

McKeen, K. McRitchie, Henry Debeson, Thos. McInnes, Nicholas McDonald, J. A. Carmichael, D. N. Brodie, George Keigan, F. A. Ferguson, J. J. Fraser, R. S. McDougald, Geo. B. Bulmer, Lauchlin McLean, H. S. Tate, W. S. Hay. October 21, 1907.

2. \$765.30 by cheque on August 10, 1908, and material was supplied during the building of the freezer worth \$234.70.

QUEBEC BRIDGE.

Mr. WHITE (Renfrew):

1. Was a caisson being used in the rebuilding of one of the piers of the Quebec bridge damaged?

2. If so, what was the nature and extent of the damage and the actual money loss in repairing and replacing the caisson?

3. What quantity of masonry, or concrete, in cubic yards, had been placed in the caisson the cost thereof, and the cost of removal after mishap?

4. What was the date of the suspension of work on pier, and the date when work was resumed?

5. Is the loss sustained to be borne by the government or the contractor?

6. Has the Department of Railways and Canals received notice, either written or verbal, of any claims made by or on behalf of the contractor on account of said loss?

7. Having as an object lesson the deplorable loss of life and money consequent upon the sudden collapse of the defective superstructure of this bridge, did the department have the plans of the caissons, to be used in the rebuilding of the substructure, properly examined by the chief engineer of the department, and do the authorized plans bear the certificate of the latter?

8. What is the name of the chief engineer of the department who approved of the plans?

Mr. GRAHAM:

1. Yes.

2. The pump broke and the caisson was strained through grounding on an uneven bottom, necessitating the removal of the concrete already placed therein, and placing the caisson in dry dock for repairs. The cost to date for labour and material in connection with repairs amounts to approximately \$75,000.

3. About 2,300 cubic yards of concrete had been placed in the caisson when the said accident occurred. Approximate value of this masonry in place, \$14,000; approximate cost of removing same, \$7,000.

4. The work of sinking the caisson stopped on August 31, 1910. No attempt was made to resink the caisson during the same season. All work at the bridge site stopped for the winter, on December 23, 1910.

5. The contractor is responsible for any loss sustained on account of the accident to the caisson.

6. The department is not aware of any claim made by or on behalf of the contractor on account of the alleged loss.

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7 and 8. By order in council dated August 17, 1908, a board of engineers, consisting of H. E. Vautelet, chairman, and Chief Engineer Maurice Fitzmaurice, and Ralph Modjeski, was appointed to have charge of the construction of the Quebec bridge. The plans for the caisson to be used in rebuilding the substructure of the Quebec bridge were prepared for the contractor by Alfred Noble, an eminent bridge engineer of New York, and forwarded to the board of engineers at Montreal and were approved by them. The plans for the above work are not entirely completed.

The responsibility for the sinking of the caisson devolved upon the contractor.

STEAM TRAWLERS.

Mr. SINCLAIR:

1. Are the steam trawlers 'Wren' and 'Croquette' registered in Canada?

2. If so, in what port or ports and who are the registered owners thereof?

Mr. BRODEUR:

1 and 2. The 'Wren' is registered at the port of Canso, N. S., and is owned by the Pioneer Steam Trawling Company, Limited, Halifax, N. S. As far as the Department of Marine and Fisheries is advised the 'Croquette' is not registered in Canada.

Mr. JAMESON:

1. Has application been made for the payment of fishing bounty to any steam trawler?

2. If so, by whom was application made, and in respect of what trawler or trawlers?

3. What is the intention of the government with respect of the payment of fishing bounty to steam trawlers?

4. Has any bounty to such been ordered to be paid? If so, when, what amount and to whom?

Mr. BRODEUR:

1. Yes.

2. Application in respect of the steam trawler 'Wren' was made in 1909 by the Pioneer Steam Trawling Company, Limited, Halifax, and in 1910 by the Maritime Fish Corporation, Limited, Canso.

3. It is not the intention in future to pay any fishing bounty to such vessels.

4. Yes, for the season of 1909, \$111.50, \$44 having been paid to the Pioneer Steam Trawling Company, and \$67.50 to the crew.

NATIONAL TRANSCONTINENTAL RAILWAY—NEW BRUNSWICK SECTION.

Mr. CROCKET:

1. What is the general standard of the National Transcontinental railway through New Brunswick, as referred to in the government notice of motion respecting the proposed St. John Valley railway?