

enough work in the county of Prescott and Russell for one judge, yet we have two judges, and it is about the worst served district in the province. I would therefore suggest that the law be amended so as to make the judges reside in the county town, more especially when there is only one judge for the district. If there are two judges such a requirement is not necessary; the senior judge could be made to reside there, and the junior judge elsewhere in the county. In my district the majority of the lawyers live in the county town where most of the legal work is done. The High Court judges of Ontario have to live in Toronto or within a radius of five miles of that city. I think the same law should be made to apply to the county court judges, who should either be compelled to live in the county town or within a few miles of it.

Mr. BORDEN. I will draw the attention of the Minister of Justice to what my hon. friend has suggested. So far as the judges in Ontario are concerned, I understand that the legislation was passed unanimously by the legislature of Ontario, and that the government, including the Attorney General, had asked for the appointment of these judges. However, full information will be given on the second reading of the Bill.

Resolutions reported, read the second time and agreed to.

Mr. BORDEN moved for leave to introduce Bill (No. 156) to amend the Judges Act.

Motion agreed to, and Bill read the first time.

SUPPLY—QUEBEC BRIDGE.

Mr. WHITE (Leeds) moved that the House go into Committee of Supply.

Hon. G. P. GRAHAM (South Renfrew). Before you leave the Chair, according to the announcement that I made yesterday I wish to make a brief statement concerning the letting of the contract for the construction of what is known as the Quebec bridge. I take this opportunity of doing so, not on account of any criticism that has been made in this House or on this side of the water, but rather on account of comments that have been made by certain gentlemen in the old land which comments have been reproduced, and in some cases enlarged upon, in sundry newspapers in this country and in the old land as well. The only result that could accrue from these statements would be that they would somewhat impair the pleasant relations that have existed between business men in the old land and those in Canada, and it is in order to prevent any misunderstanding of the methods of the Canadian government or the Canadian people, in doing

Mr. PROULX.

business, that I wish to place a plain statement of the circumstances concerning the letting of that contract on 'Hansard,' which I think all will agree affords a complete reply to the criticism which has been made by certain gentlemen, interested and otherwise. It might be well, Sir, in beginning to call the attention of the House, as I think I have often done before, to the fact that this undertaking is the most gigantic of its kind ever conceived by man. The next in magnitude is what is known as the Forth bridge, but it does not compare with this great project known as the Quebec bridge. Bearing this in mind, hon. gentlemen will understand how very necessary it was that every care should be exercised, and that the government should rely solely on the opinions and judgment of men trained in bridgework, the very ablest experts that could be procured throughout the world. I might say that no step was taken except with the consent of, and on the advice, of the majority of the members of the board appointed for the purpose of reconstructing this bridge. I need not remind the House that the first attempt to construct this great project failed, and a calamity, not equalled I think in our own country, connected with public works, occurred on August 29th, when the bridge, as first undertaken, became a wreck carrying with it to death a large number of workmen. On August 30th there were certain additions made to the government, and on the very next day, on the recommendation of myself as the then Minister of Railways, a board of commissioners was appointed in order to make full investigation as to the causes surrounding the calamity, also to investigate as far as possible the design, the workmanship and the material entering into this great structure. The board was appointed on August 31st, 1907, and was composed of the following: Henry Holgate, C.E., Montreal; J. G. G. Kerry, of Campbellford; and Prof. Galbraith, of the University of Toronto. If I remember well, Mr. Kerry had previously been connected with McGill University. These were very prominent gentlemen. They at once proceeded with their work. It is universally conceded their report is a contribution to scientific knowledge in bridge building of very great value. The report was in such demand that it was necessary to get a larger number printed than was at first arranged for. And if any hon. gentlemen will inquire at the library of any of the chief universities of the world, I think he will find there a copy of the report of these engineers. In the meantime the department appointed Mr. Schneider, of New York, a very prominent engineer, to make investigations into certain details, more particularly with a view to ascertaining if it were possible to accede to the wish and request of the Phoenix