

at any time to the Finance Committee, and every Director of the Company, for full examination of the reports, statements and details from Mr. S. Keefer, Mr. Walter Shanly, and their sub-engineers, upon which his monthly estimates, and certificates were based, and was not this perfectly satisfactory to the Board?—*Ans.* As before stated I have no recollection of the circumstance.

*Ques.* 455. Are you or are you not aware that the Government Engineers, who from time to time inspected the Railway, went very carefully and fully into Mr. A. M. Ross' and his assistants statements and details, and checked the same, and has not this been especially the case since the autumn of 1854?—*Ans.* I am not aware.

*Ques.* 456. Was not the Hon. Mr. Cayley very careful in releasing the Government aid to the Company from time to time, without such inspection and examination, and did it not more than once nearly cause financial embarrassment to the Company in consequence of the delay?—*Ans.* The Hon. Mr. Cayley, I know from conversations I have had with that gentleman on the subject, was particularly careful in granting to the Company the releases demanded at different periods, and sought for information from the Chief Engineer in respect to the amount of work done upon the Road, and the delays occasioned by these enquiries, did cause considerable embarrassment to the Company in its financial operations.

*Ques.* 457. You know nothing of Mr. A. M. Ross' appointment except from hearsay, save as shewn in the amalgamated Board's minute, in July 1853, do you?—*Ans.* Except from the minute book of the Grand Trunk Board prior to the amalgamation, which I have looked into; and public report at the time, only I know that Mr. A. M. Ross was the Chief Engineer of the Company, prior to July, 1853, he was confirmed in the office at the first meeting I attended as a Director of the Company, the first meeting at Quebec subsequent to the amalgamation.

*Ques.* 458. Are you aware that he was ever in the employment of Messrs. Jackson and Company before he came to Canada in 1852?—*Ans.* I do not know whether or not Mr. A. M. Ross had been in the employ of Messrs. Jackson and Company before he came to Canada.

*Ques.* 459. Do you or do you not consider him an Engineer of great experience and ability?—*Ans.* I have always heard Mr. A. M. Ross spoken of as an Engineer of great ability, and I have no doubt of it.

*Ques.* 460. Are you not aware that he was selected by Robert Stephenson, Esquire, M.P., as his assistant in the construction of the Britannia Bridge, and the Chester and Holyhead Railway?—*Ans.* I have no personal knowledge of that circumstance, though I have no doubt such was the case, having been so informed when I visited that work.

*Ques.* 461. Are you not aware that it was at the express recommendation of Mr. Stephenson that Mr. Ross became associated with him as Engineer of the Victoria Bridge?—*Ans.* No, but I have understood that Mr. A. M. Ross was associated with, or acted under, Mr. Stephenson as Engineer of the Victoria Bridge.

*Ques.* 462. Mr. S. Keefer and Mr. Walter Shanly are the assistants of Mr. Ross, are they not?—*Ans.* Mr. Samuel Keefer was appointed by the Board of the Grand Trunk, in July 1853, assistant Engineer to the Company, of course he