Pond bridge. Dr. Pugsley has promised from day to day to produce this statement. Mr. Emmerson had to confess that he could not tell what the bridge cost. He could find no ac-counte or papers in the department to show what the cost had been. He produced a lei-ter written by himself to Mr. Copp, mention-ing the sum of \$2,174.25 on account of True-man's Pond bridge. Part of this was for sub, and part for superstructure, but how much to either part of the work Mr. Em-merson was unable to tell. There was no contract with Mr. Copp for the erection of this bridge. this bridge.

nerson stated that no money had Mr. En been paid out on any of the bridges without his instructions, except in the case of Mr. Haines' monthly salary and expenses, who drew his new every month without reporting

fr. Speaker and the Legislative Asbly of New Brunswick The committee appointed to investi gate certain charges preferred by Mr.

Hezen, a member of the as gainst the Honorable Henry R. Emerson, begs to submit the following ret.ort: Your committee held its first meeting on the 12th day of March last past. Or, this day and subsequently subenas were issued, at the request of Mr. Hozen, to the following persons: A. R. Wetrware, T. B. Winslow, Geo. F. Swain, R. Maitland Roy, Joshua

Swain, R. Maitland Roy, Joshua Peters, Alfred E. Peters, John Stewart, Alfred Haines, Martin Murphy, Peter S. Archibald, A. G. Beckwith, by the N. B. government under the Willard Kitchen, W. B. MacKenzie, Phelps Johnson, William E. Brown. The names of the witnesses who were called and gave evidence on behalf of Mr. Hazen, will be found stated below. Although Mr. Archibald and Mr. Haines were both present and remained in attendance for several days. newher was called. Mr. Ruddock, being compelled to be absent through sickness, before the close of Mr. Hazen's case, was subsequently called by Mr. Emmerson's counsel. Mr. Haines having attended under the subpoena issued at the request of Mr. Hazen, and not having been called, returned, as was stated, to the work on which he was engaged, of inspecting the erection of the Kingston bridge, and which urgently required his personal attention. Phelps Johnson, the manager of the Dominion Bridge Co. (Ltd.),

of Montreal, attended the committee in response to the subpoena issued at the instance of Mr. Hazen, and was sworn, but on it appearing that he had not produced contracts for the construction of highway bridges by his company in the provinces of Ontario and Quebec, which he had been requested to produce, and which, as it appeared to the committee, would be very important and absolutely essential to enable your committee to ascortain the average charges made by that company for steel bridges, but had only brought with him certain contrects which he had selected, your committee acceded to the application of the counsel for Mr. Emmerson, and decided not to take Mr. Johnson's testimony until he was given a further ct portunity of producing the contracts required. In this connection it may be observed that Mr. Emmerson's counsel and your committee offered to pay all Mr. Johnson's expenses to and from Montseal. Mr. Johnson accordingly stated to the committee that he would return to Montreal, and would

on the following Tuesday or Wednesday telegraph the chairman of the committee whether or not he would comply with the subpoena which had been cerved upon him to produce the said contracts. This he did not do. but subsequently Mr. Hazen informed the committee that he had received a letter from that gentleman, stating that he did not intend to return. Consequently your committee, much to their regret, were deprived of the benefit of any evidence which Mr. Johnson might give, and of the undoubtedly valuable information which would have been afforded by the production of the contracts, particularly if they had been accompanied by plans and perly be made to these. specifications, in enabling the committee to determine what prices had been paid to his company in its home market, where fare and normal prices would likely be paid, during the years when the New Brunswick bridges in respect to which the charges were made were constructed, and in the years immediately preceding. As Mr. Johnson had also been subpoenaed to produce the contracts and specifications for reilway bridges constructed by his company during those years, their production would have had an important bearing on that portion of the charge which complains of the fact that the highway bridges constructed by the New Brunswick government cast as much as double the price per round of railway bridges. Your committee also regret that Mr. Hazen's counsel also saw fit not to give the committee the benefit of Mr. Archibald's experience and knowledge on the subject. Mr. Archibald had been for many years, and down to quite a recent period, chief engineer of the intercolonial railway, and in that caracity would necessarily have an intimate knowledge of the prices paid for railway bridges constructed for the Intercolonial railway during the years when the New Brunswick bridges were erected, and his evidence would have teen important. The committee may reasonably assume that if Mr. Archibald's testimony would in any way have helped to sustain the charges he would have been called on Mr. Hazen's behalf. It may well be, and the committee have a right to assume, that after witnesses called in support of the charges had admitted on cross-examination that it would be unfair to make a comparison between railway and fighway bridges, and that, by reason of the cost of workmanship upon highway bridges being so much greater than upon railway bridges, relative to weight, the former would generally speaking, necessarily cost at least double per pound what the latter would cost, it was decided, in the exercise of an apparently wise discretion, not to place Mr. Archibald upon the stand. The witnesses who actually testified on Mr. Hazen's behalf were A. R. Wetmore, chief engineer of the department of public works of the provi ince: Prof. Geo. F. Swain of Boston. R. Maitland Roy, engineer of the Hamilton Bridge Co. of Hamilton, Ont.; T. B. Winslow, secretary of the

alled on to make any defence HIG however, call the follow-es: J. M. Ruddock of did, ho e with Chatham, who is engaged in the building of machinery of various kinds, boilers and steamboats, and also steel bridges; Mr. Lockhart and Mr. Sefton, who are and have been for many years employed on bridge construction upon Intercolonial railway; W. H. Arrold of New York, an engineer of large experience, and Mr. Emmerson. Without going particularly into the evidence of these witnesses, it will be sufficient to say that they established beyond a doubt the fact that the bridges which have been constructed very elaborate and carefully prepared plans of Mr. Wetmore, the chief engineer of the department, are much superior in character to those which had been erected by Upper Canadian companies, • notably, the Hampton, Sussex and Salisbury bridges. The evidence of three entirely disinterested and experienced witnesses, Messrs. Lockhart, Sefton and Arnold, who had

examined the Lefebvre and Campbell bridges, constructed by the Record Foundry and Machine Co., and also the Hampton, Sussex and Salisbury bridges, which were constructed by the Canadian and Dominion Bridge companies of Montreal respectively clearly proved the superiority of the former, and from their evidence your committee are satisfied that the two former bridges will endure longer and require less expenditure for repairs han the three later structures.

Another, important point emphasized by these witnesses is the fact that the workmanship on some parts of the Campbell and Lefebvre bridges, notably, the truss posts, would cost from ten to twelve times as much as on the Hampton and Sussex bridges, while as a whole the cost of workmanship would be from two to three times greater.

Your committee feel that too much importance cannot be attached to the advantage of a thorough inspection of the bridges, both during construction at the works, and at the site during crection. This alone will ensure erection. This alone will ensure thoroughness and guarantee to the people full value for the money expended by having the work done in New Bruns wick. This inspection can be had, while in the case of the great majority of the bridges, they being comparatively small structures, if the work was done outside the province, inspection could not be had at the works, except at a much larger exnense.

Your committee deem it well to refer to the conditions under which the government inaugurated the policy of having steel bridges constructed within the province.

Attention has been particularly called to the Hampton, Sussex and Salisbury bridges, and as different Upper Canadian firms tendered upon these bridges, and it appears from the evidence of Mr. Emmerson that .he carefully considered the tenders, contract prices, etc., of these bridges before adopting the policy which is now the subject of attack, reference may, in the opinion of your committee, pro-

1898 of the bridges constructed by this ny. Mr. Emmerson wh arming for the construction of these bridges again insisted on a reduction in price, claiming that' by reason of the thoroughly equipped plant which the company had acquired, and in view of the magnitude of the order, they should be able to do the work cheaper. He also urged that they should undertake to erect the bridges as well for a stated figure. The company de-clined to undertake the erection of the bridges, and finally the contract was given to A. E. Peters at 6 1-2c. per pound, which was to cover construction of the bridges, freight, erection, painting, laying of the floors, and, in fact, everything but the lumber. It will thus be seen that there has been a gradual reduction in price of the bridges constructed at the Record Foundry and Machine Co.'s works. The bridges and cost are as follows: 1st series-Cuseck, Elgin, Douglastown-built by the day and charged for at actual cost, 63-4 cents per pound. delivered at Moncton. Total cost (exclusive of erection), \$13,631.22.

2nd ceries - Grand Manan, Dingee Siream, Saunders Brook-constructed under contract at 61-2 cents per pound, delivered at Moncton. Total cost (exclusive of erection), \$1,676.45.

3rd series-Petitcodiac, Port Elgin-constructed for Willard Kitchen under contract at 61-2 cents per pound. delivered at Moneton. Total cost exclusive of erection), \$4,649.64.

4ih series-To close of 1895, Campbell, Lefebvre, Blackville, Nepisiquit, Taber-constructed under contract with disproved, the government for 61-2 cents per In conci ed and ready for traffic (the government finding the lumber.) .Total cost (including erection), \$52,320.97.

It will thus be seen that by far three bridges constructed by the day. tion of a complete bridge plant, and benefit.

The committee deem it proper in Works. this connection to refer to the three bridges, namely: Mill Cove, Trueman's Pord and two spans of the Blackville bridge, built by Mr. Ruddeck of Chatham, and in respect to which the charge is made that the prices paid were excessive.

The Mill Cove bridge, as orinigally contracted for, was a long structure, having a spar of 64 feet across the channel, and approaches to be made of steel bents, the total length being upverds of 500 feet. Mr. Rudlock had tendered for the steel superstructure, but his tender was considered to be too high, and after an estimate of the actual cost had been made up by the chief engineer of the department at \$3.837. Mr. Ruddock was given the contract for this amount. After he had begun the construction of the bridge Monday. and had all the material on hand, it was, on the advice of the chief engineer, decided not to utilize the stee! bents for the approaches, but to make solid emhankment and roadway, so met today to prepare its report to subthat only the truss span over the mit to the house, it at once became apchannel was utilized. Your committee parent that the committee would not ere satisfied that the decision to make agree upon a report. Chairman Carthe alteration was a judicious one and vell had prepared the report, which in the public interest. The contract was subsequently adopted. Mr. Shaw with Mr. Ruddeck being thereby neces- moved in amendment, seconded by sarily broken by the department, an Mr. Hazen, that the following be the equitable arrangement was come to report of the committee: whereby he was raid \$1.280 for the centre truss span of 64 feet, completely duced before the committee of this crected, and was also allowed for the house, appointed on the twelfth day of extra steel and other material on hand, March last to enquire into certain which became the property of the gov- charges preferred by Mr. Hazen, a eroment. Most of the metal left over member of this house, against the was subsequently used by Mr. P.ud- Hon. Henry R. Emmerson, as chief dock in the Trueman's Pond bridge, commissioner of public works, that the when he was charged with it at exact- prices paid by this province in 1895. ly the same price as that at which he 1:96 and 1897, per pound, for the conhad been paid for it. The price of \$1,280, or \$20 per foot. structures of the bridges mentioned in allowed for this, would seem to your the said charges, were as follows: committee to have been reasonable, Lefebvre 7.35 cents per pound under the circumstances. The span Campbell 7.37 " was a light one, and the labor would Saunders Brook .11.80 be very much greater relatively to the Grand Manan ... 8.63 weight than in a heavier truss. There- Dingee 9.70 fore the fact that the cost of this Blackville 7.15 bridge was nearly 10 cents per pound Mill Cove 9.75 is no criterion of whether the price Petitcodiac 10.34 was a reasonable one. The bridge had Part Elgin12.38 a 19 foot road way. In the statement Trueman's P'd .. 8.00 produced by Mr. Roy, your committee And that it has further appeared by find a riveted bridge, No. 1074, being a the evidence produced before said in-63 foot span and only 14 foot road-vestigating committee that in the way, the weight of which was 23,670 years 1298 and 1359 forty-eight highlts, and at 51-2 cents oer 1b. this way bridges were constructed and erwould come to \$1,301.85, and would be ected by the Hamilton Bridge Co. in a much more costly bridge than the Onterio, the Northwest Territories and Mill Cove at \$1,280, having a span of Nova Scotia, at an average price of 64 feet, and a roadway of 19 feet, or 5 about four cents per pound, in which feet wider. It is evident that the Mill years the price of bridge material, as epply to the Trueman .Pond bridge constructed. as well. The evidence shows that Mr. Ruddock only realized a fair profit out by the evidence that the Woodstock of both those bridges. The remaining bridge constructed under contract by the Canadian Bridge by Mr. Ruddock was the two outer ! Co. for a price equivalent to 4.2 cents spans of the Blackville bridge, and per pound, complete and erected and upon these he says his profit was \$250 on each span, which was certainly only a moderate amount. In this higher than in the years 1895, 1896 and connection your committee would say 1897. that they are of opinion that the decision come to by Mr. Emmerson to have the price per pound include the erection of the bridges, and under which all the bridges more recently built under the contract with Mr. Peters were erected, was a prudent one. and your committee understand that this is the course which has since been pursued. It affords your committee much pleasure to report that in their opinion the charge that Mr. Emmersor "paid out of the public moneys of the province twice as much and in some cases more than twice as much as the then current market rates for the construction of said works and supplying material therefore," has not only not been sustained, but has been completely disproved. That with regard to the charge that he "paid double,



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your committee desire to say that very early in the investigation it appeared that by reason of railway bridges be ing much heavier, ordinarily four or five times, than highway bridges, the cost of the latter by reason of the increased cost of workmanship relatively to the pound, this statement

would necessarily be true. Your committee, therefore, have only to repeat that in their opinion the charges which they were appointed to investigate have not only completely failed of proof, but have been wholly

In conclusion, your committee desired pound, completed, erected and paint- to say that while the expense which the province has been put by reason of this investigation has necessarily been very great, yet the money

the will not be wholly lost if the cesul larger portion of the amount paid for should be to confirm the legislature the bridges constructed at the Record and the people of the province in their Foundry and Machine Works has determination to continue to have the been at a rate of probably 13-4 cen steel bridges well designed, thoroughper lb. less than was paid for the first ly constructed under careful inspection, and to have the work done, as This is accounted for by the introduc- far as may be consistent with prudent and economical expenditure, within pichably somewhat by the reduction the province, and so keep in circulain the cost of material, of both of tion among our own people the money. which factors the province has got the to be expended for labor in connec tion with these important public

Respectfully submitted.

FRANK B. CARVELL, Chairman C. E. FISH,

ALEX. GIBSON, JR., P. H. LEGER, JOHN YOUNG.

The report was adopted and Mr. Mott gave notice of the following resolution: Resolved, that this house do ccr-cur in the report of the special committee to whom were referred the charges made by J. Douglas Hazen, a member for the county of Sunbury, Egainst the Hon. Henry R. Emmerson. premier and attorney general, on the 11th day of March last past, and submitted on the 7th day of April, instant. By unanimous consent this motion was made the order of the day for

MINORITY REPORT. When the bridge inquiry committee That it appears by the evidence prostruction and erection of steel super-

s, and the otion of ed E. Peter k, friends of opportunity firm or p ut the pro truction of d that in id for the sai ns with who: son consulta es were t of the Re ed Haines. d company. ublic works pains were tak quire whether a or machinists here would bridges at a le the amount agr Alfred E. Pater And that it dence of A. R neer in the works, that he by the chief works in rega should be paid sicuctures, or price thereof, the cost of the tures, he based price submitted commissioner. And that it pear that in the state of tom prevails of public competi tion of highway And that it of Professor Roy, that in the Lefebvre should have plete, erected, a sum of less round, and that the Ham would have co complete in e for traffic, thes four cents pe and specificati Wetmcre, upon were erected. And that it of Professor S that the bridge ernment of 1 eystem of tend ing in that pr in workmansh bridges erected Therefore, in committee, an charges made house on the to against the Hor to the effect the R. Emmerson, sioner, gave many of the works to frier without public by means when said public won said Hon. Hen such chief com public moneys as much, and i twice as much market rates, t said works and therefor, to the the public int said Hon. He such chief com gross neglect of himself as to and in consequ duty, and im thousands of to the province cessive prices struction of the public inte ly suffered, ha and proved by to the commit And the con that by reason atic administr works departm has been in all some cases im the department

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spector while the bridge was under con-

Other letters from Mr. Jones and the Dom. inion Bridge Co. to Hon. P. G. Ryan, the then chief commissioner, were produced. They went to show that in those days the then chief commissioner, were produc They went to show that in those days bridge company prepared all the plans a specifications, employed engineers to inspect the foundations and report thereon to the government, and did all the work now per-formed by Chief Engineer Wetmore and his close to constants.

Mr. Emmerson said that he had Mr Haines' foure upon the weights of the Sus-sex, Hampton and Salisbury bridges. His estimate was:

Sussex Hampton		 		 		42,000	pounds	une
Hampton		 		 	1	135,932	pounds	did
Salisbury	Phil.		 	 		69.646	pounds	WO

Mr. Emmerson said that there were only the estimated weights made up by Mr. Haines. He (Emmerson' did not pretend that these were the actual weights of the

that these were the actual weights of the bridges. Mr. Emmerson said that after looking into the matter of bridge building Le con-cluded that it was desirable to have the bridges built in this province. He himself went and saw the Record Foundry Co. and persuaded them to undertake the work of steel bridge building. Mr. Haines also ad-vocated having the bridges built in the pro-vince. The arrangement with the Record Foundry Co. was that they were to build the Cueiac, Douglastown and Elgin bridges, under Mr. Haines' supervision, and they were to keep account of all the material and labor put upon them, and were to be paid the actual cost, with their usual profit (72 per cent.) added. The price paid the Record Foundry Co. was 6% cents per pound at the works, and Mr. Haines was there all the time and the bridges were built under his supervision. He believed that as a mechanic Mr. Haines has not a peer in this province—if, indeed, in Canada. He is a veritable genius. He (Emmerson) placed the Hampton bridge had received some

The Hampton bridge had received some repairs since it was erected, and so had the Salisbury bridge. When the province enter-ed upon the policy of building its own bridea alor the pency of building its own bra-ges, Mr. Wetmore was employed to prepare full and detailed plans and specifications of every bridge, and Mr. Haines, who has charge and supervision of every bridge, has positive instructions to adhere strictly to these plans and specifications. Mr. Haines was not sent to Chatham to inspect the work which Mr. Buddock uld on the Blackvilla was not sent to Chatham to inspect the work which Mr. Ruddock did on the Blackville bridge. The witness went on to describe the evolution from the practice of having the evolution from the practice of daving the evolution from the practice of daving the evolution from the practice of daving the work to the system of giving the whole job of building and erection of the bridges to the Record Co. without tender or contract, at 6'4 cents per pound. He was free to ad-mit that he would go to considerable length to have the bridges built in the province. In addition to the bridges mentioned in the charges, the Record Foundry Co. have also built the Nepisiquit and Tabor bridges. Mr. Simmerson then recited the depart-ment's transactions with Mr. Ruddock with respect to the Mill Cove bridge. Nothing was stated that had not previously been given in evidence by other witnesses. Mr. Emmerson stated that Mr. Wetmore had propared an estimate of the cost of Mill Cove bridge at his (Emmerson's) request. The chief engineer's estimate was at the rate of 7 cents per pound, allowing the con-tractor a profit of \$367. Adjourned until 2.30 p. m. IN THE AFTERNOON. which Mr. Ruddock did on the Blackvill

IN THE AFTERNOON.

IN THE AFTERNOON. The bridge inquiry committee resumed its labors at 3.15 this afternoon. 'W. H. Arnold of New York was called and sworn. He as inspector of the Woodstock bridge while it was being built at the works at Montreal. He made reports from time to time as to the progress of the work. As a result of his careful inspection considerable material was rejected. He thought that between \$2,000 and \$3,000 worth of material was condemned. He considered that it was prudent to bave an inspector at the shops while bridges were being built. He was a bridge inspector for seven years; has been employed by the Uni-ted States government in inspecting fortifi-cations. Is now a bridge inspector again. He has inspected about two weeks ago, the Lefebvre, Campbell, Petitoodiac, Hampton, Sussex and Salisbury bridges. A. E. Peters was with film when he examined these brid-ges. He had only a short time on each and or determine the material the the the date. He had only a short time on each and d not give them a careful inspection

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his instructions, except in the case of Mr. Haince' monthly salary and expenses, who drew his pay every month without reporting to him (Emmerson.) When Mr. Haines ask-ed for money, he (Emmerson) would satisfy himself that he was entitled to it, and order Mr. Winslow to issue the cheque, and charge Mr. Haines with it on the suspense account. He first learned that Alfred Haines was a stockholder in the Record Foundry Co. when Mr. Pinder stated that fact in the legisla-

Mr. Pinder stated that fact in the light ture during the session of 1898. Cross-examined by Dr. Stockton--He be-gan to consider the question of having highway bridges built in this province as soon as he was appointed chief commission-er. He did not inquire if there were any concerns outside of the Record Foundry Co. and J. M. Ruddock, who were willing to undertake the work of bridge building. He undertake the work of bridge building. He did not make inquiries about Fleming's works at St. John. The work had been con-fined to the two firms mentioned. He was not aware that Mr. Blair had promoted the palicy of having the Record Foundry Co. build bridges before he (Emmerson) took it

Quite a discussion took place between Dr Stockton and Mr. Emmerson as to why the original contracts for Mill Cove for \$6,730 for the bridge complete were altered after the the bridge complete were altered after the work was undertaken, so that the bridge eventually cost \$7,200, and the contractors were able to utilise a lot of sub-structure of the old bridge. He did not ask for tenders for Lefelvre, Blackville, Campbell, Dingee, Saunders Brook, Grand Manan or Trueman's Pond bridge. He did not know until lately that there were firms in Nova Scotia which erect steel highway bridges. He had never received any communication from firms there asking for an opportunity to tender. He asking for an opportunity to tender. He was not aware that the taking down and re moval of the old structures was included in the contracts for the Nova Scotia highway bridges. He had not examined the Nova Scotia specifications. This concluded Mr. Emmerson's evidence,

and Dr. Pugsley announced that at a sug-call no further witnesses. Dr. Stockton sugand Dr. Pugsley announced that he would setted, and Dr. Pugsley concurred in the suggestion, that the committee go into a consideration of their report without being addressed by either of the counsel. The committee adjourned to meet at the call of the chair.

FREDERICTON, N. B., April 6.-Hon. Mr. White submitted returns, in answer to notice of motion by Humphrey, relating to the installation of the electric light plant at the provincial lunatic asylum.

Mr. Robinson committea a bill further amending chapter 58 of the Consolidated Statutes, local courts, and in relation to the city court of Moncton. Flemming chairman. Agreed to with amendments.

Mr. Osman gave notice of inquiry Is it the government's intention to erect a bridge across the Petitcodiac river at a point about eight miles above Moncton bridge, and thereby connect the county of Albert with the county of Westmorland, thus encouraging prospective enterprise in this locality?

Hon. Mr. Dunn committed a bill amending the game act. Robinson chairman. The bill was discussed and progress was reported with leave to sit

again. The law as proposed will prohibit the sale of partridge until Sept. 15th. 1903. It also provides that non-residents of the province will be required to pay a license fee for shooting game and other birds in Westmorland county. Under the bill the lieut. governor in council has power to extend the prohibitory season.

FREDERICTON. N. B., April 7 .-In the legislature this afternoon Carvell submitted the report of Mr. the committee appointed to investigate the bridge charges, also the evidence taken by the committee. The evidence occupied \$89 pages of typewritten matter, containing about 275,-000 words. The report of the committee is as follows:

House of Assembly April 7th, 1900.

public works department; William E Brown, who has had experience in erecting bridges for the Dominion Bridge Co., and others; Willard Kitchen, a contractor; and A. E. Peters, resident of the Record Foundry and Machine Co.

The evidence of these witnesses will e found in the stenographic report of the proceedings, submitted herewith Your committee, after giving such evidence their most careful consideration, unhesitatingly report that in their opinion it absolutely failed to prove the charges made by Mr. Hazen, but on the contrary, clearly establish ed that the prices paid were only fair and reasonable, and such as were ne-

cessary to afford the usual and customary profits of a manufacturing busin At the conclusion of Mr. Hazen's evi

dence your committee were of the opinion that Mr. Emmerson was not

For the Hampton bridge-Tenderers: Central Bridge Works, Peterborough; W. H. Law, proprietor; amount, \$13,587; Dominion Bridge Co., \$12,000; Canadian Bridge Co., \$11,400.

For the Sussex bridge-Tenderers Dominion Bridge Co.; amount, \$2,730. For the Salisbury bridge-Tenderers: Dominion Bridge Co., \$3,600; Canadian Bridge Co., \$4.113.

Mr. Emmerson says that Mr. Haines, who is, as the evidence shows, a practical man of ability of a very high order, gave him the estimated weights of these bridges as follows, at the same time stating that from measurements which he had made he had found that the iron had been rolled ighter than specified. Taking, however, the estimated weights, which are as follows :

Hampton bridge, 155,932 pounds; Sussex bridge, 42,000 pounds; Salisbury bridge, 69,646 pounds, and assuming the estimated weights to be correct, it would make the price per pound of the various tenders for bridges completed ready for traffic as follows: Hampton bridge-Canadian Bridge

Co., 7 3-10 cents per pound; Dominion Bridge Co., 7 7-10c, per pound; Central Bridge Works, 8 3-4c. per pound. Sussex bridge-Dominion Bridge Co., 5 4-10c. per pound.

Salisbury bridge-Dominion Bridge Co., 5 2-10c. per pound; Canadian Bridge Co., 6c. per pound.

Having this information and being dissatisfied with the experience which the government had had with the Up per Canadian firms, an arrangement was come to with the Record Foundry and Machine Co. in the year 1893. by which that company undertook to construct three bridges, namely: The Cusack, Elgin and Douglastown bridges, by the day, for actual cost, adding the usual percentages charged by the company on its other business, an accurate account, as the evidence shows, was kept of the cost of material and of the shop labor. Mr. Haines was present all the time as the representative of the government. The result showed the actual cost of these three bridges, delivered at Moncton, to be 6 3-4c. per 1b. At this time the company was not well equipped with bridge building machinery, and the cost would no doubt be somewhat greater than after this was remedied, and after workmen became more acquainted with the work. Subse quently in 1895 an order was given for three small bridges, namely, the Grand Manan, Dingee and Saunders Brook bridges. Under pressure from the chief commissioner and in view of the experience which the company had then acquired, they agreed construct these bridges for 6 1-2c. a

ound. delivered at Moncton, or at 1-4 of a cent per pound less than the actual cost of the three preceding bridges. The next bridges constructed by the Record Foundry and Machine Co.

were the Petitcodiac and Port Elgin bridges, built in 1895 for Willard Kitchen, and for which he paid the company at the same rate of 6 1-2c. per .bamoa

Next in order in bridge construction. so far as the Record Foundry and fachine Co. are concerned, were the Campbell, Lefebvre, Blackville, Nepisiquit and Tabor bridges, which comrdetes the list down to the close of

and in some cases more than double per pound what was paid by railway companies in Canada, the Intercolonial railway, and other governments in Canada during the same period for steel bridge superstructures equal in every respect in material and workmanship to the steel and iron super-

Cove bridge, being made up of light appears by the evidence of Alfred F. material, so designed as to be equally Peters, was considerably higher than as strong as the heavier bridge, must in the years 1895, 1896 and 1897, in have required relatively a great deal which years the bridges mentioned in more of labor. These observations will the said charges were erected and

And that in the year 1894 it appears

bridge in this province was erected ready for traffic, in which year the cost of bridge material was also

And that it appears by the evidence of Professor George F. Swain, member of the American Society of Civi Engineers, of the American Society 0 Mechanical Engineers, of the Boston Society of Civil Engineers, for thirteen years head of the civil engineering department of the Institute of Technology in Boston, a member of the Bos-

ton Transit Commission and engineer of the government railway commissioners of Massachusetts; that in the construction of the Boston subway, ontracts were entered into for different sections of the work for the supplying of manufactured beams, posts, girders, plain I beams, nuts and rods, and angle irons, and generally steel structural work of a character comparable with the Trueman's Pond bridge, Saunders' Brook bridge, and other bridges in this province, at prices of 1.97 cents per pound, 2.23 cents per pound, 2.59 cents per pound, 1.8 cents per pound, 2.2 cents per pound, 2.3 cents per pound, and 1.71 cents per pound, delivered free near the site of the works.

And that it also appears by the evidence of J. M. Ruddock, that the structures erected in this province," character of the steel works in the

The amendm Mr. Emmerson committee, but cussed in the

by the enquiry

FREDERICT Mr. Laforwst's evening is ad have been one heard here f: member for M the high hopes materially enha a fluent and convincing and Laforest went evidence and speech of Dr. made point af Mr. Emmeisen public works ment suprorte severe castigat

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WOODSTOCK, of the sudden d Jacksonville has

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QUEPEC, April of Sir James Leu adian antiquarian morning at Spen illness.

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