

TWO-P-PIE 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 8.—At the bridge inquiry committee yesterday evening, Edwin L. Lockhart of the I. O. R., Moncton, had testified, another I. O. R. member, who was sworn in by Mr. B. H. to assist Mr. Emmerston out of his predicament, was called. The witness was Thomas...

He is a foreman bridge man on the I. O. R. and has been engaged in bridge building for 25 years. He erected bridges in England before coming to this country. He had charge of the erection of the Cantlever bridge at St. John. He had examined the Sussex, Hampton and Campbell bridges in company with A. E. Peters and Willard Kitchen.

Mr. Emmerston again went on the stand this evening. Mr. Hazen repeated his offer of a subpoena for a statement of the cost of erecting the Trueman Pond Bridge. Mr. Pugley said he had promised to do so, but that he had not done so. He said he had not done so because he had not done so.

Mr. Emmerston said that he had Mr. Hazen's figure of the weight of the Sussex, Hampton and Salisbury bridges. His estimate was: Hampton 42,000 pounds; Salisbury 69,446 pounds.

Mr. Emmerston said that after looking into the matter, he had concluded that it was desirable to have the bridges built in this province. He himself went and saw the Record Foundry and persuaded them to undertake the work of steel bridge building. Mr. Hazen also advised having the bridges built in this province.

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Mr. Robinson committed a bill further amending chapter 88 of the Consolidated Statutes, local courts, and in relation to the city court of Moncton. Mr. Osman gave notice of inquiry: Is it the government's intention to erect a bridge across the Pettoleodiac 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?

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The Lefebvre bridge he found in good condition, and would compare favorably with any highway bridge he had ever seen. The Salisbury bridge was a good structure. The truss was not properly constructed and some of the members were out of line. The eye bars were not closely packed on the pins, and were fastened in with cutter pins instead of nuts, which he did not think was a good method.

The witness was called by Mr. Emmerston. He testified that the bridge he had examined was in good condition, and would compare favorably with any highway bridge he had ever seen. He had examined the Sussex, Hampton and Campbell bridges in company with A. E. Peters and Willard Kitchen.

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Mr. Speaker and the Legislative Assembly of New Brunswick: The committee appointed to investigate certain charges preferred by Mr. Hazen, a member of the assembly, against the Honorable Henry H. Emmerston, begs to submit the following report:

Your committee held its first meeting on the 12th day of March last past. On this day and subsequently sub-penae were issued, at the request of Mr. Hazen to the following persons: A. R. Wetmore, T. B. Winslow, Geo. F. Swain, R. Matland, Roy, Joshua Peters, Alfred E. Peters, John Stewart, Alfred Haines, Martin Murphy, Peter S. Archibald, A. G. Beckwith, Thomas Kitchen, W. B. MacKenzie, Phelps Johnson, William E. Brown.

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called on to make any defence. His counsel did, however, call the following witnesses: J. M. Ruddock of 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 the Intercolonial railway; W. H. Arnold of New York, an engineer of large experience, and Mr. Emmerston, who is engaged in the building of machinery of various kinds, boilers and steamboats, and also steel bridges.

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one of the bridges constructed by this company. Mr. Emmerston, when arranging 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 shorter time. The company declined to undertake the erection of the bridges, and finally the contract was given to A. E. Peters at a price 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.

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The report was adopted and Mr. Most gave notice of adjournment. Resolved, that this house do occur 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, against the Hon. Henry H. Emmerston, premier and chief commissioner of the province, in connection with the construction of the bridges mentioned in the report of the committee.

When the bridge inquiry committee met today to prepare its report to submit to the house, it at once became apparent that the committee would not agree upon a report. Chairman Carvell had prepared the report, which was subsequently amended. It was moved in amendment, seconded by Mr. Hazen, that the following be the report of the committee:

That it appears by the evidence produced before the committee of this house, appointed on the twelfth day of March last, to inquire into certain charges preferred by Mr. Hazen, a member of this house, against the Hon. Henry H. Emmerston, as chief commissioner of public works, that the prices paid by this province in 1885, 1886 and 1897, for the construction and erection of steel superstructures of the bridges mentioned in the said charges, were as follows:

That it appears by the evidence of Professor George F. Swain, member of the American Society of Civil Engineers, of the American Society of 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 Boston Transit Commission and engineer of the government railway commission of Massachusetts; that in the construction of the Boston subway, contracts were entered into for different sections of the work for the supplying of manufactured beams, steel girders, plain I beams, nuts and rods, and angle irons, and generally steel structure 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, 2.25 cents per pound, 2.59 cents per pound, 1.8 cents per pound, 2.2 cents per pound, 2.5 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 character of the steel works in the Boston subway is comparable with the work done in the construction of the Boston subway, and that the prices paid for the steel works in the Boston subway were in some cases more than twice as much as the prices paid for the steel works in the construction of the bridges mentioned in the said charges.

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