

tion of the "*Bull in the China Shop*." He had succeeded remarkably well in smashing things up generally ; but he found it quite a different thing to restore them to proper harmony and working order.

The first joint effort of these gentlemen, under date of March, 9, 1875, not proving successful, a special meeting of the Railway Committee was held on the 12th, at which the Government and City Engineers, together with the Chief Engineer and the Contractor of the Road, were present by invitation.

The following extracts from the proceedings of this meeting, are taken from my "*Historical Review of the Government Standard*," dated April 5, 1875 : —

" With reference to the Jacques Cartier Pier already built, Mr. Light said that it must come down ; that it was much too small ; that the cement was worthless ; that there could not be more than 150 or 200 cubic yards in the pier ; and that it could be taken down and properly rebuilt for \$3.00 per cubic yard."

" With reference to the Portneuf Piers, now partly constructed, (to a height of 8 feet ; and 10 feet 5 inches in thickness at top), upon being asked by the Chief Engineer if these must also come down, Mr. Light said that they could remain, and be carried up from their present height with a batter that would bring them out 7 feet at the top."

" Upon being asked by the Chief Engineer, whether the requirements respecting the Jacques Cartier Pier "that there should be no coping, or that it should not be allowed to project," would apply to all the piers upon the road, Mr. Light replied, that it would most certainly apply to all piers, for the reason that the weight of the bridge