

against the removal of the plant from my charge; that my friends had sustained the attack upon me, and that on my part I ought to show a conciliatory and proper spirit. My transfer to the Railway Department could not long be delayed, and hence I was justified in regarding the proceedings as the first step towards it. And that, moreover, I had to consider the position of the Minister of Railways and Canals, who should not be forced to leave behind him an unpleasant heritage of my bequeathal. Accordingly I withdrew the letter.

The complications which arose when the asked for removal of the late Mr. Letellier from the position of Lieutenant-Governor of the Province of Quebec was discussed in Parliament, led to delay in the division of the Departments. Many of the Ministers went to England—Sir H. Langevin—on a special mission, and did not return until the end of the fall. The work of the season therefore remained under Sir Charles Tupper, and I continued at my old duties, nothing extraordinary taking place.

The dredge plant was transferred, and I am impelled to say something on this point. In the season of 1878, we had trouble with the dredge tug. The boiler leaked. The work had been impeded on some occasions, and there had been no little unpleasantness, which had only been removed by determination and care. The daily expense of a dredge, crew and maintenance, is some thirty dollars. Stoppage of work is the loss of so much a day, with the disadvantage, annoyance and discredit of delay on a job in the working season. The upper works of the tug were also in bad condition. The difficulty had been such, that I went to the ground myself to examine into it, and to superintend putting on patches to the boiler. The tug was finally put in working order for the rest of the season, and I gave instructions for the pressure of steam to be kept down, so that risk would be avoided and the work go on satisfactorily. By care and precaution, no further difficulty arose, and we got through the year without further hitch. It was evident, however, that no risk of a break-down should be run in the coming year, and I took measures accordingly to place the plant in an effective state. At the close of the season the tug was taken to Sarnia, and placed beside the "Trudeau," the tug used on the Neebish work. The engine was partially taken out and secured, and I obtained estimates of restoring the hull and putting in a new boiler. Had the work been left to me to carry out, it could have been executed for about \$2,500. In my official report I mentioned a sum not exceeding \$3,000, for the power of controlling it was passing from my hands, and I amended my figures to admit of a margin, and to prevent any remark against me on under estimate.

This expenditure of \$2,500 would have made the tug in every way equal to a tug worth \$6,500.