

structure over \$6,000. It is an 33 feet span.

The Sussex (Trout Creek) bridge comprises two spans, each 97 feet. The weight of the Sussex bridge is almost double that of the Port Elgin bridge, with sidewalk; one weighing 51,500 pounds, and the other 26,579 pounds. Would it be believed that Mr. Kitchen, allowing tender price for the substructure, got \$6,000 for the smaller bridge while Mr. Ryan paid the Dominion Bridge Company \$2,730 for the larger one?

ANOTHER COMPARISON.

Compare the Port Elgin price with the market price, Mr. Kitchen receives (allowing him 46 per cent. over the market price for substructure) \$5,000 for an 83-foot span.

In the same year "Simon's" Bridge, Digby, about the same length, was furnished by the Canadian Bridge Co. for \$956.

In 1856 a 90-foot span was furnished by the Dominion Bridge Company for James River, Antigonish, at \$1,030.

In 1895 the same company built a bridge of 80 feet span, but with two feet narrower roadway in Guysboro for \$892.

In 1895, the same year that Kitchen got his contract, the Dominion Bridge Company built the Bashure bridge in Inverness County, comprising two spans, one of 80 feet and one of 100 feet for \$2,066 or less than half the sum paid to Mr. Kitchen for one span of 83 feet.

THE DATE AGAIN.

In view of this extraordinary contract and of the enormous bill of extras that followed, it may be necessary to repeat one word of explanation.

The contract was made September 3rd, 1895, just before the dissolution of the house, and six weeks before the election. The campaign of 1895 was not carried on without funds, but the people can judge for themselves how the money was provided, and who footed the bills in the end.

A THREE AND A HALF PRICE BRIDGE.

The Saunders Brook Bridge, in Queens County, is a single span of 20 feet. It is not even a trussed bridge.

It consists merely of four rolled beams used as stringers, held together by four lines of angle bracing riveted at the intersections.

There is, in addition a flat plate under the ends of the girders. This simple structure was practically bought ready made by the Record Company. The beams were imported cut in lengths and rolled in shape in Pennsylvania.

The work done in the construction shops may have cost \$25, but that is a high price. It was necessary to bore 22 holes, which cost about 10 cents each and to provide 14 rivets. The weight of this bridge is as follows:

Beams.....	3,008
Angle braces.....	222
Flat plate.....	380

Total..... 3,602

The Chief Commissioner's report shows that this superstructure cost \$448.41 completed, erected and painted. Mr. Emmerson explained that the price paid at the shipper's shops was 6 1-2 cents per pound. The rest was paid for freight, erection, flooring, etc. It is a three and a half price bridge. In Nova Scotia a similar bridge would no doubt be provided, ready for use at 3 1-2 cents per pound. This bridge cost 12 1-2 cents per pound.

In the same year the local builders of Nova Scotia were providing 60 feet spans, complete, floored and painted for less money than was paid for this exceedingly simple 20 feet span. For instance, Mr. Emmerson's 20 feet span cost \$448.00. In 1897 a 60 foot span was furnished in Nova Scotia for \$413, and last year a 60 foot span was built and completed at Hopewell, Pictou County, for \$347.00.

ONLY TWO PRICES.

The Dingee bridge, also in Queens County, is a single 60 foot span. The weight of this bridge, as given by the Chief Commissioner himself in a return brought down from last year is 12,586 pounds. The amount charged for the superstructure (see Commissioner's Report) was \$1,186.17, or 92-5 cents per pound. Mr. Emmerson stated that 6 1-2 cents per pound was paid for the bridge at the Record works. The remainder was the bill for transportation and completion. The bridge should have cost less than half the money. In the same year the Nova Scotia government placed a 60