

Counties railway, now a part of the Intercolonial. Mr. Blair, the minister of railways, has highly commended their work. They are building for most of the railways and municipalities in Canada. Mr. Emmerson alone has discovered that they cannot do good bridge work.

THE NOVA SCOTIA BRIDGES.

The Nova Scotia bridge policy was adopted under the premiership of Mr. Fielding, now finance minister. His administration appropriated during the 13 years following 1883 about one and a half million dollars for permanent bridges. Mr. Fielding declared that these bridges were first class in every respect. The Nova Scotia provincial engineer, Mr. Murphy, is supposed to be a great authority on steel bridges.

Before going to Nova Scotia he was resident engineer of an Irish railway, and had served on the engineering staff in the construction of many great bridges in Great Britain. Morgan's Men of the Times says that "his plans, specifications and methods for creating concrete sub-structures for highway bridges are known and are gaining favor all over the American continent. He has been consulted by the Newfoundland government respecting railways, by the government of New Brunswick on bridge construction and by the government of Bermuda respecting harbor works."

EMMERSON'S USELESS REPORTS.

Mr. Murphy's public works report differs much from Mr. Emmerson's. The New Brunswick report does not give the names of contractors nor the amount of their contract, nor any information about tenders. It is in fact absolutely without value as a means of learning how the public business is done. The Nova Scotia book gives all the necessary facts. The length, width and general character of the bridge; the date of the call for tenders, the names of the persons tendering, the amount of their tenders, the tender accepted, the date of the contract and the contract price, and the amount finally paid are all given in a tabulated form. Mr. Murphy also prints the general form of contracts and specifications, which show that he demands a thorough structure.

Mr. Fielding has always declared that the Nova Scotia bridges were in every respect first class, and Mr. Emmerson's statement that they are only

good for 25 years is the first charge that has been made against them.

They have in Nova Scotia a strong, well informed and aggressive opposition, which has attacked and criticised wherever there was opportunity. But they have not been able to find fault with Mr. Murphy's bridges.

The New Brunswick department has recognized Mr. Murphy's merit and ability by seeking his advice in bridge matters.

WHAT MR. MURPHY SAYS.

After Mr. Emmerson had made the statement that the Nova Scotia bridges would not last more than 25 years, the Nova Scotia chief engineer was seen at Halifax by a representative of the press. He was asked whether the statement was true. Mr. Murphy replied:

"I don't care to say anything about 'New Brunswick bridges, nor to compare them with ours, but you may quote me as saying the Nova Scotia bridges are good for one hundred years, and more if looked after. Our 'wooden bridges will live 25 years.'"

COST AT THE WORKS.

As mentioned above, Mr. Emmerson admitted last year that he paid the Record Company 6 1-2 cents per pound for bridges at the company works.

As compared with this, it is interesting to note the following:

The Dominion Bridge Company, so long ago as 1892 received for the Salsbury and Trout Creek bridges a price which netted less than 3 3-4 cents at their works. In 1893 they received for the St. George bridge a price which allowed them less than 3 1-4 cents at the works.

To-day the Dominion Bridge Company offer to furnish bridges at 2 2-3 to 3 cents.

W. P. McNeill & Co., of New Glasgow, offer to furnish light bridges at prices never exceeding three cents at the works and heavier bridges at lower rates.

Stewart, of New Glasgow, had a few weeks ago contracts for nine spans for Nova Scotia all based on prices lower than three cents per pound.

Railway bridge contracts were made last year at prices lower than 2 2-5 cents per pound. Bridges have been built in Maine at two cents per pound, which, with duty added, would be equal to 2 1-5 cents in this province. It is reasonable that this should be so,