

scarcely be possible to select a duty more distasteful for me to perform, or one for which, with my antecedents in the matter of these claims, I appear less fitted to act.

The difficulties now to be investigated and settled are due mainly to the adoption of a policy entirely at variance with the views I held, and the recommendations made by me when Chief Engineer of the Intercolonial Railway some years ago. They have arisen through the disregard of the earnest and repeated warnings which I gave in letters, official and unofficial, addressed to the Head of the Government during the early stages of construction. I respectfully submit, therefore, that I am not the person to make the investigation. Whatever decision I might give, or whatever report I might make, the party to whom it would be adverse would be in the position to challenge it as the result of prejudice or feeling, and to insist that it was adopted to fit in with opinions previously expressed.

The service proposed to be assigned is so full of complications that I can foresee it will be one utterly impossible for me to perform with any hope of giving satisfaction in any quarter; however just my decision, I will be exposed to the charge in Parliament, and in the press, that it has been my aim and object to sustain my previously expressed theories and opinions.

The Government likewise cannot fail to recognize that in a matter of such importance, involving the settlement of claims amounting to several millions of dollars, all ground for hostile criticism should be avoided.

My sense of duty has always led me to serve the Government as best I could in every position in which I have been placed. In this instance, I feel it a duty to point out that no good result can be attained from deputing me to attempt the settlement of the Intercolonial Railway claims, and that it does not appear to me expedient that I should enter upon the investigation.

In declining this duty, I am aware that I will be terminating my connection with the great railway works of the Dominion, to which I have given the best seventeen years of my life in the responsible position of Chief Engineer.

It will especially be painful for me to separate myself from the Pacific Railway in its present condition, but the terms of the Order in Council leave me no alternative.

Accordingly for the reasons set forth I have respectfully to ask the Government to allow me to decline the new position assigned to me.

I have the honor to be, Sir, your obedient servant,
SANDFORD FLEMING.

The Honorable Sir CHARLES TUPPER, K.C.M.G.,
Minister of Railways and Canals, Ottawa.

LETTER from the Honorable the Minister of Railways and Canals acknowledging the receipt of letter from Mr. Sandford Fleming declining to accept the position of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway.

OFFICE OF THE MINISTER OF RAILWAYS AND CANALS, CANADA,
OTTAWA, 10th June, 1880.

MY DEAR SIR,—I have to acknowledge the receipt of your letter of the 7th inst. declining, for reasons therein stated, to accept the office of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway which will be duly communicated to my colleagues. Entertaining as I do the highest estimate of your ability and integrity, I cannot but express my great regret that you have not felt it consistent with your duty to accept the position to which you had been appointed.

Wishing you every success and happiness in the future.

I remain yours faithfully.

CHARLES TUPPER.

SANDFORD FLEMING, Esq., C.E., C.M.G.