

and with the view of correcting an apparent misapprehension or error in exhibit No. 2, I have to remark that the telegram of enquiry dated the 6th inst. was drafted by me. Mr. Bradley merely franked a blank for the purpose, which was filled in after he left. In reference to the 9th clause and exhibit No. 4, wherein the reply by telegram from the Montreal branch stating that the cheque was good and would be good until paid was expressed as satisfactory to the Department, I enclose a copy of the letter to the Montreal Branch dated the 11th inst., explanatory of this and the circumstances of the case under which the enquiry was made, which led me naturally to infer the reply to be quite satisfactory when I communicated it to the secretary; but no one in the Department then expressed anything in regard to it, further than the secretary requested the telegram to be left with him, which I presumed was with the view of being attached to the cheque, and being submitted with it as the requisite authority for dealing with it as expressed in the telegram.

Your obedient servant,

(Signed),

A. DRUMMOND,  
Manager.

In this last missive, Mr. Drummond explains the satisfaction of the Department. It would appear that this satisfaction was with him only a personal impression, a sudden illumination, for he hastens to add that no one in the office said a word to him about the affair.

Wise manager!

Next we have this letter :

CANADIAN PACIFIC RAILWAY,

Office of the Engineer-in-chief.

Ottawa, February 2.

To C. Schreiber, C. P. R. :

Port Moody-Emory Section.—I have made a rather hurried estimate of the cost of constructing this section at the lowest prices I considered it safe. This amounts in round numbers to \$3,000,000 (including the station and wharf at Port Moody). I do not think that this can be much reduced in strict accordance with the plans, but I am going over the whole matter carefully, checking the quantities and noting points where