

Under the same date the District Engineer of the Public Works Department wrote to the President of the Canadian Pacific Railway Company and to the Vice-President of the Grand Trunk Railway Company the following letter:

Being called upon by the Honourable the Minister of Public Works to prepare plans and estimates for the erection of rural bridges between Ste. Anne de Bellevue and Ile Perrot, and Ile Perrot and Vaudreuil, I beg to say that after a careful study of the matter, I came to the conclusion that a bridge at Ste. Anne de Bellevue, between the C.P.R. and G.T.R. bridges with a roadway between the two embankments leading to a subway near the C.P.R. station, as shown on the accompanying plan (blue print), is the best site. This will permit the suppression of the present level crossing near the C.P.R. station which is of great annoyance to the railway companies and dangerous for the public.

To this effect will you kindly inform me if your company will have any objection into permitting the use of the piers of its bridge to place upon cross girders as shown on the plan.

Through its President, Lord Shaughnessy, the Canadian Pacific Railway Company answered in the affirmative. As for the Grand Trunk Railway Company not giving an immediate consent, it would be an easy matter for the Government to decide upon it for these objections are only based on matters of fact which can be easily settled if I can judge from the answer of Mr. Howard C. Kelly, the President of the Company. The Grand Trunk Company expects in the future to widen its road and this proposition, they say, would be prejudicial to them. On the authority of a competent engineer, this question is debatable, as the Grand Trunk Railway can always widen its road on the opposite side, and moreover they could not widen their road without widening the bridge at the same time. This will not happen for a long time and also if this decision should be arrived at it could only be widened on the opposite side of the Canadian Pacific Railway. This points out clearly that the construction of a metal span between the two bridges would in no way interfere with their plan.

In studying the report of the late resident engineer Michaud of Montréal, under date of April 1, 1912, I find that this engineer suggested two plans.

Plan No. 1—Between Ste. Anne de Bellevue and Ile Perrot—which consists of placing a metal span between the bridges of the Canadian Pacific railway and Grand Trunk railway, making use of the pillars of those bridges. Those bridges would

have a length of 1,134 feet and width of 20 feet for the traffic and 4.8 feet for pedestrians. The estimated cost was \$118,986.

Plan No. 2—On the same side to construct a bridge 60 feet below the Grand Trunk bridge, down stream, but parallel to this one. The length would be 1,234 feet with a width of 20 feet for traffic and 4.8 for pedestrians. The cost would be \$192,000. As regards a bridge on the north shore to join Ile Perrot with Vaudreuil, the same engineer made only one plan for bridge which would be located on the south of the Grand Trunk Railway bridge. This bridge would measure 1,094 feet in length by 25 feet in width—that is, 20 feet for traffic and 4.8 feet for pedestrians. The estimated cost was \$113,000.

Therefore, from the estimates of the engineers these two bridges in making use of the pillars of the Canadian Pacific Railway and Grand Trunk Railway bridges would cost \$118,986 plus \$113,000 or a total of \$231,986. The other plan would cost \$305,000 or a difference of \$74,014. However, I note that on the Vaudreuil side no estimates are furnished for a bridge between the two railway lines but simply one for an independent bridge on the south side of the Grand Trunk Railway tracks. The main objection to this scheme is in the fact that the entrance and abutments of this bridge would be nearly on the same level as the railway tracks, I may state that this would not be an insuperable objection, especially if it results, as I am convinced, in reducing the cost of the bridge by half. The entrance to the Victoria bridge on the Montreal side is on a level with the railway. This would necessitate more care, that is all.

Besides the plans prepared by the engineer of the Federal Public Works Department, I believe that there are two other sets of plans prepared for private corporations. One plan, drawn by Mr. L. A. Beauchemin, engineer, of Montreal, appears to be very complete. The hydrographical survey made on that shows that the construction of this bridge would not be even a difficult undertaking. It would be built without using the railway bridges. The piers at deep water would only be eight feet above the bed of the river. The cost of these two bridges, made of concrete with a metal part on the Ste. Anne side, including the adjacent land would come to \$300,000. Another sketch was made by one of the engineers of the Canadian Pacific Railway Company, and I was informed by a competent authority of that company, who is always at the head of progress, that this