

keep the road, the control of our commerce, and what Mr. Jackson calls the three P's, Power, Patronage, Profit. The second reason is, "That I was perfectly inexperienced as to the value of the iron tubular bridges, &c." Before reporting upon the Montreal Bridge, I made it my business to visit England and France, for the purpose of learning something of iron bridges; but the *Leader* has forgotten to inform his readers whether either Mr. Killaly or the two gentlemen appointed as "skilled engineers," have ever constructed any tubular iron bridges, and where.

I cannot accept the *Leader's* estimate of my professional liability, but there is one fact alluded to in his article which I feel bound, in consideration of its general economy of the truth, to acknowledge. He says that I made a survey of the Grand Trunk Railway from Toronto to Montreal, "not one rod of which has been maintained." I think this very likely—inasmuch as the contractors, having controlled the engineering, have probably followed the line where there was the least work, or the most land belonging to the faithful and to the privileged speculators. I found a route between this city and Kingston where the grades would not have exceeded thirty feet per mile. The Chief Engineer of the Board of Works in 1852, surveyed *for the Government*, the line since followed between Montreal and Kingston, and established the grades at *twenty-five feet* to the mile, and yet with a knowledge of that fact before him, the Assistant Commissioner of Public Works allowed a maximum grade of *fifty-three feet* per mile, to go into the contract, by which means the earth-works upon this section are about fifty per cent. lighter than those upon the commonest American or Canadian roads. How much more than fifty-three feet has been used can only be discovered by the spirit level. Thus the unequalled surface of a route which it should have been our aim to have made unrivalled for speed and capacity, between tide-water and the interior, has been utterly disregarded, and all the natural advantages which the smooth and level valley of the St. Lawrence afforded, have been sacrificed to the profits of contractors. The truth is, Mr. Editor, I knew too much of the line between Montreal and Toronto to be allowed to inspect it "under authority," and hence the vigorous and successful exertions made to defeat my nomination in the Executive Council.

Tues. C. KENNEDY.

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