

The writer has submitted, at length, the reasons which have led him to recommend the location of the Red River Bridge. They are set forth in his Report to the Government, of 8th December, 1879, to be laid before Parliament. Subsequent enquiry having confirmed the facts he cannot change or modify his opinions. He respectfully submits that, if the question be examined, and the facts and the circumstances be fully weighed, it will be found that his view of the case will be sustained and his recommendation justified. It is known that the location recommended by him is not looked upon with favour in quarters and localities adversely interested; but his own convictions remain unchanged, and he holds it incumbent on him, in the general interest of the public, to adhere to the selection he has submitted, and to ask that the considerations which dictated it be fully examined.

On this point of the censure directed against him, he begs leave respectfully to refer to his report to the Government, and to ask for it impartial consideration.

He turns to the other issues which have been raised. The charge is unusually grave, that of having neglected his duty and allowed large sums of money to be squandered. An engineer is in no way responsible for the policy adopted by the Government in making contracts; but once a contract is entered into and placed in his hands, he is responsible to the Government, through the Minister of the Department, that it be honestly fulfilled. It is his duty to carry out and enforce its conditions, to see that the work is properly performed and full value given for the money paid. It is equally his duty to do justice to the contractor as to the public; indeed, to act as a judge between parties whose views of right are not always identical. It is, moreover, his duty to submit to the Minister any changes, in construction or otherwise, he may hold to be desirable, and, on obtaining the Minister's authority, to have them carried out.

Between 1863 and 1871, the writer was Chief Engineer of the Intercolonial Railway. From 1871 to 1876, he filled the position of Engineer-in-Chief of both the Intercolonial and Canadian Pacific Railways. In the latter year the Intercolonial was opened for traffic, and the writer ceased to act as Chief Engineer. At this date most of the difficulties connected with the Canadian Pacific location had been solved. Two sections, easy of construction, had been placed under contract; No. 13, the first section west of Fort William, Lake Superior, 33 miles; No. 14, the first section east of Selkirk, Red River, 77 miles.

The writer's health had been much affected by his labors; his medical advisers counselled rest. He himself felt that abstinence from work was indispensable. He applied, accordingly, for twelve months' leave of absence. So much a matter of necessity did this rest appear to himself, that he had determined, should the leave of absence not be granted, to resign his position, a fact perfectly capable of being established.

Before leaving, it was arranged that the Senior Assistant, on the Pacific Railway Staff, in the writer's absence, should assume his duties. Full confidence was felt in the ability, experience and reliability of that officer, and, on the writer's recommendation, the then Minister of the Department consented to the arrangement. That gentleman was placed in charge, and he entered on his duties with the title of Acting Chief Engineer.

The writer left for England. At that time Sections 13 and 14 only were under construction. The work then performed was valued at--

Section No. 13.....	\$127,353
do 14.....	102,140

Section No. 25 had been placed under contract as the writer was leaving, but no work had been executed. Six months afterwards the contract was signed for Section No. 15.

During his absence the writer was relieved from active direction of work, superintendence of details, and all the incidental duties appertaining to his office. Matters, however, connected with the railway were frequently brought to his notice, and formed the subject of correspondence.