

tenders, and that in the event of a better plan being submitted by any of the bidders same shall be adopted.

(Sgd.), RALPH MODJESKI.
 (Sgd.), H. A. VAUTELET.
 Witness: (Sgd.), H. A. Campbell.

Mr. Fitzmaurice was not in this country at the time, but he acquiesced in that arrangement. Mark you, the board itself passed a resolution confirming what had been done before, inviting for tenders on alternate designs, and placing themselves on record that if a better design were submitted by any tenderer than the design submitted by the board that design should be adopted. Consequently, tenders were asked for. There was an advertisement inserted on June 17, 1910, the usual advertisement calling for tenders for the construction of this bridge. Then a little later that time was extended in order that there could be no excuse given by any intending tenderers that they had not full time to complete their plans, after each one of them had been studying practically in the office of the board of the bridge company from the time the proposition was made and the board entered upon their duties. During six months Mr. Fitzmaurice had, on one or two occasions, suggested that he be allowed to resign from the board on account of inability to be present in Canada, and on account of ill-health. For a portion of that time he was off duty on account of ill-health. On my return from the west I wrote Mr. Fitzmaurice a letter pointing out to him that—if I remember correctly the contents of that letter—the situation had reached such a point in the carrying on of this work that it would be necessary that he should be in Canada quite frequently, at the call of the Chairman of the board, to consult on these important matters. Mr. Fitzmaurice wrote me this letter in reply:

The London County Council,
 Spring Garden, London,
 1st June, 1910.

Quebec Bridge.

Dear Sir,—I am obliged for your letter of the 7th ultimo. I feel quite sure that, owing to the state of my health and the impossibility of my fixing an early date on which I could be in Canada, it is much better that my resignation from the Board of Engineers for Quebec Bridge should be accepted. I quite agree that, at the present time, it is necessary that the services of a member of the Board should be available whenever required.

I think I should also say that the acceptance of my resignation will relieve me of rather an invidious position, owing to my not being able to see eye to eye with the Chairman of the Board as regards the design for the bridge which he has prepared. I feel satisfied that this design is not the best one which could have been got out, is uneconomical, and will give rise to great difficulties

during erection. I am also of opinion that the specification on which the bridge manufacturers are to submit designs of their own is not such as will allow them to submit the most suitable design for this bridge.

This resignation, reiterated on the 1st of June, 1910, was accepted by the government in September of the same year. Following that, Mr. Charles E. Macdonald, C.E., L.L.D., now of Gananoque, a former resident of the county of Leeds, and for years a prominent engineer and bridge builder in the United States, was appointed in October; the appointment was dated on September 28.

I may say that in making this selection I consulted more particularly with Mr. Vautelet, chief engineer and Chairman of the board. There had been differences on the board and I was very anxious to get the ablest man I could on the continent and, if possible, one that the chairman would work in harmony with and who would work in harmony with the Chairman. In other words, I wanted to get some person who had not preconceived notions on this question which had been discussed by the members of the board. After consultation with Mr. Vautelet, I went to New York and saw Mr. Macdonald. As a result of the visit I sent for Mr. Vautelet and we talked the matter over with Mr. Macdonald, who accepted the position, much to the gratification of the Chairman and myself, but only accepted it until such time as the contracts should be signed. He did not care to act on the board during all the tedious work of the construction of the bridge. He is a man quite up in years, quite wealthy and does not have to work as he had in years gone by. He was appointed. He took a very active part in the work of the board and gave his best energies, intellect and judgment to the solution of the difficulty in selecting a design and the letting of the contract. After that was done he considered his work accomplished and he was allowed to resign. The tenders were asked for and received and on October 26 a report was signed by the board consisting of Charles Macdonald, Ralph Modjeski and H. E. Vautelet. That report is as follows:

Wednesday, October 26, 1910.

Sir,—Your board met in Montreal on Monday, October 10, 1910, to consider the plans sent by different companies for the Quebec bridge superstructure, and also copies of the tenders which had been made by the secretary of the board.

These copies were compared on the following day with the originals, which were brought to Montreal by an officer of your department.

A detailed statement in tabular form is enclosed.

Since that date the board has been in session practically continuously.