

than 8 to 10 ft. in breadth or thickness at its upper or narrowest part.

Alluding to his plan of sub-structure for the piers of the several bridges, General Seymour says that "the failure to drive one single pile to the required depth or to place one single bolt in the right position might endanger the safety of the entire structure." Such an admission as this, I think should not be made, as it does not argue well for the solidity of the proposed mode of setting the foundations of these bridges.

The question of the length of bridge super-structure, as compared with the breadth of stream, I do not consider of paramount importance, as there are always more than one way of doing a thing, and doing it well, and as to the length of trestle work the Engineer himself states that "The entire question of trestle work is still in abeyance."

I believe, Mr. Mayor and Gentlemen, I have now put this matter of the North Shore Rail Road impartially and independently before the public and that it will have the effect of nullifying such monstrous assertions as those contained in "Le Courrier du Canada" of Tuesday where it is brazenly asserted "Les travaux sont mal faits,.....les ponts et leurs tabliers, tout défectueux" which would lead one to believe that the bridges are actually built and defectively constructed, and no doubt have the good effect of floating our bonds in Europe or elsewhere.

Will there never be an end to this jealousy which actuates us the one towards the other. Can no man in Quebec take hold of an enterprise either as Contractor, Engineer or otherwise without some one trying to strangle him immediately or to step in to his shoes.