

accepted by the Bank of Montreal, which will remain for ever memorable in the politico-financial annals of Canada.

On the 1st February, Messrs Trudeau, Schreiber and Braun, who were appointed to examine the tenders, did so with the following results :

McDonald and Charlebois.....	\$2,277,000
A. Onderdonk, Yale, C. B.....	2,486,255
Ryan and Purcell, Ottawa.....	2,970,000
J. Murray and Co, Ste Catherine.....	2,864,212
D. O'Brien and Co, Montreal.....	2,999,735
James Codwin, Ottawa.....	3,062,000
W. Davis, Ottawa.....	3,169,800
The Railway Importation Co, New-York.....	3,190,000
F. J. Beemer, Montréal.....	2,195,000
E. J. Charlton and Co, Quebec.....	3,349,000
Wm Ede and Co, San Francisco.....	3,989,000
Manning and McDonald, Toronto....	3,389,000
J. B. Montgomery, Portland, Oregon.	3,488,000
John Hebert and Co. Toronto.....	3,531,000

And right here the trouble begins.

The first document in this case consists of a report which Mr. Schreiber, Chief Engineer of the Government, addressed on the 6th February, to Mr. Braun, notifying him of the reception of fourteen tenders in all for the section from Emory Bar to Port Moody. Mr. Schreiber adds that the tender of Messrs. Charlebois and McDonald, of Montreal, must be rejected, on account of the worthlessness of the cheque attached thereto, a cheque stamped with the stamp of the Bank of Montreal, bearing date 24th January and purporting to be good for two days only, and that consequently the tender of Mr. A. Onderdonk, to the amount of \$2,486,255 became the lowest. The report concluded with the reception of the latter, after mentioning the ability and the means of the said contractor, whose figures were found to be almost identical with those of the learned engineer himself.

A copy of the cheque of Charlebois and McDonald was as follows :—