

cost just as much to put an eye on a short as a long bar, and it is more work in proportion to put an eye for a large pin on a small bar. If I can serve you further in this matter let me hear of it.

Yours truly,

D. H. ANDREWS.

P.S. I have no price list such as you inquire about. D. H. A.

FRED. TOMS, Esq.

KEYSTONE BRIDGE COMPANY.

PITTSBURGH, PA., 26th November, 1880.

No. 10.

DEAR SIR,—Your favor of 26th is to hand. We can see no possibility of our competing, at present, against imported iron in Canada. We think it would be useless to quote prices. Thanking you for your attention, we are

Yours respectfully

KEYSTONE BRIDGE CO.

FRED. TOMS, Esq.,

C. L. STRABEL, *Assistant to President.*

D.

QUEBEC GOVERNMENT RAILWAYS.

General specification and form of tender for the iron superstructure of the Chaudière Bridge.

1.—*Site of the Bridge.*

The iron superstructure called for under this contract is required for the Chaudière Bridge over the Ottawa River, which is to connect the City of Hull, in the Province of Quebec, with the City of Ottawa, in the Province of Ontario. The bridge is to be erected about half a mile above the Chaudière Falls.

2.—*Communications by Rail and Water.*

The southerly end of the bridge has direct rail communication with the Grand Trunk Railway at Prescott and Brockville, by means of the St. Lawrence & Ottawa and the Canada Central railways. The northerly end of the bridge has direct rail communication with the harbors of Montreal and Quebec, and with the Grand Trunk Railway at Montreal, by means of the Quebec, Montreal, Ottawa & Occidental Railway. Barges can be taken up the Ottawa River from Montreal to within about two miles of the bridge site.

3.—*Work Required to be Done.*

The work embraced in this specification will consist of the construction, erection, painting, and delivery in good order, free of all charges of every kind, including Customs* duty, of the iron superstructure, with iron floor-beams, and four longitudinal iron stringers, and also 4,560 lineal feet of 3 inch x 3 inch angle iron, weighing 22 lbs. per yard, required for the inner guard-rail, as shown in the plan and section of floor system; but shall not include any bolts, spikes, or washers required in connection with the woodwork which may be required for the floor system.

* The Customs duty at this date on iron bridges is 25 per cent., and on rolled beams, 15 per cent., on the fair market value. The meaning of fair market value is understood to be the price at which the same goods are sold to the trade in the market from which they are exported.