

little prospect of the line being available for traffic for many years without some decided change in the system of construction.

At this stage the writer was applied to by the Government to state whether, in his opinion, it was yet possible, under any system, to give the public the use of the line by the opening of the navigation, viz., the 1st May, 1867. In reply he submitted that as so much had to be done, and the working season was so short, it was hardly possible, even under the most advantageous circumstances, to do so, but that it might be managed by the end of the month, provided the weather proved favorable during the summer of 1866 for out-door operations. The *modus operandi* was also described.

An order in Council was thereupon passed authorizing the undersigned to carry out his plans in any manner which, in his judgment, would best secure the object desired, keeping the total expenditure within the limits of the estimate submitted by him to the Government in 1864; and the whole responsibility of having the work so far advanced as to admit of the line being opened for traffic by the end of May, 1867, was placed on his shoulders.

In a few months unforeseen legal and departmental difficulties arose, which threatened to bring the construction of the Railway again to a stand.

It appeared that the terms of the Provincial Statute which authorized the expenditure for this Railway, would not admit of the work being executed directly by the Engineering Department. The law prescribed that the line should be built under contract.

In order to find a solution to these difficulties, the Government asked the undersigned if he would be willing to resign his office and carry out under contract what he had so far accomplished as Chief Engineer.

To this proposition an assent was given, and a contract was thereupon entered into to complete the Railway for a specific sum,