

its behalf, the construction of the entire line of Railway, extending from Quebec, via Montreal and Ottawa, to Portage du Fort, a total distance of some three hundred and forty miles, and at a total cost of between eight and ten million dollars. These Commissioners were all gentlemen of high standing and good repute ; but, unfortunately, neither of them were practical railway men.

After having been thus chiefly instrumental in causing a year's delay in the progress of the work, and in wiping out the Railway Company, the Government Engineer found himself, at the opening of the working season of 1876, in the position which he had evidently been seeking to attain, since his first advent upon the North Shore Railway, to wit : where, by superseding the former Chief Engineer, and being under no control but that of a confiding and inexperienced Board of Railway Commissioners ; and having found a clause in the Government contract, which, as he vainly supposed, placed all the resources of the Contractor, as well as those of the Government, at his disposal, he could carry out at once his own peculiar views as to changes in the alignment and gradients of the road ; and also in the plans of Foundations, Masonry, Bridging, Ballasting, Depot-buildings, Machine-shops, Rolling-stock, &c., &c., and thus safely assume the credit, (as inferred from his letter to the *Canadian Illustrated News* of May 15, 1876) of having made "*certain sweeping changes for the better on the works, since they came under Government control.*"