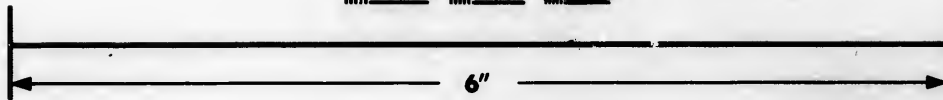
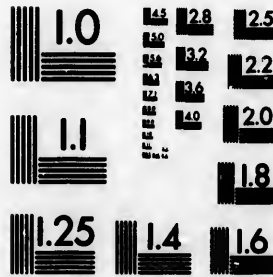


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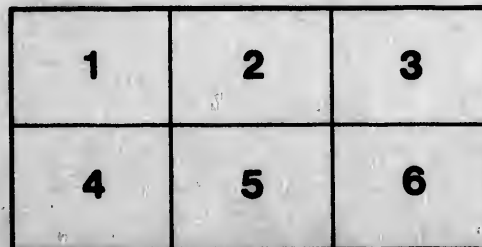
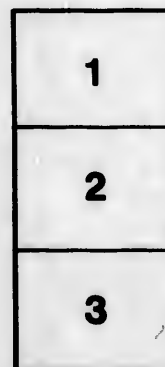
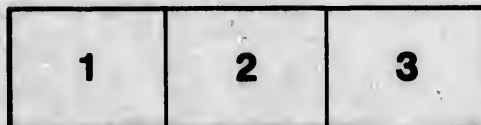
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1.

STATEMENT

OF

WILLIAM SCOTT,

LATE WESTERN DIVISION ENGINEER

OF THE

GREAT WESTERN RAILWAY,

TO THE

Shareholders and the Public of North America,

RELATIVE TO

THE MODE OF HIS SERVICES BEING DISPENSED WITH

BY THE BOARD OF THAT COMPANY.

DETROIT:

PRINTED BY GEO. E. POMEROY & CO., TRIBUNE OFFICE.

1854.

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TO
THE SHARE HOLDERS
OF THE
GREAT WESTERN RAILWAY
AND NORTH AMERICAN PUBLIC.

WINDSOR, 10TH AUGUST, 1854.

Gentlemen:

41-2-34/4
The Directors of the Great Western Railway having closed my connection as Western Division Engineer with that road, by dispensing with my services for making a purchase of property, with respect to which my offer would have saved them \$10,000; and, as they thought fit to take this proceeding without as much as hearing me on the matter, although I was present all day in Hamilton on the 18th July; and having since applied for a hearing, which they refused under the plea that there was not a quorum, (although a trio apparently sealed my fate,) I have come to the conclusion of laying the whole matter before the public of North America, and the shareholders of this Continent, that my friends may see that whoever is to blame in this matter I am not. I do this the more so, as I hope yet to have my name, as an Engineer, identified with the improvements of my adopted country, irrespective of, and independent of the Great Western Railway.

The circumstances were simply these:—

There were certain gravel hills, situated near the line of the Great Western Railway, at Mosa, which it was absolutely necessary to obtain for the

safety of the road. I had often urged on the Managing Director the necessity of having those purchased at once for the benefit of the company, and as they were situated some little distance from the road, I explained and shewed, by diagrams, how this was to be done, by purchasing the intervening ground for a right of way, and, on the 7th of June, 1854, submitted the following to C. J. Brydges, which I can show:—

Extract (a).

“About purchasing the Ballasting Farm at Eckfrid, and the mode to be adopted,” for which service, at the time I submitted a diagram and probable expense, Mr. Brydges promised to send me money, and wrote “yes,” with his own hand opposite my proposal.

Extract (b).

On the 17th June, I wrote, “Please to recollect your promise, and send money to pay off April and May bills, as well as some money to carry on fencing, and to purchase ballast pits.”

Extract (c).

On the 19th June, I wrote, “To furnish the full quota of ballast necessary to make the road safe before the fall, it will be necessary to open two or three more pits, one at *Mosa*, (*a diagram of which is sent*), one at Thamesville Bridge, and one below the Plains.

I received no answer to any of these communications, no *money*, or *instructions*; and on the 29th June, I learned that the Vice-president, Secretary and Managing Director had gone to Quebec to spend some time there; the last named having entirely neglected the foregoing important duty.

I also learned that several speculating parties (one from Hamilton, and God knows how he knew our immediate want there, as I only communicated the matter to the Managing Director) were about buying these hills to speculate on them.

I went and raised the money, on my own account, and secured the whole by purchasing the property, apparently as a farming speculation, because I was well aware if I went to purchase the gravel and the right of way, my object would be known, and a great deal more money would not have purchased them. This was done on the 1st and 2nd July, and on the 3rd, I wrote to apprize them of it, (see Letter, No. 1, appended); on the 13th, I had an interview with Mr. Brydges, when the matter was talked over. He said I did perfectly right in buying it; but I should

have offered it unreservedly to the company; in fact, he said, that he, Mr. Longsdon, and Mr. Harris had been talking over the matter, and that they would not hear of any terms but that I must give up land and all, without my knowing what they were going to do, although I was answerable for the money. I was at first staggered by the proposal, and resolved to have time for thought and consideration. I returned home; the matter seemed so preposterous that I consulted my solicitor, whose opinion (see Letter, No. 2, appended) and my answer to this demand is contained in Letter No. 3.

One reason, among many others, of coming to this conclusion, was the want of faith usually displayed by this man to me. As an instance, the day (3rd June) after the fatal accident near London, caused from want of fencing, I saw Mr. Brydges at the London Station. He ordered me to break the Fence Contracts, and, at any cost, complete the fencing, *even if it should cost a year's revenue!!!* I told him only £1000 was required to begin with, and he promised I should have it next day. On the 7th, I went to Hamilton to get this money, and he then put it off for another day: *I have his written promise* that I should have it next day, but, strange to say, to this day I have not received a penny of it, although I sent a merchant to Lake Huron and other places for Lumber, on this promise.

Another reason was that I was a husband and father of a family, and until a reasonable settlement was shown to be intended, I could not risk their future well being, in a time when disease and death was rife through the land, when no person knew what a day might bring forth, to the tender mercies of a company who are notorious for neglect, and delay, (if nothing worse), of their creditors, many of whom have served them in their time of need, simply because my name was their guarantee.

I was in the offices at Hamilton all day on the 18th, while the Board were sitting which found fault with my conduct and dispensed with my services, and yet, strange to say, I was never called to make any explanation! Why? Simply because, in two words, I could have proved the Managing Director (see Extracts, *a*, *b*, and *c*.) to have neglected a most important duty, and to save himself, or perhaps worse, had got the Board to pronounce on me without *being heard*; and what shews the further duplicity of the man when the Board was over, is, I asked him if he had anything to communicate? his reply was, I will communicate by letter. This was for fear I should see any of the members of the Board, and let them know the truth of the matter, if their proceedings were known; this letter (see No. 4.) is a gross outrage on the feelings of

any professional man, and if sanctioned by the Board must be a credit to them: mark the coolness with which he orders me to give up the title deeds of my own property.

The foregoing was the pretence for my dismissal only. It has come to my knowledge within the last day or two, that Mr. B. had resolved to get rid of me on the first opportunity; and as my conduct at all times was well known to both the Directors, and the Public, to be solely actuated for the good and economical working of the Road, there must be some apparent handle to take hold of. Will any person tell me where is the slightest shadow of pretence in this matter? Is it not apparent to every person that if I had the slightest desire to speculate, I could have purchased this land secretly, long before I warned the Company of its existence, by an agent, and charged any price I chose? I was too honest and straight-forward about the matter; but the real cause lay in several matters which I will only slightly remark:

1. When the navigation closed, and the Erie troubles were at their height, to accommodate the public I carried them as far as I could with my construction trains; (having the advice of J. W. Brooks) this produced his indignation against me, and for two days their carriage was stopped. When he came to Detroit he put an apology in the papers, and continued it, (this is all known to my Detroit friends) but I was marked! See *Extract from the "Detroit Tribune," in the Appendix.*

2. My continued desire and pertinacity to keep American Engine Drivers on the line, until their Brethren from England could have time to know the nature of their fuel, engines and climate.

3. My opposition to making a mechanic, master-builder, and a clerk, chief engineer.

4. My opposition to his taking hand-cars off the line, as the cost of repairs would have been increased two-thirds, (all now replaced.)

5. I could enumerate many more, but the last and greatest offence I committed against his manager-ship, was because I dared to ask to be brought before the Board, who were going to adjudicate on a contractor's claim, although said contractor had written to one of my assistants, privately, to come up, as his evidence would be required. I, who know all the matter and wanted to protect the Company's interest, being its principal officer present, when I wrote about it, received an impertinent reply. (See letters 9, 10 and 11). I then sent the whole correspondence to the President.

I have now said enough to show that in this transaction I acted the part of a straight-forward, honest man, with pure intentions; and I think

no man can say that my compensation was large, when I only asked for my trouble, to have 250 acres of wild land, with the only improvement cut away, I paying \$3,50 per acre for it, which the Company could not hold by their charter.

To hinder any misconception, and give the Board a chance of reversing their unjust decision, no doubt pronounced in ignorance of facts, I sent letter No. 5, and again appealed to the Board for a hearing, that I might lay extracts *a. b. c.* before them, and to see that the other letters had really been before them. For this purpose I wrote No. 5, and received No. 6 in answer. I attended in Hamilton, for that purpose, on the 1st August, and although a Board sat all day, I was not allowed to appear. See notes Nos. 7 and 8. I therefore came to the resolution to lay my case before the Shareholders and Public, to let them see how Companies treat their most faithful servants, and endeavor to turn their purest acts to their ruin. I therefore hope that in this land of liberty, no Company, however powerful, will be allowed to crush an individual who has always served them too well, and for which I have the testimony of the Chief Engineer, whose letter, (with others) see appendix, which I received before I left England, I now lay before you; as also a copy of my instructions, to shew that it was not my duty to purchase land, although I proposed to do so if the money was sent.

Gentlemen,

Your most obedient servant,

WILLIAM SCOTT,

Late Division Engineer Great Western Railroad.

LETTERS .

[No. 1.]

WINDSOR, 3rd July, 1854.

DEAR SIR:

I have secured the Ballast hills and all the right of way to them in Mosa Township. The first, which contained about 60,000 cubic yards, extending over 6 or 7 acres, is within 2-5ths of a mile of the Railway, and the other hill, containing about 290,000 cubic yards, 1 mile from the Railway. This last is the best gravel I have seen for a long time, and varies in depth from 10 to 15 feet, covering nearly 15 acres of ground. The Plan shows the location with the right of way and proposed Track. I found that the excitement about Gravel in those Districts was beginning to rise high, as several Townships had voted money to improve their

roads, and as these were the only good hills in the County. I found that they would soon be taken up, or else raised to an enormous price, as several parties hearing of our digging, had made offers for the properties, with a view of making a speculation out of both the Company and the gravel roads. Had those hills been generally known, I believe \$20,000 would not purchase them, as the lowest tender for gravelling the Roads was as high as \$17 per cord, or equal to \$4.25 per cubic yard. Taking out the haul profits and labor, this would leave the gravel at the enormous price of 50 cents per cubic yard. I therefore went and purchased these properties at once, as I knew that a few days might be fatal, and was obliged to raise the ready cash at a large interest, and pay the money down on the spot, as the principal man was quite unwilling to leave the place at any price, and nothing but ready cash would induce him to give it up. I followed it up with the others, and in two days completed the whole purchase and right of way before any of the parties but one had time to communicate with each other. This one man had a few minutes conversation with a Railway man, and I believe that cost me \$500.

Lot A B cost me	-	-	-	-	-	-	£1250	5	0
Lot A C cost me	-	-	-	-	-	-	625	5	0
Right of Way through D E	-	-	-	-	-	-	75	0	0
Legal Expenses, probably	-	-	-	-	-	-	25	0	0
							<u>£1975</u>	<u>10</u>	<u>0</u>
Interest on Money 3 months	-	-	-	-	-	-	30	0	0
Total	-	-	-	-	-	-	£2005	10	0

I purchased this, and went under the responsibility, to save the Company from such imposition as they were subject to in St. Catharines for gravel, not with any desire to speculate, (although this being the only gravel within 21 miles I might safely do so). I will, therefore, give the Company the right of way, and the whole of the gravel they can use for 3 years from the 1st of July, for the same sum it has cost me, viz: £2005 10 0, provided they pay me before the 1st of September next, and have the right of way and Ballast hills properly fenced in, which I am bound to through D E. Thus the Company will have the right to all the Ballast, 350,000 yards if required, for 2½ cents per yard, and a right of way for 1 mile of ground for 3 years. I know many persons would call me a fool to myself and family, to throw away a chance of making money, but I value my good name above money, and I trust in the generosity of yourself and the Board to make me any recompense you may choose, for my foresight, promptness, and activity, in securing what is invaluable to the Company at a low price, for I fully believe if any agent for the Company went in their name to buy the gravel and right of way alone, the matter would not be complete for 3 months, at double the price. Some of the gravel will, I have no doubt, have to go as far as Windsor to top the sand, and it will certainly take 140,000 yards between Ekfrid and Thamesville, which must all come from here. Even should we succeed in purchasing ground at Thamesville, the Ballast there

is under a heavy topping of earth, and in low ground, and will not yield sufficient to go to Chatham; while from Chatham to Windsor is entirely depending on the sand from the Lake shore, which must be covered to protect the machinery. You may consider how timely my purchase was, when A B was sold last year for £325, and C was offered this spring, before it was known gravel was on it, for £275; but since the gravel roads and improvements were talked about, as well as gravel for the Great Western Railway, there is no knowing when it would have stopped, if I had not secured it at once. The man who sold me A B, said if he knew I was going to give the gravel to the Western Road it would certainly have cost me \$2,000 more, but I took good care to give a money deposit, and have a written agreement until the proper conveyance was made out.

Yours truly,

To C. J. BRIDGES, Esq.,
Managing Director.

WILLIAM SCOTT,

Division Engineer.

[No. 2.]

WINDSOR, July 17, 1854.

DEAR SIR:

I regret much that I was not at home when you called on Saturday.

I have just returned and have to depart again directly, and therefore write in haste.

I have read your note and am astonished at the proposition made to you. You are (as I am) aware that the property was secured by the merest chance, and that if I had been two hours later, it would have passed into the hands of a man who would make the utmost farthing out of it, and that I had great difficulty to get the matter closed before he arrived.

I know of no rule of law or equity by which you could be expected to strain your means to raise so large a sum of money (especially when money is, so tight as at present) and expend it for the benefit of the company.

Yours truly, in haste.

JOHN O'CONNOR, Jun'r.

Of the firm of BABY & O'CONNOR.

To WILLIAM SCOTT, Esq., Windsor.

[No. 3.]

WINDSOR, 17th July, 1854.

DEAR SIR:

I have been thinking over the conversation we had on Thursday evening last, about the gravel hills at Mosa, and I am persuaded that your views on the matter are erroneous and hastily formed, without knowing all the facts. You say that I acted as agent for the Company

in the purchase. This I totally deny. An agent is one who is employed for a specific purpose and receives money and instructions to perform a particular business. I had previously told you how this matter should be arranged, and warned you of the consequences of delay, when you promised to send me money to purchase the gravel and the right of way. I supposed that, when you did not do this, the funds of the Company were not sufficiently flourishing to admit of its being done at once. Here my responsibility ended; but, mark the consequence of delay!—This gravel being a marketable commodity rising in value each day, would become either alienated to gravel contractors for roads, or put at such a price as I should be sorry to see, when better could be done. To secure this, I set to and purchased the three lots of land and that the gravel was on, not only securing the gravel at a low rate, but a right of way, without trouble.

I purchased the land altogether because I felt satisfied that if I went to purchase the gravel first, and the right of way afterwards, my intentions would have been seen through, and double the money would not have purchased it. I was well aware of the value of the gravel, but the parties who sold it were only partially so. In the vicinity of London, where it is nearly all gravel, the common selling price is 25 cents *per cord*. These hills contain nearly 100,000 cords, in value, at the London prices, \$25,000.

I stepped in and put myself under heavy personal liabilities for the purpose of securing this gravel, that the company might have it at a low price, if they chose to take it; and, by this transaction, I am certain they can be saved \$8,000 or \$10,000 in the mere price of gravel, independent of the advantage to have the road gravelled.

I was told by one person, that if it had fallen into his possession, \$20,000 *would have been his price*, and he was only one day too late.

Is it not plain, if I had not the interest of the Railway at heart, I could easily have had this gravel and land purchased by an agent, and charged any price I liked. No; when I offer the only thing that is useful or of value to the Company, viz., the gravel and right of way, you turn round and say, No; we must have the land also. This is neither liberal nor acting with the same spirit which I entered into it. And why did I do so? Simply, because I am Engineer of the Division, and want to have the road ballasted up. True, while I benefit the Company a great deal, I benefit myself a little; and I imagined that you and the Board would, at the least, have given me credit for my promptitude and liberality, and not endeavored to take all from me.

Acting under the advice of my solicitor, I decline to sell or alienate the lands, as the Company have no power to purchase or retain lands not actually required for their Roads. I, however, do not object to the Company taking the gravel and right of way, at a price compatible with its value. In reference to my purchase, since I last wrote, matters have been more favorable, as, on completing the Deed, it was found that the half of Lot C belonged to a minor, and could not be sold.

Lots A B - - - - -	£1250	6	0
East half of C - - - - -	375	0	0
Right of Way, for three years, through D E - - - - -	75	0	0
Legal and other Expenses, say, - - - - -	25	0	0
Interest on Money three months, - - - - -	30	0	0
Total expense, as it now is - - - - -	£1755	5	0
<hr/>			
If you take the value of A B, in 1853 - - - - -	£325	0	0
Do, C, February, 1854 - - - - -	112	10	0
<hr/>			
Value of 250 acres of Land, @ 7 dollars per acre	£437	10	0
Deduct Value of Right of Way, same as D E - - - - -	225	0	0
<hr/>			
Remaining as Value of Lands to be deducted from	} 212	10	0
the whole price			
Total price for Gravel and Land - - - - -	1755	5	0
<hr/>			
Leaving, for value of Gravel and Right of Way	£1542	15	0

The gravel, in both farms, is situated on the cleared land, consequently, the taking it away would destroy not only the clearance but the log houses and barns situated thereon.

I have now placed a fair and impartial statement of the matter before you, and the Board can just act as they please; they can have the right of Way and Gravel Hills for any reasonable period, but I must warn them that the time over Mr. Walker, D E, is limited for three years, from the 1st of July, and he is a hard one to deal with; and if he had to do it again, would not give it for double the sum.

I am, dear Sir,

To C. J. BRYDGE, Esq., Yours, most obediently,
Managing Director.

WILLIAM SCOTT,
Division Engineer.

[No. 4.]

GREAT WESTERN RAILWAY.

HAMILTON, C. W., July 18, 1854.

DEAR SIR:

I am instructed by the Board of Directors to address you upon the subject of your letters of the 3d and 17th inst., relative to the purchase by you of certain gravel pits at Mosa. The Directors are of opinion that your proceedings in this matter are in themselves so improper, and inconsistent with your duty to the Co., as one of its officers, that they have resolved to dispense with your services from this date.

I am at the same time directed to request that you will at once hand over to the solicitor of this Co., the deeds of the lands purchased by you as Division Engineer of this Co.

Mr. Reid has been entrusted with the charge of the Western Division, and I must request you forthwith to place him in possession of all documents and information relating to the duties appertaining to your late office, and upon the receipt of an intimation from him that all matters are properly arranged, the Secretary will hand you a cheque for three months' salary.

I am, dear sir, your obedient servant.

C. J. BRYDGES,

Managing Director.

W. Scott, Esq.

[No. 5.]

[COPY OF MY SOLICITOR'S LETTER OF THE 17TH, SENT HEREWITH.]

ENGINEER'S OFFICE, G. W. R. W. }
WINDSOR, 21st July, 1854. }

*To the President and Board of Directors of the G. W. R. W.,
Canada.*

GENTLEMEN:

I beg to acknowledge the receipt of a letter from C. J. Brydges, Esq., dated the 18th inst., to the effect that my letters of the 3d and 17th, relative to the purchase of certain gravel pits at Mosa, were pronounced by the Directors to be improper proceedings, and that in consequence they have resolved to dispense with my services. With all due respect to the President and Board of Directors, I say that at any time, as servant of the company, they may dispense with my services, but I consider that no one man or body of men have a right to reflect on my conduct without first having heard what I had to say on the matter. I therefore, as a matter of justice demand, that I shall be allowed to appear before a full or nearly full board, and make my statement on a question which so vitally affects my professional name.

I was at Hamilton, in the office all day on the 18th, and if the Board had any matter before them against me, why not call on me to explain? There are many circumstances connected with this matter which I could not explain in my letters of the 3d and 17th, and I have no certainty that even those letters were put before the Board without comment.

I therefore demand, as an act of common justice, that I may be allowed to appear before them at the next or following Board.

I beg to refer you to the opinion of my solicitor, who after carefully considering and knowing the whole circumstances, considered my conduct not only good but praise-worthy.

I do not demand this hearing with a desire to be *reinstated in the company's service*, as no inducement would cause me to remain in a place where such faithful services as mine have been so badly received.

With respect to placing documents and papers in the hands of my

successor, I will of course act with the usual courtesy, and will not put any difficulty in the way. As for accepting 3 months' salary as compensation, I beg to say that it will not compensate me for 10 months and 6 days salary, which will complete my year to the 6th of May next, as I was employed by the year; and more, I had to pledge my word of honor to Mr. Brydges, in Hamilton, before J. Buchannan, Esq., on the 5th May, 1853, that I would not endeavor, without consent, to leave the road until it was finished, and have consequently refused more lucrative employment. I need only say, that with regard to the cause of dispute, I believe I was purposely misunderstood and I can safely say that my intentions were just and upright. To prevent any future misunderstanding, I warn the Board that I have notified them through C. J. Brydges on the 18th that I have withdrawn any offer I may have made to the company relative to the land or gravel, and any further communication on the subject to be addressed to my solicitors, Baby & O'Connor, Windsor.

I am, gentlemen, your obedient servant,

WILLIAM SCOTT,

Late Division Engineer.

[No. 6.]

OFFICE OF THE GREAT WESTERN RAILWAY CO.,

HAMILTON, Canada, July 25th, 1854.

DEAR SIR:

Your letter dated 21st inst. has been received, and I will take care to lay it before the Board of Directors at their next meeting, Tuesday August 1st.

I am, dear sir, yours truly,

BRACKSTONE BAKER, Secretary,

WILLIAM SCOTT, Esq., Windsor.

[NOTE, No. 7.]

Sent into Board Room where they sat from 11 o'clock A. M.

HAMILTON, August 1st, 1½ P. M.

Will Mr. Baker please inform me if my letter has been placed before the Board, and if I will be called, I have very important business in London, and will require to leave by the 3¼ P. M. train.

WILLIAM SCOTT.

[No. 8.]

In half an hour, received by messenger, written on the same note:—
"There is no quorum of the Board present, and the Directors present cannot adopt any action whatever on any subject.

[No. 9.]

NATIONAL HOTEL, DETROIT, }
 May 10th, 1854. }

WM. SCOTT, Esq., Division Engineer,
 G. W. R. W., Windsor.

Sir:

I yesterday received from McDonald and Nichols, a letter and return of Section, of which I hasten to send you a copy and my reply thereto. I had thought that I should be no more troubled with these data, which I am sure are all as plain as black and white can make them, but 'tis a mistaken idea on my part. It is evident to me that Me. and N. will get a proportion of their claim allowed, all other influence to the contrary notwithstanding.

They ought to be allowed for cutting ice, in fact were promised it. Some of the claims are ridiculous. I mean to keep clear of them as much as possible.

Very respectfully yours,

ROBT. CHRISTIE.

Resident Engineer.

[No. 10.]

To C. J. Brydges, Esq., Managing Director.

ENGINEER'S OFFICE, G. W. R. W., }
 WINDSOR, 23rd May, 1854. }

DEAR SIR:

I have the honor to receive your Communication of yesterday, relative to Messrs McDonald's contract having been referred to the Chief Engineer for a report. To this course, which I consider quite proper, I cannot have any objections; but I think in these matters something more is necessary than a mere report, to enable the Committee to take a correct view of those Contracts. In my judgment, the whole of the bills and claims, with the Engineer as evidence, should be before that Committee, for in our settlements, many a Claim is allowed with the sole purpose of covering other Claims, and reducing their complexity, (in cases I have known the same Claims put in different shapes), but as soon as this is done Contractors turn round and say: "I have got this point, or points, in my favor, I will appeal to another source for the rest!" To do justice to either the Contractors, or the Company, when an appeal is made, the whole matter should again be re-opened, and taken item by item, and not partially. I do not consider any report, however voluminous, can embody all the points of those Contracts; nor can they show how all these matters singly discussed, were collectively applied to their settlement. This can only be done by parties well acquainted with all their details, and should be given before the Committee orally, as evi-

dence and explanation, otherwise I contend that gentlemen who are not Engineers by profession, cannot see the matter fairly in all its bearings.

I have the honor to be, dear Sir,

Your most obedient Servant,

WILLIAM SCOTT.

Division Engineer.

[No. 11.]

GREAT WESTERN RAILWAY.

HAMILTON, CANADA WEST, }
26th May, 1854. }

DEAR SIR:

I beg to acknowledge the receipt of your letter of the 23rd inst., in which you set forth, I presume for the information of the Board of Directors, the manner in which they should perform their duties.

Mr. Clark rendered his final estimates of the work done by McDonald & Co. under their Contract, to which it appears that they objected, and addressed a letter to the Directors, setting forth their objections to Mr. Clark's decision. Such letter was ordered to be forwarded to Mr. Clark for a report upon the statements which it contained, and it was further ordered that Mr. Clark's report and the letter from McDonald, should be submitted to a Committee to inquire into in such a manner as they might think fit.

I have made this explanation, not because I thought it at all necessary, but simply to shew you that you have hastily jumped at a conclusion, which, upon inquiry, turns out to be altogether erroneous. The manner in which you have thought fit to bring this question under discussion, is not a matter upon which, at present, I propose to enter.

I am, dear Sir,

Your obedient Servant,

C. J. BRYDGES.

W. SCOTT, Esq.

[COPY OF INSTRUCTIONS TO WILLIAM SCOTT AS DIVISION ENGINEER.]

(Copy.)

DETROIT, MAY 12th, 1853.

WILLIAM SCOTT, Esq.,

Dear Sir:—Your duties as Associate Engineer will be confined exclusively to the Western Division of the Great Western Railway, which Division begins at Section No. 1, London, and terminates at Section No. 26, Windsor.

They will be general in their character, and apply to all the work on

said Division. For information in regard to the details of the work, you will apply to the several Resident Engineers, who will supply you with the maps, profiles, plans, &c., that may be necessary to give you a full and proper understanding of the character and progress of the work. The monthly estimates will be made by the Resident Engineer and returned to the office in Hamilton, as heretofore, but in all other matters the Resident will report to you.

In the present stage of the work, your duties will be confined chiefly to the execution of existing Contracts; but when new plans are requisite, you will be expected to furnish them according to circumstances. That requiring your immediate attention in the necessary arrangements for commencing the Track-laying at Chatham, and on Section 7 the Iron for the Eastern part of the Division will be required, first for Sections 7 and 8, and will be landed at Port Stanley and hauled with teams to the nearest point on No. 7. An arrangement for the hauling will be made by Mr. Gunn, at Hamilton.

The best place for obtaining a supply of water at the following places and stations, will require early attention; to wit:—At the Lobo Station on Section 5; Ekipid Station, 9; Wardsville Station, Section 12; Thamesville Station, Section 15; Chatham Station; Baptist's Creek; River Ruscum, and Pike, on Section 25.

For further instructions in relation to any part of the work on the Western Division, you will apply at any time to the Chief Engineer at Hamilton, as my duties will often require my absence from Hamilton. I shall sometimes be under the necessity of giving instructions through Geo. L. Reid, Esq., Associate Engineer to the Eastern and Central Divisions.

All Contracts are on the file in the office at Hamilton, and it will be well to examine them sufficiently to enable you to give directions in conformity thereto.

At your earliest convenience, you will please examine the whole Line, with the view of ascertaining the character of the Road's bed and deciding on the portion of the Line where Sub-sills will be required and where dispensed with.

Respectfully and truly Yours,

JOHN T. CLARK.

Chief Engineer, Great Western Railway.

APPENDIX.

TESTIMONIALS.

State Engineer and Surveyor's Office, }
Albany, March 23rd, 1854. }

To William Scott, Esq., Engineer Great Western Railway.

MY DEAR SIR:—I have just returned from Cincinnati, and found your letter of the 16th inst.

If my name and good opinion will be of any service to you, you are at liberty to command them on all occasions.

My design is not to flatter when I assure you that the important and responsible position you have held on the Great Western Railway, and the very satisfactory manner in which you have discharged the various duties imposed upon you, fully justifies me in saying that I regard your professional qualifications as being of a high order, and the successful manner in which you have carried forward the works upon the Western Division to completion, has evinced a great degree of practical skill with untiring devotion to the best interests of the Company.

I entertain a high opinion of your unbiased judgment in all matters relating to the business of the Company which have come under your jurisdiction, and especially for your independence and integrity of character, which two elements are greatly needed in these days of Engineering.

Very respectfully and truly Yours,

JOHN T. CLARK.

Eastern Union Railway, Engineer's Office, }
Ipswich, October 22nd, 1852. }

MY DEAR SIR:—I have the greatest satisfaction in recommending you for the office of Surveyor of Works to the Metropolitan Commissioners of Sewers, and in so doing, state my unqualified opinion that, if elected, you will discharge the duties appertaining to the appointment to their entire satisfaction.

During the six years you have been in my employ as principal Engineering Assistant, I have been every way satisfied with the manner in which you have discharged the varied and arduous duties which you have undertaken for me, many of them strictly analogous to those which the Commissioners require.

I shall most heartily rejoice if the Commissioners elect you to the office you are desirous of filling; but at the same time should relinquish your services with regret.

Remining, my dear Sir,

Yours very truly, PETER BRUFF,
Engineer and Manager, E. U. R. W.

To Mr. William Scott, Berners Street, Ipswich.

Alresford Hall, 25th October, 1852.

SIR:—Understanding you are a Candidate for an appointment under the Commissioners of Sewers, I have great pleasure in giving my testimony to your qualification for such office, having had repeated opportunities of satisfying myself of your talents as an Engineer, as well as your strict attention to your duties during the many years you have been upon the staff of Peter Bruff, Esq., who has invariably spoken of you to me in the highest terms. Should you be fortunate enough to succeed in this application, I doubt not you will prove as valuable in your services to the Sewers Commissioners as they have been estimated by the various Railway Companies with whom you have hitherto been connected.

I write in haste, which pray excuse, and

Believe me, yours faithfully, W. W. HAWKINS,

M. P. for Colchester.

Mr. William Scott, 40, Berners Street, Ipswich.

Whitehall Wharf, Cannon Row. }
Westminster, 28th Oct., 1852. }

GENTLEMEN:—I have much pleasure in recommending Mr. William Scott as General Surveyor of Works to your Commission, and I do so with the greatest confidence from the intimate knowledge I have had of him for many years, and our almost daily intercourse in matters connected with our profession as Engineers and Surveyors.

Of his abilities and energy as a Surveyor, combined with great practical knowledge as an Engineer, it is impossible for me to say too much; he possesses thorough business habits, with strict honor and integrity of character as a gentleman.

I consider his qualifications entitle him, in every respect, to the attention of your Board: and if he is fortunate enough to gain the appointment he solicits, you will find his unflagging zeal and perseverance of the greatest advantage in such an office, and that a more faithful servant you could not possess.

I have the honor to be Gentlemen,

Your obedient humble Servant, W. H. HOLLAND.

To the Honorable the Commissioners of the Metropolitan Sewers.

Ipswich, November, 13th, 1852.

GENTLEMEN:—I am requested by Mr. William Scott, of Ipswich, Civil Engineer and Surveyor, to give him a Testimonial as to his ability to execute and superintend drainage and other public engineering works of a similar nature. Mr. Scott has for some years past resided in Ipswich, and has

been employed constantly in the office and the field work, and construction works of the resident Engineer of the Eastern Union Railway. Peter Bruff, Esq., and the Directors of the Railway Company, have had every reason to be satisfied with Mr. Scott's ability and attention in the execution of his duties, and so likewise have his neighbors, the Inhabitants of Ipswich, with his conduct as a resident.

I have the honor to be, Your very obedient Servant,

JOHN CHEVALLIER COBBOLD, M. P.

For Ipswich, and Chairman of the Directors of the Eastern Union Railway.

To the Metropolitan Commissioners of Sewers.

Hare Lodge, near Romford, 28th October, 1852.

I have great pleasure in stating the high opinion I have long held of Mr. William Scott's abilities as a Surveyor, Leveller and Draughtsman.

He was my chief assistant for several years, and during the whole of the time he conducted himself in a manner that secured my high esteem.

His great experience and unswerving attention to business render him peculiarly fitted for any office of responsibility requiring skill as a Surveyor.

I have every reason to believe he would fill the office of General Surveyor to the Commissioners of Sewers in a way that could not fail to be satisfactory to his employers, and advantageous to the City of London.

R. W. THOMSON,

Engineer to late Chelmsford and Bury Railways.

Dedham, Oct. 23rd., 1852

SIR:—Having a perfect recollection of you as Resident Engineer, under Mr. Bruff, of the Stour Valley Line, at the time of its completion, I have much pleasure in testifying now, as I was induced then to do, as to the very efficient manner in which it was carried out: to which I believe the care and attention you evinced during the progress of the works much contributed.

As the office you are seeking involves employment of the same character, I can have no doubt but you would discharge the duties required of you in a most efficient manner, and I shall be gratified by hearing that you have succeeded in obtaining the object of your desires.

I am, Yours faithfully

T. L. EWEN,

Chairman of the Stour Valley Railway.

Mr. Wm. Scott, Berners St., Ipswich.

Great Western Railway, Reading, Sept. 20th., 1851. }
Engineer's Office.

Mr. William Scott was engaged in preliminary examination of country, and in the preparation of parliamentary plans and sections, for a line of railway through an intricate part of Devon and Dorsetshire, deposited by Mr. Brunel in 1840. As the district was contested the work was strictly tested, both before and after deposit, and found to be very accurate.

I have pleasure in adding that Mr. Scott showed himself to be skillful and energetic in the field, as well as accurate and intelligent in the office.

H. BERTRAM, M. Inst. C.E.

Exeter, 7th October, 1846.

MY DEAR SIR:—Yesterday morning when we were traveling here, Mr. Bertram told me how he was pleased with your Survey, and the kind and friendly manner in which you and Mr. Green had accommodated each other in arranging your lines. I told him you had felt rather anxious about it as you had been so much delayed; his reply was that you had a great deal of small work to do and had done it exceedingly well. As you appear to be acquainted with him I thought you would like to know his opinion.

I remain, my dear Sir,

Yours very truly, WILLIAM DAWSON

To William Scott, Esq.

Harwich Improvement Quays and Pier Act, 1851.

We, the undersigned Members of the Committee under the said act, do hereby certify that Mr. William Scott was the executive engineer employed under Mr. Bruff, in preparing the plans and estimates for the works under the said act, and assisted in obtaining the said act, and also in laying out the works: that Mr. Scott exerted himself very much in the matter, and shewed great perseverance and skill in his profession, and conducted himself to our entire satisfaction.

Dated at Harwich aforesaid, October 27th, 1852.

JOHN PATTRICK, Mayor,	F. T. HART, Ex-Mayor,
FRANCIS HALES,	LEWIS COTTINGHAM,
JAMES DURRANT,	H. H. BUTCHER,
ALFRED HAST.	

Dedham, 26th Oct., 1852.

DEAR SIR:—I am sorry to hear that you have offered yourself as a Candidate for the Office of Surveyor of Works to the Metropolitan Commissioners of Sewers, because it gives me reason to fear we may lose your valuable services in the Offices of the Eastern Union.

But having done so, and presuming the appointment a more eligible one than that which you now hold, I should for your sake be happy to hear you are successful in your application: and if you think I can render you any assistance, in the way of giving you a Testimonial, you may call upon me to do so.

As the late Agent of the Stour Valley Railway Company, and now that of the Eastern Union, I have had ample opportunities of judging of your merits, and shall have no hesitation in saying, as an Engineer, Surveyor, and man of general business, you are in my opinion fully competent to the undertaking.

I am, dear Sir,

Yours truly, WILLIAM DOWNES.

To Mr. William Scott, Civil Engineer, Berners Street, Ipswich.

Reigate, 25th October, 1852.

I have known Mr. William Scott, of Ipswich, for several years, both as engineering conductor of the works on the Stour Valley Railway as well as several other public works; and I confidently recommend him as highly qualified to fill the office of Surveyor of Works to the Metropolitan Commissioners of Sewers.

GEORGE WYTHES,
Contractor for Public Works.

To the Commissioners of Sewers for the City of London.

I, the undersigned, late one of the Directors of the Colchester, Stour Valley, and Sudbury Railways, have great satisfaction in being able to state that Mr. William Scott, of Ipswich, Civil Engineer, who had the management of the construction of the above line, carried the same into effect to the entire satisfaction of the Directors.

I can also speak to his ability in performing some private works for me, consisting of a Geological Survey and Plans, which he effected with great skill and judgment.

I understand he is soliciting the situation of Chief Surveyor to the Commissioners of Sewers in your gift, and I am perfectly satisfied that he is fully competent to construct any Works, Surveys, or other employment, with which he may be entrusted.

I am, Gentlemen, Your very obedient servant,
EDMUND STEDMAN.

Belle Vue, Sudbury, 27th October, 1852.

Ipswich, October 26th, 1852,

DEAR SIR:—I have much pleasure in giving you a Testimonial in aid of the many excellent ones that I have no doubt you will be furnished with to lay before the Commissioners of Sewers; and the opportunities I have had of observing your ability and assiduity in the performance of your duties, in connection with the Eastern Union Railway Company warrant me in recommending you to the notice of the Commissioners of Sewers.

I am, dear Sir, Yours truly
GEO. JOSSELYN.

Mr. William Scott, Civil Engineer.

11, King William Street, City, London 26th October, 1852.

This is to certify that we have known Mr. William Scott, Civil Engineer, of Ipswich, for a considerable time, and have had many business transactions with him, particularly in 1847, when he had the management of Mr. Bruff's office in London, and was engaged in connection with us in obtaining the Bills for the Stour Valley Railway extensions. It gives us pleasure to bear testimony to his strict business habits, as well as his promptitude in supplying the necessary engineering documents.

RIXON & SON.

GREAT WESTERN RAILROAD.

From the Detroit Tribune of January 3rd, 1854.

We exceedingly regret as we are sure our citizens, the people of Canada and the whole traveling public between the East and the West will regret, that Mr. Brydges, the Managing Director of the Great Western Railroad, has ordered the train of cars which have been transporting passengers over the West Division of the Road for some days past, to be discontinued until the whole line shall be opened. We have no doubt that this step has been deemed a wise and prudent one. But at the same time we have quite as little doubt that it is a very *unwise* and impolitic one. The traveling public are now left no alternative in getting between the East and West, than to subject themselves to the delay, and inconvenience and annoyance of passing through Erie, and of being subject to the insults and outrages of the mob who inhabit that sink of iniquity. There may be some risk and inconvenience in passing over the Great Western before it is entirely finished. But whatever it may be, it must dwindle into insignificance in comparison with the brutal treatment they are sure to receive at Erie.

Mr. Brooks, on behalf of the Central Railroad, has exerted every nerve not only to have the Great Western opened by the 1st of January, but when these efforts failed, to have passengers transported over it with such facility and the best accommodations, as could be afforded under the circumstances. In these efforts he has been cheerfully seconded by other parties, especially by Mr. Scott, the Division Engineer on this end of the line. Passengers would have been willing to submit to almost any annoyance, rather than to endure the insults and contribute to the black mail system adopted by the nobocrats of Erie. The whole line is to be opened, however, as we understand, on the 16th inst., and the public must wait with what patience they may until that time. Two weeks is but a short time, though it is too long to endure the tyranny of outlaws such as have possession of a portion of the Lake Shore line of communication between the East and the West. But for this grave annoyance, there would probably not have been much reason to complain of the apparent want of a disposition to consult the public interests and wishes on the part of the Managing Director of the Great Western.

WELL TIMED.

From the Detroit Tribune of January 19th, 1854.

We learn that the last rail on the Western Division of the Great Western, under the supervision of William Scott, Esq., the efficient and gentlemanly engineer of that part of the road, was not laid until 6 o'clock on Monday evening, the day before the road was to be opened. After that hour Mr. Scott passed over 2600 yards of the road, thus completed, with a locomotive, examining every rail by lamplight, and making sure that all was secure. Such precaution and vigilance is an evidence of the fidelity with which this great work has been constructed, and a guarantee of the safety of travellers over it. No effort on the part of the engineers and con-

tractors, and no expense on the part of the Company has been spared to make the road perfect in every respect. As another evidence—the road has been constructed on the most solid and durable plan, is the fact that the train conveying to this city the Board of Directors and guests, heavily laden as it was, was only three hours and a half in reaching Windsor from London—a distance of 110 miles, being a speed of more than 30 miles an hour. This, for a new road, only completed the night before, with such a load, has probably been exceeded by few roads, if any, in the country.

