

ernment bridges would not last more than 25 years.

In making these statements Mr. Emmerson reflects on his predecessor, Hon. Mr. Ryan, who accepted and commended the bridges built in his time by tender and contract. He condemns his own engineers and inspectors who were satisfied with the work. He condemns himself for taking tender and contract bridges off the hands of the contractor as satisfactory. He contradicts statements made by provincial ministers in the house and the country. Moreover when he declares that the tender and contract bridges were all built on the plans furnished by the contractors he makes a statement contradicted by at least one of the bridge builders.

MR. EMMERSON CONTRADICTED.

After Mr. Emmerson had made his speech in Hartland, referring to the tender and contract bridges, an enquiry was addressed to the Dominion Bridge Company, which furnished some of the bridges built in this province before the two price system was introduced.

The Dominion Bridge Company was asked whether it was true that they built bridges according to their own plans and specifications, and whether it was true that they did not do the work to the satisfaction of the government. The manager of the Dominion Bridge Company replies as follows:

THE BRIDGE COMPANY'S STATEMENT.

Dear Sir,—Your letter of Sept. 29th and copy of Sun, issue of Sept. 28th, have been duly received. I note with much surprise Mr. Emmerson's reported remarks about upper province bridge builders, and have to say that so far as this company is concerned there is no foundation whatever for his statement that the bridges built for the province have not been fully in accordance with the plans and specifications of the contracts. We have built for the province only three bridges—Salisbury bridge, contract dated Aug. 8, 1882, signed by P. G. Ryan, chief commissioner; Trout Creek bridge, contract dated Aug. 12, 1892, signed by P. G. Ryan, chief commissioner; and St. George bridge, contract dated Sept. 1, 1893, signed by H. R. Emmerson, chief commissioner. The writer does not recall any unfavorable criticism in connection with either of these works, and has today examined all

correspondence with Mr. Emmerson in our files and finds no reference to any faulty construction of St. George bridge, the only structure we have built for the province under his supervision. This bridge was erected in December, when the field painting could not be done, and it was in this respect only completed the following summer.

NO CAUSE FOR DISSATISFACTION

The two earlier bridges were built to our own plans, prepared in accordance with specifications issued by the chief commissioner; for the St. George bridge the chief commissioner furnished both plans and full specifications, which were made the basis for tender and contract, and had the bridge not been fully in accordance therewith, it should not have been accepted or paid for. We are not aware that Mr. Emmerson has the slightest cause for dissatisfaction with this company or its work done for the province, and supposed the only reason we have not been allowed to tender the past four years to be that it was the settled policy of the government to have its bridges manufactured within the province, regardless of cost.

Yours very truly,

PHELPS JOHNSON,

Manager Dominion Bridge Co'y, Ltd.

WHAT THIS LETTER PROVES.

It proves that Mr. Emmerson accepted the tender and contract bridges as satisfactory. It also proves that Mr. Emmerson himself furnished plans and specifications for the last tender and contract bridge. The understanding of the Dominion Bridge Co. manager that he was not allowed to tender for more bridges because of the determination of the government to have the work done at home irrespective of cost is partly correct. The government's determination was evidently to have the work done by particular persons at home irrespective of cost. Not only was the work confined to this province, but to special individuals in this province. The competition has never been thrown open even in New Brunswick. If it had been the two price system would soon have disappeared. The bridge builders whom Mr. Emmerson condemns are bridge builders for the Intercolonial railway. They built the bridges for the Drummond