

to, and Mr. Keefer accordingly undertook this congenial but—as it proved, owing to the small-mindedness of the governments on either side—unremunerative work. He remained engaged in collaboration with Mr. Andrews until February, 1851. Soon after returning to Canada he withdrew from the service, never to re-enter it except for the performance of some special or temporary work. Being again solicited by Mr. Andrews, who had meantime been appointed by the United States Government to prepare a fuller report on the subject of reciprocity, to assist him, Mr. Keefer went to New York, where, for some months he was engaged in the work. The second report was duly prepared. One of the remarkable features of it, as it must appear to people of this day, is a map prepared by Mr. Keefer, showing the advantages of the Sault Ste Marie line for through traffic from the west to the Atlantic seaboard. Following this, Mr. Keefer entered upon a career of general practice as an engineer, while at the same time keeping perfectly *au fait* in the economic and political significance of all public works and public movements. He continued to publish his views from time to time, being one of the most voluminous as well as one of the most influential contributors that the press of Canada has ever known. It would be impossible within less space than would be afforded by a book devoted to the subject, to give with any detail one tithe of the works which Mr. Keefer's marvellous ability and his no less marvellous energy enabled him to perform. Some, and only the most important, may be briefly sketched. Immediately upon leaving the service of the government he entered that of the companies holding charters, which together authorized the construction of the railway from Montreal to Toronto, and for the bridging of the St. Lawrence at Montreal. These companies were subsequently merged into the Grand Trunk Railway Company, after an agitation in which Mr. Keefer took a leading part. In a speech at Kingston, in April, 1851, Mr. Keefer declared that the road they were about to build would ultimately reach the Pacific coast, another evidence that the engineer was also a statesman. While on the Grand Trunk work he made the surveys between Montreal and Toronto. At the same time he made a most important report upon the feasibility of bridging the St. Lawrence for railway purposes at Point St. Charles. An eminent American engineer had declared the project impracticable. Mr. Keefer, however, took the contrary view. His experience on the Ottawa River works had given him an intimate knowledge of the action and effects of ice in great rivers, and it was the danger from this source that was most to be feared. His survey of the St. Lawrence rapids had also given him information of the greatest value. The eminent

engineer, Robert Stephenson, whose name is most prominently associated with this great work, was not called in until after the contractors had undertaken the work on the survey and report made by Mr. Keefer. The principles laid down by Mr. Keefer were in the main adopted by Mr. Stephenson, and the location fixed by the Canadian engineer was not changed materially by the illustrious Englishman. And he said, in justice to his memory, Robert Stephenson never forgot to give credit to Mr. Keefer for the work he had done in connection with this mighty engineering work. Later he constructed water-works for Montreal, Hamilton, Ottawa and other cities. He was the engineer of the Montreal Harbor Commission for some years, and was the first to propose the dredging of the channel to a depth of more than sixteen and a-half feet. In the controversy which arose on the question of railway gauges, Mr. Keefer recognized the necessity of Canada conforming to the American method, and therefore advocated the standard gauge. In this connection it may be mentioned that the change of the narrow-gauge roads to standard some years later, was in accordance with, and largely because of, his advice. In 1869 he took up the advocacy of the Canadian Pacific Railway, being one of the first to declare that the logical sequence of a political union of the provinces was a bond of communication from coast to coast. Of that great idea he was always one of the most ardent advocates, until the accomplishment of the work. In 1878, Mr. Keefer was appointed by the Mackenzie administration Commissioner to the Paris Universal Exposition. He was the only paid Commissioner, and though he was given a board of eminent men as his advisers, the responsibility for the success of the Canadian display rested mainly upon his shoulders. The success of Canada in Paris is a matter of history. Mr. Keefer's excellent work was recognized by the French Government, which created him an officer of the Legion of Honour, and by Her Majesty, who made him Companion of the Order of St. Michael and St. George. When, in 1886, the Government of the Dominion decided to investigate the subject of the disastrous floods at Montreal, occasioned by the "jam" of ice in the channel, Mr. Keefer was appointed chairman of the commission. The report presented was a most complete one, and the information therein given was of the greatest service to those whose business it was to prevent a recurrence of the floods. Another very important service Mr. Keefer was called upon to perform was to act as one of the arbitrators in the great case between the Dominion Government and the Canadian Pacific Railway Company, arising out of the faulty construction of the Onderdonk sections of the road. Mr. Keefer is