

1455. What was the next effort you made?—The next was at Cape Breton, Nova Scotia. I went down there in the month of August, and after scouring the country for about three weeks procured about 120 men.

1456. How long did they stand on the work?—A great many remained on the work from about 5 to 8 months. I may say some of these 120 men,—probably the half of them,—had friends upon Section 10, and as soon as they had themselves conveyed to Section 16, they deserted to their friends. The others remained with me.

1457. What was the reason that so few would remain on Section 16?—The reason was the unpleasant character of the work, and the secluded and isolated country in which they found themselves placed. The men were regularly paid, and I state this distinctly, in answer to the outrageous allegations of Mr. Fitzgerald, not a month went by but their accounts were regularly squared up to failure of my partners in 1872. I state again distinctly that the men were regularly and faithfully paid, and there could be no reason on that score why any of the men should not have remained upon the work.

1458. In connection with the changes made, or recommended to be made, by Mr. Buck, can you state what you gave in compensation for that?—I substituted drainage by ditching, and by diversions, at a very largely increased cost.

1459. What is your opinion of the result of the substitution of the drainage system for culverts, in relation to the character of the work?—My opinion is that the work is of a much better character than it would have been if the culverts had been adopted as first arranged on the contract. The various crossings on these culverts would have been a perpetual source of expense to the country, because every practical man knows that masonry must be attended to on its becoming out of repair.

1460. Will you explain about the reduction of the grades?—The reduction of the grades was made by Mr. Fleming's own commands, at my solicitation, after showing him the plan of drainage which I had proposed, and which had large effect on Mr. Fleming's mind in reducing the grades; because by the substitution of these ditches it actually gave the road-bed higher elevation than it would have had if ditches had not been made.

1461. Where did you discuss these matters with Mr. Fleming?—On the way from Bathurst to Newcastle, and at Newcastle, in the Departmental office there.

1462. Had you the plans and profiles before you?—Yes.

1463. And Mr. Fleming was impressed with the desirability of making these changes in the interests of the work?—Yes.

1464. Was it to promote your efforts that he did this?—I have no doubt Mr. Fleming considered that point. It was a principle with the Engineer and Commissioners that where it was possible to assist the contractor in doing the work, it was better to do so than re-letting his contract.

1465. If these changes had not been made, do you think you would have to abandon the contract?—I think I would.

1466. Could you have finished the contract if these changes had not been made?—No.

1467. How much money have you and your partners dropped into that contract, besides what you got from the Government?—We have lost about \$55,000 besides what we have got from Government.

1468. Would it not have been much better had you taken the advice some friends had given you to throw up the contract?—From the result it would.

1469. Coming now to the period when Mr. Fitzgerald commenced to take charge of that work, when was that?—I think in December, 1870.

1470. Who was in charge of it before him?—Mr. Lynch.

1471. Had you any difficulty with Mr. Lynch?—None whatever.

1472. Had you any with Mr. Buck, Mr. Light or Mr. Garden?—I had not. Sometimes I might have differed slightly with Mr. Garden.

1473. Will you state now in what manner Mr. Fitzgerald treated you as Divisional Engineer on that work while there?—I cannot say I had anything particular at first to find fault with Mr. Fitzgerald; he was so rare a visitor.