

foot bridge at Bayfield, Antigonish, for \$548.00, and one at Sunny Brae for \$550.00, each of them for less than half the cost of a bridge the same length in this province.

THREE PRICES IN RESTIGOUCHE

The Mill Cove bridge, Restigouche County is a 60 foot span. The completed weight is 9,114 pounds. It was given out by private contract to J. M. Ruddock, of Chatham, who was paid \$1,280, or a little more than 14 cents per pound. The work was done in 1896. In that year the Nova Scotia government procured from local builders, as stated above, two spans of the same length at \$550.00 each and one at \$548.00, including transportation, flooring, erection, painting and all other charges. In 1897 the Nova Scotia price for 60 feet spans was as low as \$415.00, and in 1893 one was furnished at \$347.00.

The Mill Cove bridge appears to have cost something above Mr. Ruddock's \$1,280.00. There is a separate charge which is not included in this computation. But without that it is very nearly a three price bridge.

THREE PRICES IN GRAND MANAN

The Grand Manan bridge was built in 1895. It is a 52 feet span with a 15 feet roadway. The public accounts make the cost \$1,658.11. Of this \$427.00 appears to have been paid for the structure, which comprises 64 yards of cement masonry. Other amounts of \$935.54 and \$237.57 were paid, presumably for the steel work. The bridge weighs 9,333 pounds, and therefore cost 13 1-5 cents per pound. Allowing something extra for transportation, 4 to 4 1-2 cents would be a fair price for this bridge.

COMPARISON AGAIN.

In the same year 50 feet spans were built in Nova Scotia at the following prices

Zion's bridge, Victoria County..	\$420
Murdoch's bridge, do. do.	480
McDonnell's bridge, Inverness Co.	495
India River bridge, St. Marys...	440
Polly, Colchester,....	460

Some of these structures required more expensive transportation than the Grand Manan bridge, which cost three times the price.

THE HALF IS NOT TOLD.

The foregoing account covers all the bridges of which the facts could be

learned. Not a bridge among them cost less than two prices, while some cost three and four times the market value.

It is reasonable to suppose that the cases where the prices are not to be got out of the public accounts are fully as bad.

The details of expenditure for 1898 are not available, and no one is permitted to know the particulars of contracts for bridges under construction, or not yet commenced.

THE DEFENCE.

What has Mr. Emmerson to say in reply to the charge that he pays two prices for work? He says that the bridges were measured by "a nameless engineer." That would be no answer if the measurements were right, and Mr. Emmerson has not disputed them. But now he has the names of the engineers, and he cannot say a word against either of them. Then he says that he wanted the work done in the province.

Mr. Emmerson well knows that he could have it done in this province for one price. His own family are shareholders in the Record Company, and he must know that the concern competes with outside firms in other kinds of work.

They could compete as well in bridges if Mr. Emmerson did not relieve them of the necessity.

The government of Nova Scotia also prefers to have the bridge work done at home. The Nova Scotia bridges are now practically all built at New Glasgow by two contractors, whose business has grown up from small beginnings under the one price competition system. Nova Scotia gets two bridges or more for the price that Mr. Emmerson pays for one. In both cases the work is done at home. But the Nova Scotia workmen get twice as much work, and the people get twice as many bridges for the same money.

THE QUALITY OF THE WORK.

Speaking at Hartland, Saint Andrews, Milltown and Fredericton, Mr. Emmerson did not deny that he was paying 61-2 cents per pound for bridges. But he declared that he was getting better bridges than were supplied under tender and contract. He asserted that previous contractors had built bridges from their own plans, and had not carried out the terms of their contract, and declared that the Nova Scotia gov-