

EMMERSON'S BRIDGES.

Favored Contractors Enriched at Taxpayers' Expense.

Direct and Absolute Evidence That the Government Paid Two and Three Prices for Bridges.

What Engineers Holmes and McCarthy have to Say--Engineer Murphy of Nova Scotia Contradicts Emmerson.

Chief Commissioner Had No Fault to Find with Dominion Bridge Company's St. George's Contract--The Very Significant Date of Some Former Bridge Contracts--An Unanswerable Arraignment of the Provincial Government.

During the last six years a provincial debt of more than half a million dollars has been incurred for so-called permanent bridges. Previous to 1894 the steel superstructure of these bridges was furnished by tender, the contract going to the lowest bidder. Soon after Mr. Emmerson succeeded Mr. Ryan as chief commissioner of public works this system was abandoned.

During the last five years the work has been given out by private contract to favored contractors at rates always 100 per cent. and usually more than that above the market price.

In 1897 \$36,000 was paid to one favored firm for three steel bridges. One half of this money was a present from the Emmerson government, given at the public expense. The Record Company of Moncton, one of eight or ten bridge builders in Canada would have been glad to get these contracts for \$18,000. But these contracts were by no means the worst. It can be shown conclusively that three and even four prices have been paid to favoured bridge contractors.

THE ENGINEER'S NAME.

The engineer engaged by Mr. Hazen was A. R. Holmes, C. E. Mr. Holmes is a graduate in en-

gineering of Kings College, Windsor. He left college with high recommendations from Doctor Butler, formerly professor of engineering in King's. He served for some time on the engineering staff of the Nova Scotia public works department, and afterwards on the engineering staff of the Intercolonial, and resigned from the government service to take a special course in the Institute of Technology at Boston. There can be no question of his competence to perform the work required of him. Moreover his report speaks for itself. Here it is:

THE ENGINEER'S REPORT.

Dear Sir--In accordance with your instructions, I personally visited the grounds and made measurements of the following highway bridges erected by the local government of New Brunswick as follows:

Lefebvre--3 spans, 200 feet each.
Blackville--3 span, 1 centre span 200 feet, end spans 80 feet.
Hutchinson Brook--3 spans, 1 centre span 88 feet, 2 end plate girders 33 feet.
Tahor's--1 span, 150 feet.
Culsnack's--1 span, 153 feet.
Petitecodiac--1 span, 110 feet.
Eglin--1 span, 113 feet.
Campbell's--1 span, 240 feet.

WEIGHT OF THE BRIDGES.

I made all measurements of these