

In June, 1837, the Nova Scotia government received tenders for Ritcey Cove bridge (See Prov. Eng. Report, 1898), 1 span 160 feet, roadway 16 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 Moncton 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 \$5,239.93, or more than 100 per cent. about the amount paid for a span 10 feet less, 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 \$717, 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.; this, supplied at Contractor Ruddick's works at 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 18 feet wide, is 26,739 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. Span 110 feet, estimated weight 36,381 lbs., at 7 1-4c. per lb., delivered, erected, floored and painted complete, amounts to \$2,637.62, 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 \$1,190.

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 you that if 6 1-2c. per lb., delivered

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 superstructures, I enclose herewith a communication from the Dominion Bridge Co., in response to an enquiry (a copy of which is attached). It will be seen that the company, during the past two years, has tendered for 17 spans in Nova Scotia, at prices varying from 2 62-100c. to 2 84-100c. per lb., delivered f. o. b. cars at their works.

The freight, erection, flooring and everything complete, as per figures given, you will find, bring their prices up to an average of 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 my note-book, in which you will find all the measurements recorded, with sketches showing the general design and details of various members of which I have estimated the weight, etc.

Yours respectfully,

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John, N. B.

#### AGREES WITH EMMERSON'S TESTIMONY.

From this report it will be seen that whether 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. But it did not require a measurement of the