

concerned, from the commencement of explorations in 1863, to the completion of the Intercolonial Railway in 1876. I naturally felt the responsibility of the position in which I was placed, and from first to last it was my constant endeavour to leave nothing undone which it was possible for me to do, to have the Railway constructed as a great national highway in every sense worthy of the purpose of its establishment.

When surveys were completed and the plans and specifications prepared for actual construction, the Federal Government appointed a Board of four Commissioners with whom it became my duty to act.

In those days it was customary in building Railways to make the bridges of wood, I had designed them to be of iron and stone in order to secure permanency. The Commissioners differed from me on this point. They determined to have them made of wood, and notwithstanding my emphatic and repeated protests, they entered into contracts for wooden bridges over the whole line. The rest of the story may be gathered from the annexed printed documents and other documents mentioned on page 7.

In brief, I may state that after many appeals against the policy of degrading the character of the national Railway by the employment of perishable materials, and the erection of perishable works, more especially when permanency could be secured at little or no greater cost. I succeeded, at length, through Mr. Higginson as an intermedium, to demonstrate to the Government that the Commissioners were entirely in error. The struggle which lasted from January 1869 until May 1871 ended by the abandonment of what I regarded as