

engineer who possessed the confidence of the Government, and who would be at the same time acceptable to the promoters of this enterprise; and Col. Gzowski was selected, not only because he would be able to give an independent and impartial opinion, but because he was found to be acceptable to the promoters of the enterprise. The matter was referred to him, and I have heard with some little surprise from the leader of the Opposition that Col. Gzowski is not an engineer. But I believe that the people of this country have regarded Col. Gzowski as an engineer possessing qualifications of a high degree. The very fact that he was equal to the work of constructing the International Bridge at Buffalo, to which the hon. member has referred, is a proof of his capacity as a hydraulic engineer of high standing. At all events, the selection was made in the belief that he was able to give a valuable opinion in relation to the matter. The hon. gentleman must remember that, in the main, on the important point connected with this question, Col. Gzowski concurred with Mr. Page, for whose opinion the hon. member expresses the greatest respect. Under the circumstances, the Government felt it impossible to disregard the statements contained in Col. Gzowski's report, which commended themselves to their judgment as judicious, and no time was lost in adopting the report and placing it in the hands of the promoters of this enterprise. The Government had less hesitation in adopting the report of Col. Gzowski, because he pointed out that the construction of such a bridge as alone, was admissible across the St. Lawrence at the point in question could not but be attended with such great expense as to prevent it being carried out. He stated it as his opinion that the additional cost of constructing a high level bridge would be very insignificant if any at all, taking into account the maintenance of a draw, and there would be no difficulty in avoiding all the principal objections to the bridging of the St. Lawrence at that point by adopting that course. Under these circumstances, the Government adopted the report and the opinions which Colonel Gzowski arrived at in connection with this question, and at once communicated with the promoters of this that work, under the circumstances, they

could not permit the construction of a swing bridge at that point, but that a bridge such as was indicated would be allowed to be constructed, the plans and location first having received the approval of the Governor-General in Council.

MR. ANGLIN: It seems to be admitted that what the papers all through the Dominion have published is a correct copy of the report of Colonel Gzowski in this matter. If so, I may say that it contains some very curious statements. It seems to me to go the length of condemning the construction of a bridge of any character at that particular place, although, after having proved to his entire satisfaction, apparently, that no bridge ought to be constructed there, Colonel Gzowski comes, strangely enough, to the conclusion that it will be safe to erect a high-level bridge. He states, amongst other things, that one objection to the proposed bridge is that the piers come close upon the steamboat channel, where that channel is tortuous, that the stream is very rapid and steamers passing down are consequently managed with difficulty. He further states that the line of the current at that particular spot does not run according to the line of the piers of the bridge and his whole argument leads inevitably to the conclusion that a steamer going down through the bridge—whether it be a high or a low level bridge—must be in great danger, indeed, of coming into collision with the piers. As it must be necessary to make the piers for a high level bridge much wider and stronger than the piers for a low level bridge, the danger of such a collision must be materially increased if the bridge be built at a high level. Notwithstanding all that, Colonel Gzowski comes to what seems to be a strange and extraordinary conclusion—that a high level bridge may be built there. The chief objection to the low level bridge is that, from Coteau Landing, where steamers touch, the distance is but four thousand feet, and that, while a steamer is making that short distance, where the current runs at the rate of six knots an hour and the steamer herself must be running at a high rate of speed, it will be difficult or almost impossible for those in charge of the bridge to have the swing open in time. But it seems to me that it would be a very easy matter indeed to make regulations that the swing must