

from the duties and responsibilities connected with the office of Engineer-in-Chief of the Pacific Railway, and be re-appointed Chief Engineer of the Intercolonial Railway, to investigate the unsettled claims which have arisen in connection with that undertaking upon which no judicial decision has been given, and report on each case to the Department of Railways and Canals;

The Minister considers it important that he should continue to have the benefit of Mr. Fleming's professional skill and judgment in important matters connected with the construction of the Pacific Railway; he therefore recommends that that gentleman be retained as Consulting Engineer for that work, for the purpose of affording advice and assistance in that capacity to the Minister and officers of the Department.

The Minister further recommends that Mr. Fleming be paid a salary of six thousand dollars per annum, while discharging the combined duties of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway.

The Committee submit the above recommendations for Your Excellency's approval.

Certified. J. O. COTÉ, C.P.C.

*LETTER to the Honorable the Minister of Railways and Canals from Mr. Sandford Fleming submitting reasons for declining the new position assigned to him.*

OTTAWA, 7th June, 1880.

SIR,—The Order in Council of the 22nd May, has been communicated to me by the Secretary in a letter dated the 3rd instant.

By it I am relieved of the active duties and responsibilities of Engineer-in-Chief of the Pacific Railway, and appointed Consulting Engineer. I am named Chief Engineer of the Intercolonial Railway to investigate the unsettled claims that have arisen during construction.

In the nine years I have acted as Engineer-in-Chief of the Pacific Railway, I have given my best efforts to carry out the instructions and wishes of the Government; my labors have frequently been harassing, but I have exerted myself to the utmost of my power to advance the work, and I have done all I could to promote the general interests of the Dominion in connection therewith.

At this stage in the progress of the undertaking I may recount what has been accomplished. The question of practicability with the difficult problem of route has been successfully solved. The most exacting labor imposed upon the Chief Engineer has been performed. Generally speaking, the whole design of the Railway and its multitudinous works have been considered; difficulties overcome; details arranged; plans prepared; specifications made; contracts framed; modes of procedure established; operations for carrying on the work systematized, and instructions to the various executive officers issued and put in force. So much having been designed and organized, the duty remaining consists chiefly in general supervision and carrying out what has been arranged and determined. I can, therefore, relinquish the position I have so long held with a feeling of confidence for the future, and although difficulties which no foresight can guard against may present themselves, I am justified in saying that every contingency that may be anticipated has been considered, and, as far as practicable, provided for.

Having from its inception been so actively engaged in connection with the undertaking, and in forming and maturing the organization for carrying it to completion, I shall never cease to take a deep interest in the great work, and I will always be willing and ready to give my advice and render all the service in my power towards the establishment of the railway system to the Pacific.

But my nomination to investigate the unsettled claims which have arisen in the construction of the Intercolonial Railway places me in a position as embarrassing as it is unwelcome. The service is not strictly of an engineering character, and it could