

undergone any change since the date of my early Reports upon the North Shore Railway, in which reference was made to the importance of this connection as a feeder to the North Shore Railway, of which I was then the Consulting and Acting Chief Engineer.

You also ask my opinion as to the amount of subsidy per mile, that would be regarded as sufficient to ensure the completion of the Road, at a total cost including equipments, of \$20,000 per mile.

Referring to the first portion of your letter, I beg to say in reply, that the Reports to which you allude, were written in 1872 and 1873; since which time my convictions respecting the great importance of a direct line of Railway between Ottawa and Toronto, have gained strength from year to year, as I have had time and opportunity to study and become more familiar with the great natural and industrial resources of Canada, and with the laws which must inevitably govern, not only the internal commerce and traffic of the country, but also the relations which must always exist between these and similar elements in the Western and Eastern United States of America.

The Reports referred to were written for the purpose of attracting the attention of the Provincial Government and people of Quebec, as well as of foreign capitalists, to the great importance of the North Shore Railway; but the arguments used will apply with equal and perhaps greater force to the other portions of the great North Trunk Line which I then had in my mind, and of which the *direct line*, from Ottawa to Toronto, forms a most important part.

My efforts in that direction have proved so far successful, that, after the Railway Company with which I was connected had found itself unable to prosecute the work, by reason of the bad faith and inefficiency of its contractors, and the unrelenting opposition of the Grand Trunk Railway Company, the Provincial Government was induced to assume the control and responsibility of completing the entire railway from Quebec to Montreal and Ottawa; and the work of construction is now so far advanced that its completion, within the next one or two years, may be regarded as a certainty.

The knowledge of this important fact, together with the no less important fact, that the extension of the line from Ottawa Westward,