

Bridge Company that, as they were not allowed to reconstruct the bridge, at least a portion of the material might be used, and he made a thorough investigation, the result of which will be found in the records of the House. In the statute of 1908, that is 7-8 Edward VII., chapter 59, provision was made for taking over this work from what was known as the Quebec Bridge Company.

Mr. FOSTER (North Toronto). Would the hon. gentleman (Mr. Graham) say with reference to the inquiry of the Phoenix Bridge Company as to whether a portion of their work might be preserved and used, does he know what the reply of the commission was on that point?

Mr. GRAHAM. When the commissioners appointed for the reconstruction of the bridge came to make their investigation, they unanimously agreed that no part of it could be used, except for loading, as scrap-iron can be used—it could not enter into the structure. Let me read one section of this Act of 1908:

The Minister of Railways and Canals may employ engineers and cause plans and specifications to be prepared for the reconstruction and completion of the said bridge and undertaking, or for the construction of a bridge to serve the same purpose as was intended to be served by the bridge undertaken and partially completed by the said company, on the same site, or on such other site, at or near the city of Quebec, as is recommended by such engineers or a majority of them and approved of by the Governor in Council, and the minister shall apply to such work any moneys appropriated therefor by parliament, including the sum of twenty-five thousand dollars appropriated therefor in the present session of parliament.

Now, acting under that statute, on August 17, 1908, the following were appointed a board to prepare plans and reconstruct the bridge on those plans:—Mr. H. E. Vautelet, member of the Canadian Society of Civil Engineers, Montreal; Ralph Modjeski, Director and member American Society of Civil Engineers, Consulting Engineer, Chicago; Maurice Fitzmaurice, C.M.G., Chief Engineer of the London County Council. It will thus be seen that the selections were made from Canada, England and the United States. I may say in passing that Mr. Fitzmaurice had been associated—as a young man, of course—in the construction of the great Forth bridge. This taken in connection with the fact that he was chief engineer of the London County Council was thought to be one of the highest recommendations that could be given to any engineer. It was conceded by the engineering world that the selection of these three gentlemen was possibly the best that could be made, not only on this continent, but in the world. I wish to put on record the order

in council naming these men and prescribing at least partially their duties. I do this because later it was contended that certain acts of theirs which I insisted should be performed, did not fall within the purview of their work as outlined by the order in council appointing them:

On a memorandum dated 12th August 1908, from the Minister of Railways and Canals, representing that it is necessary that measures be taken for the reconstruction by the government of the demolished work known as the Quebec bridge, across the river St. Lawrence, authority for the taking over of which work from the Quebec Railway and Bridge Co., together with their whole undertaking, has been given by an order in council.

The minister further represents that on the consideration of the question, it would appear desirable that such reconstruction be carried out by means of a special Board acting under the Department of Railways and Canals, composed of three qualified persons, in whom should be vested certain duties and powers.

The minister, accordingly, recommends that he be authorized to appoint a Board of Engineers, to be composed as follows:—

Chairman of the Board and Chief Engineer, Henri Etienne Vautelet, member Canadian Society of Civil Engineers, consulting engineer, Montreal; Ralph Modjeski, director and member of American Society of Civil Engineers, consulting engineer, Chicago; and Maurice Fitzmaurice, C.M.G., Chief Engineer of the London County Council, England, their respective salaries to be as may be hereafter determined. It shall be the duty of the said Board to make careful examination of the existing plans, together with any modifications thereof that may be suggested, in order to ascertain whether the design shown by such plans as so modified should be adopted for the reconstruction of the bridge, so as to utilize, as far as possible, the material already provided.

The Board shall consider carefully the existing specifications, and decide whether, having regard to the conditions, they are such as are suitable to the construction of the projected work.

They shall make full examination of the piers of the bridge now constructed and of such portions of the superstructure as have been built, to ascertain their condition and sufficiency, if utilized either in whole or in part.

In the event of the Board reaching the conclusion that it would be inexpedient to adopt or to modify the existing design, they shall prepare a new design, together with a specification, workings, drawings, estimate of cost and all such things in that connection necessary as preliminary to proceeding with the work and submit the same to the Department of Railways and Canals for its action thereon.

It is intended that the entire responsibility for the design and for the reconstruction of the work shall rest with the Board alone.

The head office of the Board shall be in the city of Quebec.

The chief engineer of the Board shall have