

As to the charges brought against the company of "breaking down fences, misplacing public roads, obstructing watercourses, setting fire to the woods, and committing all kinds of encroachments," the company was never guilty of any of these acts. The contractors, who are responsible for the work done, might have in certain cases occasioned some discontent. But every time that the matter was brought to the knowledge of the company, the latter hastened to find a remedy, so far as it was able to do so. The contractors and sub-contractors often declared to the company, that these complaints had no foundation. I will remark again that these charges are the result of holding an *ex-parte* inquiry; and that the company was not permitted to point out a number of errors and exaggerations which it would have been easy to show to the commissioner during the inquest. One action alone has been brought against the company by Mr Théophile Landry, of Carleton, claiming a half acre of land, which was necessary for a station, and which this very person had offered free of cost to the company on condition that the station should be placed upon it. This action was instituted by Messers. Montambault and Langelier, advocates, immediately after the return of Mr. Langelier, commissioner, in Dec. 1889, and the plaintiff has not thought proper to push the case.

IN CHAPTER EIGHT

Mr. Langelier treats of the Maria Station matter. I will merely refer to the voluminous record deposited in the Departement of Public Works, in order to justify the company in the choice made by it for the site of this station. It will be found in this record that Mr. Light, inspecting engineer of the local Government, Mr. Ridout, inspecting engineer of the federal government, M. LeDuc the contractor's engiener, M. J. C. Bailey, an engineer of reputation, Mr. C. N. Armstrong, contractor in chief, and Mr. MacFarlane, the sub-contractor of the company, all agree as to the choice of the present site. Besides the population of the municipality was divided on this question. The municipal council passed a resolution in favor of a station near the church, carried only by the casting vote of the Mayor, who lives near the church. The other concillors were divided three against three.

The commissioner omits to state that the company has built two stations in this municipality, which is of great extent: and that in order to do this it was necessary to arrange for convenient distances between these two stations and the neighboring stations.

It would be absurd to allege that the company did not render an important service to Maria by building two stations instead of one within the limits of this municipality. As to connection with sea navigation, it would be equally illogical to pretend that the population of Maria would possess all desirable facilities by going to the wharf at Carleton, which is ten miles distant from the church of Maria. It is necessary to build a wharf, as well as stations, at the most convenient places in that locality.

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