

**THE QUEBEC BRIDGE COMMISSION.**

When in August last the whole of Canada—in fact the whole Anglo-Saxon world was startled by the news of the fall of the Quebec Bridge, the first question was who is to blame? Where lies the fault?

It was not to be expected that some one was to voluntarily accept blame—that is not human nature. The Canadian Government felt with the Canadian people that this was a national disaster, and that the first step in the repair was to locate the weakness and have it authoritatively decided whether it was a matter of insufficient and unsatisfactory specifications, faulty design, or poor construction. It was decided to appoint a Commission, and when the names of the commissioners were announced the selection met with general approval, and it is with the object of informing our readers what manner of men these were to whom was intrusted the task of taking evidence, digesting it, and making recommendations that this article has been prepared.

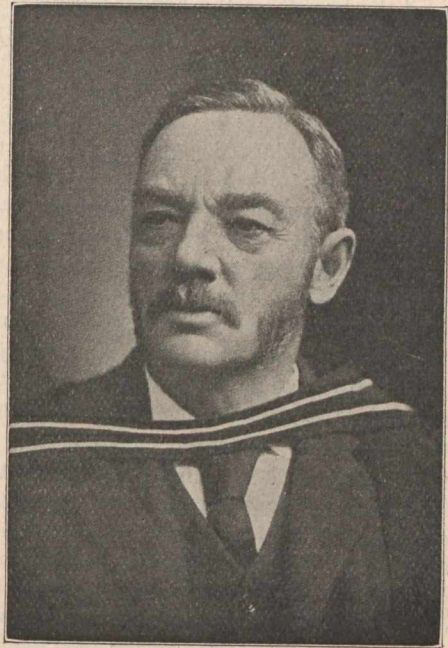
Henry Holgate, C.E., a member of the firm of Ross and Holgate, Chairman of the Royal Commission of Enquiry into



**Mr. Henry Holgate.**

the Quebec Bridge, was born at Milton, Ont., on September 14th, 1863. In 1878 he became apprenticed to the Northern Railway of Canada, under the late Col. F. W. Cumberland. Six years later he was acting in charge of the engineering department of the united Northern Railway and the Hamilton and North Western Railways. In 1888 these roads were absorbed into the Grand Trunk System, and Mr. Holgate continued to occupy his position under the new management until 1892, when he became engineer of the Central Bridge Company, of Peterboro, Ont. During the years 1894 and 1895 he was engineer in charge of construction for the Royal Electric Company, Montreal, and during the two following years was engineer and manager; and engineer of the Montreal Park and Island Railways. In 1898 he left for Jamaica, as engineer and manager of the West India Electric Company. This position he filled for two years, returning to Canada in 1900, and entering into private practise. The following year he entered into partnership with Mr. Robert A. Ross, himself an engineer of wide experience, particularly electrical, under the title of Ross and Holgate, as consulting and supervising engineers. During the past seven years, this firm has taken a leading position among the engineering firms of Canada, and has been connected with a large number of the most important developments from the Atlantic to the Pacific. This broad experience in construction and operation, extending over 28 years, naturally gave Mr. Holgate a grasp of the practical as well as the technical features of affairs. This, added to his reputation for independence of mind, has brought his services as arbitrator or advisor into much demand and made his appointment upon the Commission of value to the Government. In his capacity as chairman of that Commis-

sion he has spared no efforts to obtain all available evidence touching the cause of the disaster and to assimilate it so as to reach a correct conclusion. The fact that this enormous investigation has been carried on without occasioning criticism, and has been pushed to a conclusion with the least possible delay, is to no small degree due to his able chairmanship.

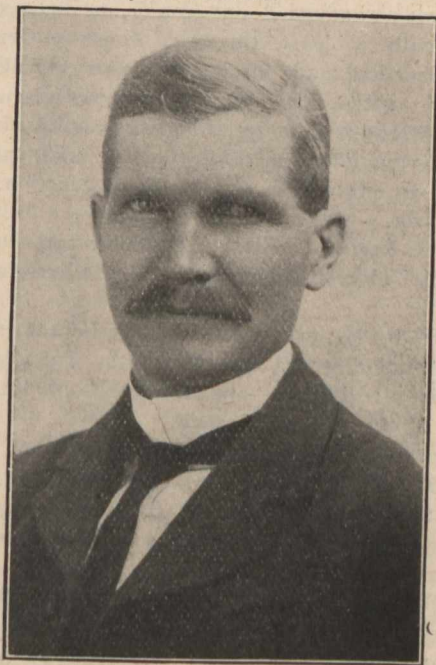


**Mr. John Galbraith.**

Associated with Mr. Holgate were John Galbraith, LL.D., Dean of the Faculty of Applied Science, of Toronto University, and J. G. G. Kerry, B.Sc., of Smith, Kerry and Chase, Toronto.

Mr. Galbraith is an engineer of wide experience as well as a college professor. A Canadian by birth, educated in Canadian schools and colleges, he has given years of service for his home-land.

In 1868 he completed his university course, graduating as Gold Medallist in Honor Mathematics, and Prince's Prize-man at the University of Toronto.



**Mr. John C. G. Kerry.**

At this time Canada was in the midst of a period of expansion and growth. The Intercolonial Railway was under construction, the Canadian Pacific surveys were being projected. It was but natural that the young graduate, with his love of large affairs, should choose railroad engineering.

From 1868 to 1871 Dr. Galbraith was articled to Geo. A. Stewart, O.L.S., and Chief Engineer of the Midland Railway. After a short experience as contractor's engineer on the Intercolonial, he returned to the Midland Railway as Resident Engineer, being shortly afterwards made Division Engineer.