

tors of my own selection, and in whom I have the most entire confidence, is taken from me, I hold that I cannot justly be held responsible for the success of the plan. The failure to drive one single pile to the required depth, or to place one single bolt in the right position, might endanger the safety of the entire structure, which, although, it might stand until after the Railway Company had accepted the road from the Contractor, would be liable to be undermined, and destroyed during the very next freshet that might occur."

It is quite evident to my mind, however, that the Government Engineer, judging from his remark that "should the surrounding crib settle the pier would be destroyed," does not understand, either the theory of the plan, or its practical adaptation.

I take the liberty of quoting the following extract from a Report recently made to the City Council of Quebec, by Mr. Charles Baillargé, City Engineer, as showing his opinion of these foundations :

"Persons unacquainted with Bridge building on a mud bottom, may not have confidence in this system of founding piers of stone masonry on what they may consider such a perishable material as wood; but it is well known that wood, which is altogether and at all times completely under water, is imperishable, logs having been recovered from under water in Europe, which were known to be more than 800 years old, in a perfect state of preservation. Again, as to solidity and stability, I may say that hundreds of the most important and heaviest works in Europe and the United States of America are founded, in some cases, on wooden piles, driven into the bed of Rivers, Estuaries, &c., &c., as is now being done at Batiscan and Ste. Annes."

The following extract, from my letter to the President of June 5th, 1873, before referred to, will show the opinion of "Sir Charles Fox and Sons" upon the same subject :