

which sum is \$100,000 less than the original estimate made and submitted to the Government in 1864 by the undersigned.

The end of May, 1867, has arrived, and it only now remains to be proved how far the writer has carried out what he promised and undertook. Were "the works not sufficiently advanced to allow the line to be partially opened for traffic" for some months to come, the unfavorable weather during almost the whole of last season would have been a sufficient excuse, as all reasonable men will allow. The summer of 1866 was unparalleled in this Province for rain, as every farmer knows to his cost. This is most important consideration; the condition of the weather is beyond human control, and the writer, from the first, fully understood how very much depended on it. In his report, dated October 30th, 1865, he alluded to it, and submitted that "moderate good fortune with respect to weather" would be needed to enable him to accomplish the object desired.

This matter is merely alluded to by way of apology for the very rough and unfinished appearance which much of the work as yet presents. It was necessary, owing to the excessive wetness of the past summer, to execute a great deal of the work during the winter, when of course it was done at a great disadvantage, and it has not yet recovered from the effects of the frost. Very much still remains to be done in the way of finishing up, but notwithstanding the retarding influence of the weather, the essential and substantial portions of the Railway are complete.

Having made these introductory remarks with regard to the time of opening for public use, the writer desires to submit some testimony respecting the Engineering character of the work so far accomplished. In doing so he has to express his great regret that the Government has not caused a minute examination to be made by one or more Engineers of the highest standing, from a distance,