

at a lower price than 6 1-2 cents per pound. But so long ago as 1892, when the current price of bridges was some forty per cent higher than it was in 1897 the Woodstock bridge was supplied at about four cents per pound.

That bridge comprises 1 span of 22,050 pounds; 1 of 139,240 pounds; nine of 97,393 pounds each, and one of 37,560 pounds—total weight 1,088,534. The price paid for the superstructure was \$12,000, or 3.36c. per pound.

Let us compare this price with the sums paid for three private contract bridges built in 1897. The aggregate weight of the Lefebvre, Campbell's and Blackville bridges is 562,388 pounds. This is a fraction more than half the weight of the Woodstock bridge. On the basis of prices paid last year the Woodstock bridge would have cost over \$70,000 instead of \$42,600, which was paid at a time when the market prices were one third higher.

We may also compare the Blackville bridge, built by the Record Company by private contract, with three smaller bridges built six years ago by tender and contract. The Blackville bridge weighs 173,088 pounds and cost \$11,253.72. The Salisbury bridge weighs 75,000 pounds and cost \$3,600. The Trout Creek bridge weighs 51,500 pounds and cost \$2,730. The St. George bridge weighs 50,000 pounds and cost \$2,470. The three bridges built under honest competition weigh 176,500 pounds, or 3,412 pounds more than the Blackville bridge. These three bridges built six years ago, when the prices were much higher, cost \$8,800, or \$2,450.72 less than was paid for the single Blackville bridge.

So it appears that whether comparison is made with larger or smaller bridges Mr. Emmerson has pushed up the price when every other purchaser has been pushing it down.

ALL TWO PRICE STRUCTURES.

These are two price structures:

The Blackville Bridge.
The Lefebvre Bridge.

The Campbell Bridge.

As shown above the excess of price in these three structures is over \$18,000.

Then there are other bridges of which the government has not furnished a return of the price paid. Among these are:

Bathurst bridge, weight lbs.....	210,000
Tabor's.....	72,000
Cuissack's.....	75,000
Hutcheson.....	48,000
Bull Creek.....	9,600

Total..... 414,600

Assuming an excess of price proportionate to that on the three bridges of which the cost is given, there is in these five a further gratuity to the builders of more than \$13,000. But as will now be shown, two prices is by no means the rule. It is probable that in the case of some of these last mentioned structures three or four times the market prices were paid, as in the cases following:

A THREE PRICE BRIDGE.

The steel bridge at Petitcodiac is a single span of 110 feet. It was built in 1895 and 1896 by Mr. Willard Kitchen. Mr. Blair was then premier of the province, and he had the same regard for the Kitchen firm that Mr. Emmerson has for the Record Company. The department went through the form of asking for tenders for the substructure of the Petitcodiac bridge.

In response the following tenders were received:

(See return brought down 1897).

Tenders.	Amount substructure.
J. A. Killam, present site,....	\$2,639.37
Joseph McBay, present site,...	3,895.25
J. B. McManus, present site,...	2,000.00
J. B. McManus, new site,.....	1,869.25
Fred P. Reid, new site,.....	3,170.50
E. A. Bleakney, present site,...	2,292.00
E. A. Bleakney, new site,....	1,987.00
Willard Kitchen, sub and super- structure,....	6,474.00
G. O. Dunham, present site,...	2,725.00
G. O. Dunham, new site,.....	2,550.00
James E. Simonds, new site,...	2,795.00
W. Brewer, present site,.....	1,900.00