

THOSE STEEL BRIDGES.

Mr. Hazen's Startling Exposure of Enormous Waste of the People's Money

Verified by the Full and Circumstantial Report of a Competent Civil Engineer,

And the Definite, Business-like Reply of the Dominion Bridge Company of Montreal to Direct Enquiries.

Fully One-half of the Sum Taken from the Provincial Treasury for These Structures Given as a Present to Mr. Emmerson's Favorite Contractors.

Methodist churches in... and to the general... Presbyterian church... Congregational... of business remains to... it is likely the end... some time tonight... been a tedious one... mons arrived at will... found to be for the... church and of the gen...

Sept. 21.—When I left... last night the hope... that peace had been... that we had seen the... tant affair. But, like... h we have all heard... could not be downed... as badly as ever. This... proposals to visit... the superintendent in... which was strongly... of the brethren as... itation and disquiet... ed and carried the... and at this gen... good deal was said... Mr. Gurney moved... effect, that in view... and apparent in... our missions in... ss, that we withdraw... devote our attention... own country, where... ork with some degree

of economy it was... the publica... of subscribers in the... but the proposal... raised as to which... designation—the Wome... Missonary, and in... favor of the pismans.

has been specially di... the sessions of... and the fact has been... clearly that the ne... ed empire are keen... ready to adapt... surroundings. This... national character... by the following... not say who the in... be lived, or what... which he belonged. I... to be true. A native... came to America... the colleges of this... expenses paid by... graduated, and en... enter the ministry... of his church was... the interests of econ... round, he was elect... same. Imagine... committee who had... expenses of the de... of \$27 from those... who had neither... spent a dollar. Of... was not compiled... man remarked, the... adapt themselves to... It is to be hoped... referred to is an x-

WEDDINGS.

Sept. 28.)... took place yester... St. Peter's church... Dr. Prescott of... Ella Simonsen, only... daughter of Jack... in matrimony, officiating, assist... of the bride, Rev... St. Andrew's. The... ven away by her... attired in a gown... veil to match, and... She was supported... Prescott and Miss... was assisted by... the ushers were Dr... and John Emery... beautifully decorat... prettiest wedding... entreville was sol... inst. at the re... Mrs. J. W. Webb... daughter, Annie... in marriage to... of Tracy Mills... supported by W. B... the bride, while the... attired in white... Miss Page, sister... of absence of about... mediaeval relatives... parties. The nup... by Rev. Joseph A... the Rev. William

SON, M. D.

and Throat.

reet, St. John.

Daily... and Fri. 1.50 to 3.00.

WATCHING PILES

SWAYNE'S OINTMENT

Intense itching and... force by scratching... as forms and prevents... curing, becoming very... by the use of Swayne's... Ointment. Sold by... CO., Montreal.

BROWNE'S ODYNE

LONDON NEWS, of... single medicine 1... broad with me, is... really useful, to the... I should say... travel without it... dily to the relief of... ailments forms its

BROWNE'S ODYNE

FOR CHOLERA.

Well-known reme... diarrhoea, ASTHMA... ARROBA, etc.

ment Stamp the

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Mr. J. D. Hazen has made and several times repeated this statement that the province is paying for steel bridges double the price that the work would cost if it were put up to tender. He affirms that the Record Company of Montreal has done nearly all this bridge work during the last few years; that the contracts are given out without competition, and that the strongest and most reliable bridge building concerns in Canada stand ready to supply the province with bridges similar to those built by the Record Company at less than half the price. It is a startling statement for a public man to make that one-half the money paid for these bridges is given as a present to Mr. Emmerson's favorite contractors. But the facts are at hand to prove that this is the case.

In the year 1897 the Record company was paid \$36,000 for certain bridges. Any one of ten other firms in Canada would have gladly taken that work at half the price. They would then be charging as much as, or a little more than, is paid by the dominion government or other provincial governments for similar work. Last year the Record Foundry and Machine company received 6 1/2 cents per pound for the steel bridges supplied. At the same time all the other bridges of the same class for other governments or municipalities were supplied at not more than three cents per pound.

This statement is not made without the evidence to support it. The following report was made by a thoroughly competent and reliable engineer, who was engaged to examine and report on the length, weight and proper cost at current rates of a number of bridges recently built in this province, and to make comparisons with similar structures furnished by tender and contract. For the present the name of this engineer is withheld. His report is made to Mr. Hazen, and is so full and circumstantial that any good engineer can tell whether it is a reliable and just report of the facts.

THE ENGINEER'S REPORT.

Dear Sir—In accordance with your instructions, I personally visited the grounds and made measurements of the following highway bridges erected by the local government of New Brunswick as follows:

Lefebvre—2 spans, 200 feet each.
Blackville—3 spans, 1 centre span 76 feet, end spans 80 feet.
Hutchinson Brook—3 spans, 1 centre span 83 feet, 2 end plate girders 32 feet.
Tabors—1 span, 150 feet.
Cusack's—1 span, 153 feet.
Petitcodiac—1 span, 110 feet.
Elgin—1 span, 113 feet.
Campbell's—1 span, 240 feet.

WEIGHT OF THE BRIDGES.

I made all measurements of these structures with steel calipers, tested metallic tape and Chesterman's steel rule, and I think you can rely upon their accuracy. Attached to this report are details of the measurements of the several members of each structure. From these measurements I have made up the weights of each bridge, as follows:

Lefebvre—2 spans, 200 feet each.	118,664 lbs.
Blackville—3 spans, 1 centre span 76 feet, end spans 80 feet.	237,328
Hutchinson Brook—3 spans, 1 centre span 83 feet, 2 end plate girders 32 feet.	113,968
Tabors—1 span, 150 feet.	72,275
Cusack's—1 span, 153 feet.	75,151
Petitcodiac—1 span, 110 feet.	36,851
Elgin—1 span, 113 feet.	45,749
Campbell's—1 span, 240 feet.	151,978
Total.	840,154

UNDER THE TENDER SYSTEM.

To make comparison between the highway bridges built in New Brunswick and those of Nova Scotia, erected by their local government, I have obtained plans containing the data upon which public tenders are invited in that province. A full list of the tenders received for each structure will be found in the provincial engineer's annual report, copies of which I enclose herewith for the past four years. The weights of the several structures are not given in the annual reports, but from the plans and other

data I am enabled to make up a very close estimate of the weight of each, which I think you can safely rely upon within 5 per cent, and which will afford you a basis of comparison between the cost of these structures as built by the respective governments of Nova Scotia and New Brunswick.

Below is a list of a number, the weights of which I have worked out in detail as per sheets herewith attached:

1 span, 30 feet; weight, 26,738 lbs.
1 span, 100 feet; weight, 28,111
1 span, 120 feet; weight, 39,047
1 span, 150 feet; weight, 55,232
1 span, 200 feet; weight, 129,137

UNDER THE NO TENDER SYSTEM.

The reports of the commissioner of public works of New Brunswick, which you have had, do not contain definite information as to the cost of the superstructures which I have measured, except in the case of Lefebvre's, Campbell's and Blackville, which are as follows, as given on page 23 of commissioner's annual report of 1897:

Lefebvre—Substructure, \$7,887; superstructure, \$15,550; sundry inspection, etc., \$735.45; total, \$23,972.45.
Campbell's—Substructure, \$10,400; sundry inspection, etc., \$370.08; total, \$10,770.08.
Blackville—Substructure, \$3,053.95; superstructure, \$10,459.22; sundry inspection, etc., \$326.83; total, \$15,839.99.

THE DEADLY COMPARISON.

The papers you forwarded me bearing upon this subject show that the chief commissioner admitted in the legislature last session that the prices paid to the Record Foundry Co. and to Ruddick of Chatham were at the rate of 6 1/2 cents per lb. This would appear to be corroborated by my calculations, as will be seen by the following:

The aggregate weight of these three bridges, Lefebvre, Campbell's and Blackville, is 552,238 lbs. The aggregate cost of these as given in the chief commissioner's report is \$39,202.22, showing the cost to have been 6.44c per lb., taking my weights as a basis.

To enable you to make a comparison of the price per lb. paid by the respective governments of Nova Scotia and New Brunswick, I submit the following:

The aggregate weight of five bridges in Nova Scotia, above mentioned, is 282,266 lbs. The aggregate cost is \$1,650, equal to 5.85c per lb. One-half of the above were built upwards of five years ago, when the price of bridge material was 25 per cent, higher than last year.

I would especially call your attention to the fact that the above price, 5.85c per lb., is not f. o. b. cars at the contractor's works, but delivered, erected, floored and painted complete. This would show that Nova Scotia bridges are purchased at a price of 2.77-100c per lb., as compared with 6 1/2c per lb. paid by the New Brunswick government.

The bridges in each province are very similar in general design and character, and the steel chiefly used in both provinces during the past two years is of the "Carnegie" brand.

MORE IN DETAIL.

To make a further comparison of the cost of different spans in the respective provinces, I would refer you to the following:

In June, 1897, the Nova Scotia government received tenders for Ritely Cove bridge (See Prov. Eng. Report, 1898), 1 span 150 feet, roadway 15 feet wide. Three tenders were received and the contract awarded to W. P. McNeill, New Glasgow, at \$2,200. This included delivery, erection, flooring and painting complete. As against this, a contract for a span of 150 feet, ten feet less than the N. S. span, was let at about the same time to the Record Foundry and Machine Co. of Montreal at a price stated to have been 6 1/2c per lb. delivered f. o. b. cars at the contractor's works. The estimated weight of the bridge in question, as given above, is 72,275 lbs., and the total cost of the superstructure erected complete and painted, would be \$5,239.92, or more than 100 per cent. above the amount paid for a span of less feet, in Nova Scotia. Again, in March, 1897, the N. S. government received tenders for Red bridge (See Prov. Eng. Report, 1898), span 80 feet, roadway 15 feet. Contract awarded to W. P. McNeill, New Glasgow, for \$17, delivered, erected, floored and painted complete. In the same year the N. B. government erected two spans 80 feet, roadway 16 feet 6 inches, at Blackville. The estimated weight of each is 27,212 lbs., supplied at \$1.20 per lb., delivered f. o. b. cars at the contractor's works. Chatham, is stated to have cost 6 1/2c per lb., adding 3/4c per lb. for delivery, erection, flooring and painting complete, the total cost would amount to \$1,972.87.

By reference to the sheets of detail

weights it will be seen that in Nova Scotia an 80 foot span, with roadway 15 feet wide, is 26,738 lbs., as against 27,212 lbs. for span of same length in New Brunswick.

STILL ANOTHER TEST.

As another comparison, I may cite the case of the Petitcodiac bridge in New Brunswick, 1 span 110 feet, estimated weight 36,851 lbs., at 7 1/4c per lb., delivered, erected, floored and painted complete, amounts to \$2,857.62, as against similar span in Nova Scotia 10 feet longer, estimated weight 39,047 lbs., built by contract, delivered, erected, floored and painted complete, for the sum of \$1,100.

An examination of the tenders received by the Nova Scotia government for the past four years, for the superstructure supplied in that province, will, I have no doubt, convince f. o. b. cars at contractor's works, is correct, the New Brunswick government are paying at least 100 per cent. more than the market price.

LESS THAN THREE CENTS.

As further and conclusive evidence on the subject of the market price of superstructure, I enclose herewith a communication from the Dominion Bridge Co., in response to an enquiry (a copy of which is attached), will be seen that the company, during the past two years, has tendered in Nova Scotia, at prices varying from 2 1/2c to 2 3/4c-100c per lb., delivered f. o. b. cars at their works.

The freight, erection, flooring and everything complete, as per figures to you, will find, bring their prices up to 4 1/2c per lb., or 3 1/4c per lb.

EVEN THEN NOT THE LOWEST.

If you examine the tenders received by the N. S. government for the past two or three years, you will also observe that the Dominion Bridge Co. has been outbid by local bridge builders in almost every case. When measuring the superstructure, I also made measurements of the piers and abutments, and enclose herewith a statement of the details.

It was, of course, impossible for me to get exact dimensions in every case. I made enquiries, however, of persons in the vicinity who were present when the masonry was being built, and I think it will be found that my measurements agree in the main with those shown on the plans from which the work was actually constructed. I enclose herewith a number of measurements recorded, with sketches showing the general design and details of various members of which I have estimated the weight, etc.

Yours respectfully,
J. D. Hazen, Esq., Barrister, etc., St. John, N. B.

WHAT IT PROVES.

From this report it will be seen that when the comparison is made by the length of the span, or by the weight of the material, it is shown that the bridges let by tender are furnished for less than half the price paid to the Record Company. There is no official record of the admission made by Mr. Emmerson that the New Brunswick bridges cost 6 1/2 cents per pound. The statement was made in the public accounts committee. But even if Mr. Emmerson had not said this much, the measurements and the prices show that 6 1/2 cents per pound was paid.

But it was not left to a calculation, however certain and scientific, to prove that these bridges can be got for three cents per pound. The report mentions correspondence with the Dominion Bridge Company, which is the largest establishment of the kind in Canada. The correspondence to which the report refers will now be given. The following letter of enquiry was written:

SOME QUESTIONS ASKED.

The Dominion Bridge Company, Montreal.

Gentleman,—Will you be good enough to state at what price per pound you can furnish iron and steel superstructure for highway bridges, in span of from 80 to 200 feet, in accordance with general design herewith enclosed, all fitted ready for erection, delivered f. o. b. cars at your works. As you probably have special freight rates, I shall be obliged if you will give cost of shipment to prominent L. C. R. points, such as Campbellton, Newcastle, and Moncton, N. B., and Amherst, Truro, Halifax, New Glasgow, Antigonish, N. S., and Sydney, Cape Breton. I should

be glad to know what additional charge you would make for lumber, erection, field riveting and painting, so that I could form an idea as to what these bridges could be supplied for, delivered, erected and painted.

I am informed that you have supplied the Nova Scotia government with a large number of bridges in the past few years; perhaps you will have no objection to furnishing me general information as to their cost?

I should also be glad to know how the cost of manufactured bridge work at the present time corresponds with its value for, say, the five years last passed.

Yours truly,

These questions are calculated to get to the root of the matter.

The Dominion Company is one of many, and the rates it would quote would be a practical test of what the work should cost.

Here is the answer:

THE MARKET PRICE.

Dear Sir:

We have duly received your favor of the 11th inst., and in reply thereto would say that we shall be pleased to furnish you with manufactured metal work for highway bridges at prices varying from 2 1/2 cents per pound to 3 1/2 cents per pound, f. o. b. cars at our works. These rates are for the metal work fully manufactured and fitted ready for erection at sites, and covering painting one coat before shipment. The exact price we can quote you for any particular structure will depend on the design of the span, and on its length and capacity, and resulting weight, the shorter and lighter span being the more expensive, the longer and heavier spans the cheaper; but our price is not in any case likely to be below or over the figures named above.

If you will send us full particulars of any work that may be offering, we will make a careful estimate of the same, and will name you a definite price for the metal work.

Freight rates from our works to the various L. C. R. points are as follows: Campbellton, 25c; Newcastle, 25c; Moncton, 27c; Amherst, 27c; Truro, Halifax, and New Glasgow, 30c; Antigonish, 30c; and Sydney, C. E. B., 32c.

The various items of erection, including riveting the metal work, laying the flooring and painting the metal work after assembling, may be figured roughly at 70c per 100 lbs. for the shorter and lighter spans, and 80c per 100 lbs. for the longer and heavier spans, or say from \$1.50 to \$2.00 per lineal foot of bridge.

NOVA SCOTIA TENDERS.

Re Nova Scotia work. We have tendered to the Nova Scotia government since the first of the year, on seventeen different bridges, and on referring to our records find that we have estimated this work at prices varying from \$2.62 to \$2.84 per 100 lbs. of metal work, on cars at our shops. The tender was lump sum prices for the completed bridge, and was reached by adding to the above prices for metal work, the cost of freight to the nearest railway station, and a lump sum which had in each case been named by the creator who does our lower priced work, and the price at which he would contract to take the metal work from the cars, transport it to the site, and do all the work connected with the erection of the bridge. His price also covered furnishing and laying the wooden flooring.

We find the value of bridge work for the past few years, there has been but little change for some time. The metal market is now perhaps 10c per 100 lbs. higher than a fair average for 1897, and just about the same as in 1896.

It is practically superseded iron bridge work, and is now a good bit cheaper. Some iron bars and steel will be used for adjustable spuds, but iron of suitable quality for bridge work now costs say 20c per 100 lbs. more than steel. Iron bridge plates and shapes are no longer generally made, and can hardly be obtained.

Yours truly,

DOMINION BRIDGE CO., LTD.
By PHILIPS JOHNSON,
Manager

This is conclusively. The highest price named by the company for bridges completed ready for erection is \$2.84 per 100 pounds as compared with \$5.50 paid by Mr. Emmerson.

If the Record price of \$6.56 is for the bridge it delivered at Moncton, then a further sum must be added for freight and erection. But in any case the cost is 123 per cent more than it ought to be.

OTHERS LOWER YET.

The Dominion Bridge Company in the letter printed above, quoted \$2.84 per 100 pounds as their maximum price on recent Nova Scotia tenders. There is no reason to suppose that these prices are unremunerative. As a matter of fact, other builders in most cases tendered lower and got the contract. Going back to 1894, we find that contracts were made for seven iron and steel bridges. The Dominion Bridge Company tendered for all, but were the lowest bidders in three cases only. Four contracts went to Nova Scotia firms. Put from three to six tenders were put in for each bridge.

In 1895, the Dominion Bridge Company got only five contracts out of 26 given out to the lowest tenderer by the Nova Scotia government. Six went to the Canadian Bridge Company and a New Glasgow firm was the lowest bidder for fourteen bridges. In 1896 fifteen bridges were awarded of which the Dominion Bridge Company got four. In most of the other cases the lowest tenderers were two

the government itself. The inspector is here to see that the work is done according to contract. There are in Canada a dozen or more firms and companies engaged in bridge building. They build for the other provincial governments. They build for the Dominion government. They build for the Canadian Pacific, the Grand Trunk and other great and small railway companies. They build for municipalities. Will it be believed that the Record Company, which commenced building bridges when Mr. Emmerson began giving it contracts, is the only concern in the dominion that builds an honest bridge?

THE BRIDGES ARE NO BETTER.

Again it is stated in the correspondence that the Record Company and the Dominion Company use the same kind of steel, bought from the same manufacturers. The Record firm, like the others, imports the steel, rolled into the proper form and cut into lengths according to the plans of the engineer. The contractor puts the work together, and there is no reason for believing that Mr. Emmerson's inspector deals more severely with the Record Company than he would with contractors from Montreal, Hamilton, New Glasgow or St. John. Some of these reasons may be given in future for supposing that the inspector has too kindly a feeling for the Record Company to deal harshly with it at establishment.

NO CHANCE FOR OTHER NEW BRUNSWICKERS.

Now as to the patriotic argument that the work ought to be done by New Brunswickers, and that it is necessary to pay from two prices to two prices and a half to keep it here. Mr. Emmerson does not say directly that New Brunswick bridge builders are so incapable that they cannot do bridge work for less than two prices, but this is his argument. The charge is an insult to our local industries and artisans. As a matter of fact the work can be done in this province as well and as cheaply as in Montreal or New Glasgow. Mr. Emmerson has not tried to get his bridges built in this province by others than the Record Company, and has not tried to get it done for less than double price. If he had tried he could have found no difficulty. There are men in New Brunswick who built bridges before the Record Company ever thought of it, and could do it yet, and at current prices, as the commissioner could have learned by giving them a chance. Some of these men would have been glad to compete with the Record Company if they had been asked or allowed to do so. They were better equipped than the Record Company when the latter was taken under the protection of the government, and in open competition they would today have been building bridges for half the price now paid.

HOW IT MIGHT HAVE BEEN.

Take again the case of Nova Scotia. When the construction of permanent bridges began in that province the work went, as it did here, to outside contractors. But first one, then another and another of the local firms came in and began to take the work not at double prices, but at competitive rates. Last year out of twenty-six bridges given out to contract only one went to outside parties. Stewart of New Glasgow got twelve, and McNeill of the same place twelve, and the other went to a local contractor. It was not necessary to pay them double prices. They were the lowest bidders whenever they got the contract, though nine firms tendered during the year, including five in Nova Scotia, two in Ontario, one in New York and one in Ohio.

THE RESULT OF THE FREEZE OUT.

As shown in the evidence printed above, the work done is of the same quality as that performed by the Record company and the price is less than half that paid by Mr. Emmerson. The tender and contract method in Nova Scotia has given every one in that province a chance, and has given the province bridges at less than three cents per pound. The New Brunswick method has frozen out all New Brunswick bridge building firms but one, and has given the people bridges at six and a half cents per pound.

CHATHAM NEWS.
(Commercial.)

There are a large number of typhoid fever cases in town. The Hotel Dieu is full of fever patients and has been unable to accommodate several new cases.

On Wednesday evening last Albert Haines and Miss Florrie Egan were united in marriage. The ceremony took place at the Presbyterian manse and was performed by Rev. D. Henderson.

A number of people gathered at the Pro-Cathedral Tuesday morning to witness the marriage of Edward J. Carroll of Bay du Vin and Miss Mamie Dunn of Chatham. After the ceremony the bridal party drove to the residence of Jas. Dunn, father of the bride, where the wedding breakfast was served.

A very pretty wedding took place at the Pro-Cathedral on Thursday morning, when Jas. Whitty and Miss Mary A. O'Riley were united in marriage. Rev. H. T. Joyner performed the ceremony. The bride looked very neat, dressed in figured cashmere with high collar. She was attended by her sister, Miss Josie O'Riley, who was costumed in cream nu's velveting with pale green trimmings. The groom presented a handsome appearance and looked very happy. He was assisted by his brother, Theo. Whitty.

SHER HUNS A FARM.

One of the most prosperous farmers in Oklahoma is Mrs. Jane Grump, who lives near Muskogee. Four years ago her husband died, and since then she and a 14-year-old boy have cultivated 23 acres of land, and this year raised over 1500 bushels of wheat, besides corn, oats and other things. The widow plows every day and has paid a large amount of obstinacy of her dead husband since his death.

Bark Anson, Capt. Stuart from New York May 20 for Shanghai, arrived at Banjoanque, Java, slightly damaged, and is supposed to have perished.

Novo Scotia firms. Last year the Dominion Bridge Company's tender was the lowest on only one bridge, though it put in offers for no less than twenty-two, in nearly all cases Nova Scotia firms were the successful tenderers, and the fact that some of the bids were ten and twenty per cent lower than those of the Montreal company is proof that the maximum rate of \$2.84 per 100 pounds of the last mentioned concern is not too low. For instance, on the Margaree bridge the Dominion company tendered at \$2,252, and Stewart of New Glasgow got the contract at \$1,900. Again, the Ritely's Cove bridge, mentioned in the report to Mr. Hazen, was taken by McNeill of New Glasgow for \$2,500, while the Dominion Company's tender was \$3,084, and Stewart's of New Glasgow was \$2,445. Mr. Emmerson paid the Record Company \$5,239 for a shorter span, or at the rate of over \$6,000 for the bridge which McNeill delivered at \$2,200. It is clear from the examination of the Nova Scotia contracts that the Dominion Bridge Company does not take work at too low a rate, though its quotations are considerably less than half the prices paid by Mr. Emmerson to the Record people.

THE EXTENT OF THE LOSS.

Let us, however, take the largest price quoted by the Dominion Bridge Company, a rate so high that the Nova Scotia contracts went to lower bidders, and apply them to the New Brunswick bridges.

Three bridges of which we know the cost from the official returns, the Lefebvre, Campbell and Blackville bridges, cost \$36,202. At the Dominion Company's highest quoted price the cost would have been \$15,971. Loss \$20,231.

On the Lefebvre bridge alone the government paid the Record Company \$15,960. The cost at the Dominion Company's highest quoted price would be \$6,740. Loss, \$8,610.

The Blackville bridge, which cost \$10,469, should have cost only \$4,915. Loss, \$5,554.

Campbell's bridge, which cost \$10,400, should have cost \$4,908. Loss, \$5,004.

Applying the Record prices and the highest price quoted by the Dominion Bridge Company to other bridges built in this province, we find that Hutchinson's bridge cost at the price Mr. Emmerson pays, \$3,123. The highest market price would be \$1,377.

Tabors' bridge—New Brunswick government price, \$4,697. Market price, \$2,052.

Cruikshank's bridge—N. B. government price, \$4,884. Market price, \$2,134.

Petitcodiac bridge—N. B. government price, \$2,364. Market price, \$1,023.

Elgin bridge—N. B. government price, \$2,973. Market price, \$1,239.

So we might go on through the chapter. It must be remembered that what is called here the market price is the highest rate quoted for providing the structure ready for erection, and that in most cases the work was let to other contractors at a lower price.

Railway bridge work is more elaborate and expensive than highway bridges, and the prices quoted are higher. Yet in the Drummond enquiry the manager of the company which built the bridges for that railway gave 3 1/2 cents per pound as the price of bridges recently constructed for the Drummond road.

WHAT THE PREMIER SAYS.

What has Mr. Emmerson to say in respect to the payment of these double prices?

It is important to note in the first place that he does not deny having paid two prices.

In the second place he does not deny that the work is given out to the Record company without competition.

His defence as given at Harland and reported in the press of his own party is as follows: "When I went into the department of public works I found that we were getting our steel bridges from the upper provinces, and while we were paying a high price for them, we were getting an inferior bridge. The bridge company would send down a plan, and would say they would build the bridge according to that plan. Well, they would build some parts of the bridge according to the plan, putting in the material of the size and quality specified, but in other parts of the bridge which could not be seen, they would slight work. I found this out and decided to try and get the work done in our own province. Mr. Ruddick of Chatham and the Record Foundry of Moncton were willing to put in the necessary machinery and go into the manufacture of steel bridges if they could get the work. They have done this, and bridge experts from Ohio and Massachusetts have told me that the bridges manufactured by them are 50 per cent. better than the steel bridges of Nova Scotia, and are not excelled anywhere. We are keeping the work in the province, our own men are having the wages paid out, and we are getting a far better class of bridge and at a low rate as was paid to the upper province companies."

THE DEFENCE BOILED DOWN.

The defence then is: 1, that the work done by upper province firms was not, according to contract and not of good quality; 2, that the government desired to encourage New Brunswick bridge builders at any price.

The first statement is a reflection on Mr. Emmerson's inspector and on

the government itself. The inspector is here to see that the work is done according to contract. There are in Canada a dozen or more firms and companies engaged in bridge building. They build for the other provincial governments. They build for the Dominion government. They build for the Canadian Pacific, the Grand Trunk and other great and small railway companies. They build for municipalities. Will it be believed that the Record Company, which commenced building bridges when Mr. Emmerson began giving it contracts, is the only concern in the dominion that builds an honest bridge?

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Now as to the patriotic argument that the work ought to be done by New Brunswickers, and that it is necessary to pay from two prices to two prices and a half to keep it here. Mr. Emmerson does not say directly that New Brunswick bridge builders are so incapable that they cannot do bridge work for less than two prices, but this is his argument. The charge is an insult to our local industries and artisans. As a matter of fact the work can be done in this province as well and as cheaply as in Montreal or New Glasgow. Mr. Emmerson has not tried to get his bridges built in this province by others than the Record Company, and has not tried to get it done for less than double price. If he had tried he could have found no difficulty. There are men in New Brunswick who built bridges before the Record Company ever thought of it, and could do it yet, and at current prices, as the commissioner could have learned by giving them a chance. Some of these men would have been glad to compete with the Record Company if they had been asked or allowed to do so. They were better equipped than the Record Company when the latter was taken under the protection of the government, and in open competition they would today have been building bridges for half the price now paid.

HOW IT MIGHT HAVE BEEN.

Take again the case of Nova Scotia. When the construction of permanent bridges began in that province the work went, as it did here, to outside contractors. But first one, then another and another of the local firms came in and began to take the work not at double prices, but at competitive rates. Last year out of twenty-six bridges given out to contract only one went to outside parties. Stewart of New Glasgow got twelve, and McNeill of the same place twelve, and the other went to a local contractor. It was not necessary to pay them double prices. They were the lowest bidders whenever they got the contract, though nine firms tendered during the year, including five in Nova Scotia, two in Ontario, one in New York and one in Ohio.

THE RESULT OF THE FREEZE OUT.

As shown in the evidence printed above, the work done is of the same quality as that performed by the Record company and the price is less than half that paid by Mr. Emmerson. The tender and contract method in Nova Scotia has given every one in that province a chance, and has given the province bridges at less than three cents per pound. The New Brunswick method has frozen out all New Brunswick bridge building firms but one, and has given the people bridges at six and a half cents per pound.

CHATHAM NEWS.
(Commercial.)

There are a large number of typhoid fever cases in town. The Hotel Dieu is full of fever patients and has been unable to accommodate several new cases.

On Wednesday evening last Albert Haines and Miss Florrie Egan were united in marriage. The ceremony took place at the Presbyterian manse and was performed by Rev. D. Henderson.

A number of people gathered at the Pro-Cathedral Tuesday morning to witness the marriage of Edward J. Carroll of Bay du Vin and Miss Mamie Dunn of Chatham. After the ceremony the bridal party drove to the residence of Jas. Dunn, father of the bride, where the wedding breakfast was served.

A very pretty wedding took place at the Pro-Cathedral on Thursday morning, when Jas. Whitty and Miss Mary A. O'Riley were united in marriage. Rev. H. T. Joyner performed the ceremony. The bride looked very neat, dressed in figured cashmere with high collar. She was attended by her sister, Miss Josie O'Riley, who was costumed in cream nu's velveting with pale green trimmings. The groom presented a handsome appearance and looked very happy. He was assisted by his brother, Theo. Whitty.

SHER HUNS A FARM.

One of the most prosperous farmers in Oklahoma is Mrs. Jane Grump, who lives near Muskogee. Four years ago her husband died, and since then she and a 14-year-old boy have cultivated 23 acres of land, and this year raised over 1500 bushels of wheat, besides corn, oats and other things. The widow plows every day and has paid a large amount of obstinacy of her dead husband since his death.

Bark Anson, Capt. Stuart from New York May 20 for Shanghai, arrived at Banjoanque, Java, slightly damaged, and is supposed to have perished.

Novo Scotia firms. Last year the Dominion Bridge Company's tender was the lowest on only one bridge, though it put in offers for no less than twenty-two, in nearly all cases Nova Scotia firms were the successful tenderers, and the fact that some of the bids were ten and twenty per cent lower than those of the Montreal company is proof that the maximum rate of \$2.84 per 100 pounds of the last mentioned concern is not too low. For instance, on the Margaree bridge the Dominion company tendered at \$2,252, and Stewart of New Glasgow got the contract at \$1,900. Again, the Ritely's Cove bridge, mentioned in the report to Mr. Hazen, was taken by McNeill of New Glasgow for \$2,500, while the Dominion Company's tender was \$3,084, and Stewart's of New Glasgow was \$2,445. Mr. Emmerson paid the Record Company \$5,239 for a shorter span, or at the rate of over \$6,000 for the bridge which McNeill delivered at \$2,200. It is clear from the examination of the Nova Scotia contracts that the Dominion Bridge Company does not take work at too low a rate, though its quotations are considerably less than half the prices paid by Mr. Emmerson to the Record people.

THE EXTENT OF THE LOSS.

Let us, however, take the largest price quoted by the Dominion Bridge Company, a rate so high that the Nova Scotia contracts went to lower bidders, and apply them to the New Brunswick bridges.

Three bridges of which we know the cost from the official returns, the Lefebvre, Campbell and Blackville bridges, cost \$36,202. At the Dominion Company's highest quoted price the cost would have been \$15,971. Loss \$20,231.

On the Lefebvre bridge alone the government paid the Record Company \$15,960. The cost at the Dominion Company's highest quoted price would be \$6,740. Loss, \$8,610.

The Blackville bridge, which cost \$10,469, should have cost only \$4,915. Loss, \$5,554.

Campbell's bridge, which cost \$10,400, should have cost \$4,908. Loss, \$5,004.

Applying the Record prices and the highest price quoted by the Dominion Bridge Company to other bridges built in this province, we find that Hutchinson's bridge cost at the price Mr. Emmerson pays, \$3,123. The highest market price would be \$1,377.

Tabors' bridge—New Brunswick government price, \$4,697. Market price, \$2,052.

Cruikshank's bridge—N. B. government price, \$4,884. Market price, \$2,134.

Petitcodiac bridge—N. B. government price, \$2,364. Market price, \$1,023.

Elgin bridge—N. B. government price, \$2,973. Market price, \$1,239.

So we might go on through the chapter. It must be remembered that what is called here the market price is the highest rate quoted for providing the structure ready for erection, and that in most cases the work was let to other contractors at a lower price.

Railway bridge work is more elaborate and expensive than highway bridges, and the prices quoted are higher. Yet in the Drummond enquiry the manager of the company which built the bridges for that railway gave 3 1/2 cents per pound as the price of bridges recently constructed for the Drummond road.

WHAT THE PREMIER SAYS.

What has Mr. Emmerson to say in respect to the payment of these double prices?

It is important to note in the first place that he does not deny having paid two prices.

In the second place he does not deny that the work is given out to the Record company without competition.

His defence as given at Harland and reported in the press of his own party is as follows: "When I went into the department of public works I found that we were getting our steel bridges from the upper provinces, and while we were paying a high price for them, we were getting an inferior bridge. The bridge company would send down a plan, and would say they would build the bridge according to that plan. Well, they would build some parts of the bridge according to the plan, putting in the material of the size and quality specified, but in other parts of the bridge which could not be seen, they would slight work. I found this out and decided to try and get the work done in our own province. Mr. Ruddick of Chatham and the Record Foundry of Moncton were willing to put in the necessary machinery and go into the manufacture of steel bridges if they could get the work. They have done this, and bridge experts from Ohio and Massachusetts have told me that the bridges manufactured by them are 50 per cent. better than the steel bridges of Nova Scotia, and are not excelled anywhere. We are keeping the work in the province, our own men are having the wages paid out, and we are getting a far better class of bridge and at a low rate as was paid to the upper province companies."

THE DEFENCE BOILED DOWN.

The defence then is: 1, that the work done by upper province firms was not, according to contract and not of good quality; 2, that the government desired to encourage New Brunswick bridge builders at any price.

The first statement is a reflection on Mr. Emmerson's inspector and on

Novo Scotia firms. Last year the Dominion Bridge Company's tender was the lowest on only one bridge, though it put in offers for no less than twenty-two, in nearly all cases Nova Scotia firms were the successful tenderers, and the fact that some of the bids were ten and twenty per cent lower than those of the Montreal company is proof that the maximum rate of \$2.84 per 100 pounds of the last mentioned concern is not too low. For instance, on the Margaree bridge the Dominion company tendered at \$2,252, and Stewart of New Glasgow got the contract at \$1,900. Again, the Ritely's Cove bridge, mentioned in the report to Mr. Hazen, was taken by McNeill of New Glasgow for \$2,500, while the Dominion Company's tender was \$3,084,