

It is however proper to say, that to have made such a full and elaborate survey, would on this line have postponed, to a much later period, the letting of the contracts and the operations of the Road.

As already stated, the probable cost of completing the Road will exceed my estimate of last year. In further explanation of this increase, I have to state that in the lettings generally (especially the more recent ones), the Commissioners required me to observe the strictest economy, and that in seeking to conform to their wishes, several of the grades were left quite up to the maximum allowed, which grades being for short distances only, would mar the equable working of the Railway in those parts; while, in some instances, grades were left above the maximum of other parts of the Road, and this, to some extent, would increase the expense of freightage upon it. When the remainder of the Road came to be located, it was found that the steep grades were all confined to a district of a few miles; and as those above the maximum elevation would tend to diminish the working properties of the Road throughout its whole extent, it was resolved to reduce these exceptional grades to a conformity with other parts of the Line.

Besides this, some of the masonry on the first divisions, was estimated and let for a quality, which, although it might have answered for the intended purpose, was below what a due regard to the safety and permanency of the Road was deemed to require.

Another deficiency was in the size of some of the Culverts and Bridges. The surveys were made in the Summer, and the Engineers in charge of surveying parties, although men of experience generally in such matters, were to a certain extent deceived with regard to the quantity of water passing in the time of floods. The freshets of last and the preceding year, have shewn it to be necessary to increase the water courses to a great extent. The country drained is larger than was supposed; besides, the whole line from Passekeag to Sussex runs along the foot of a range of Hills, from which the water comes with sudden flushes, and on this account requires frequent openings through the Road.

The line from Moncton to Salisbury, likewise crosses a range of table lands, intersected at intervals by ravines, some of which are from forty to sixty feet in depth, running at right angles to the general course of the line, extending back, and drawing the water from an extensive range of high lands. At the time of the Survey, these ravines had very little water in them. From