

*Mr. Argue*—On Monday next—INQUIRY OF MINISTRY—(No. 20)—1. Were all specifications contained in the contract agreement relative to the substructure of the Cornwall High Level Bridge strictly adhered to?

2. If not, what variations were permitted, for what reason, and by whom were variations approved in each case?

3. Did any defects show up at any locations where the original specifications were not followed?

4. If so, what were they, at what locations, on what date did they occur?

5. Were remedial measures undertaken? If so, what were they, on what dates were they begun, and who decided on what measures to take in each case?

6. Did any defects or faults show up (a) during the remedial work; (b) subsequent to the remedial work, at locations where such work was conducted?

7. If so, (a) what was the nature of such faults and defects; (b) what further corrective measures were taken; (c) by whom were they ordered, and on what date; (d) by whom were the final results approved?

*Mr. Argue*—On Monday next—INQUIRY OF MINISTRY—(No. 21)—1. Did the initial design for the Cornwall High Level Bridge by Dr. Steinman call for piers to go to bedrock?

2. If so, was the design in this respect changed?

3. For what reason, on what date, and who initiated the design change?

4. Were any substructure design changes approved by or on behalf of the St. Lawrence Seaway Authority?

5. If so, what were they, on what date were they made, by whom, and what were the names of the engineers consulted re the design change in each case?

*Mr. Argue*—On Monday next—INQUIRY OF MINISTRY—(No. 22)—1. What was the actual contract price accepted by the St. Lawrence Seaway Authority for construction of the substructure for the South Channel High Level Bridge at Cornwall, Ontario, and what was the date of acceptance?

2. Were any work orders issued in connection with the main contract for construction of the substructure?

3. If so, what was the number of orders, the date of each, the name of the official authorizing and signing each, the value of each, and the nature of such orders?

4. Was any change in tender price accepted by the St. Lawrence Seaway Authority for construction of the substructure after the contract was signed?

5. If so, what was the date of each change, the name of the official authorizing it, the reason for it, and the actual amount?

6. What is the actual number of work orders which have been issued for remedial work in connection with the substructure of the Cornwall High Level Bridge, the date of each order, the value, the name of the official signing each, and the purpose of each?

7. What is the total actual cost of remedial work on the substructure of the Cornwall High Level Bridge as of January 1, 1960?