

Q. What works have you managed yourself in an engineering capacity?—A. At the present time?

Q. What have you done in the past?—A. During the last two years I have been chief engineer of the Montreal and Pacific Junction. I have the designing and making of a bridge at the end of the island, a bridge that will cost \$400,000. I have the plans and everything ready for that work; you will find in the department here that some fourteen years ago I made a plan for a viaduct at St. Lambert. I have been carrying on an engineering business right straight along.

Q. This bridge you are making now, is that the first bridge of any magnitude you ever made?—A. This is the largest I have ever made.

Q. What is the next largest to that?—A. The one that is on record here, in the department.

Q. Going back fourteen years?—A. Yes. I have had constant work all the time.

Q. Your work then, I suppose, was drawing plans?—A. And making preliminary surveys, taking the necessary soundings, cross-sections, &c. I do a general engineering business in and around Montreal all the time.

Q. As an engineer then, not managing construction at all. Your work is with the plans?—A. And for executing the thing. I don't know that it is necessary that I should go into all my personal matters in this way.

Q. You superintend the work on the ground?—A. Yes. I have 100 men working in Maplewood this very day. I am building roads, doing grading, rock cutting, &c., according to plans and profiles.

Q. You don't compare grading and rock cutting with this?—A. It is part of an engineer's work.

Q. As a fact then, did you ever engineer on the ground any work of this character before?—A. Not in canal work.

Q. In bridge work?—A. Yes, I have done some bridge work, but smaller bridges, masonry bridge.

Q. Tell us the bridge?—A. I built a bridge over the St. Pierre river.

Q. What about the St. Pierre river bridge?—A. It is a small bridge.

Q. Tell us the magnitude?—A. It cost \$700 or \$800, I think.

Q. That would be a liberal estimate, would it not?—A. They thought it was very dear.

Q. Your experience as an engineer commenced with the Wellington street bridge?—A. Twenty years ago I was on the C. P. R.

Q. Yes, but that is a surveyor, carrying the rod you say?—A. Well, it would be much easier to verify the figures I have put here than to criticise.

Q. I suppose you will admit there was a great deal of false works had to be constructed in this job?—A. Well, I tell you when I received instructions from the Montreal *Herald* that the whole of the false works had been removed.

Q. That is not the question I asked you?—A. Yes, there must have been lots of false works; I don't know the amount.

Q. You are president of the liberal association?—A. I have the honour of being president of the liberal club in Montreal.

Q. The young men's liberal association?—A. The liberal club, if you please.

Q. Will you be kind enough to tell me how it was you came to be selected for this important job by the *Herald*?—A. How I came to be selected by the *Herald*?

Q. Yes?—A. Have I got to answer that question?

Q. Certainly?—A. Well, I was in conversation with Mr. Edward Holton and Mr. Greenshields and other proprietors of the *Herald*, and we had just had some other enquiries before it to which public attention had been called. I was present when they spoke about it. I got a letter asking us to act and we acted.

Q. You met with a number of prominent members?—A. There were Greenshields, Holton and O'Connor, and they decided—

Q. So you had a meeting with all of them. This was before, of course, you got your appointment from the *Herald*. I suppose that it was in conversation that you suggested it would be well to send down an engineer. You suggested that as the course?—A. I would not be positive as to whether I suggested it but very probably I did. It was something concerning my business.