

Bridge Company, in accordance with the plans and specifications approved by Mr. Light, the Quebec Government Engineer, and calculated for the heaviest consolidation engines. The abutments are of granite masonry in Portland cement, and are very well and substantially built.

The other bridges are small, and of timber trestle: (1) At $6\frac{1}{2}$ miles from St. Raymond, over the Rondeau River—two spans of 18 feet on piles, which is to be replaced by steel girders of 25 feet on masonry abutments; (2.) At $8\frac{1}{2}$ miles—over Jacob River, timber trestle same as No. 1, but on sills; (3.) At $9\frac{1}{2}$ miles over Bear River, timber trestle same as No. 1.

These structures are of ample strength and well built.

Permanent Way.

The track is laid throughout this ten-miles section with 56 lbs. steel rails, manufactured by the Rhymney Steel Works, under the inspection of the C. P. Stanberg, the joints being connected with flanged fish plates. The ties are of good quality, principally of tamarac, and laid at 2 feet between centres.

The ballasting is being proceeded with, and it is expected to have one lift over the whole section completed in about a month from this date.

Fencing.

The section is fenced with wire, attached to cedar posts.

The works so far as completed are fully up to the standard required by the agreement between the Government and the Company.

It is the intention of the Company to finish this section in a manner similar to that of their line from Quebec to St. Raymond, a distance of 35 miles, which is now in very good condition, being well ballasted, and track in excellent alignment.

I am informed by Mr. Scott, the Secretary and Manager, that the rolling stock of the Company consists of—4 locomotives, 4 passenger cars, 1 baggage and mail car, 1 van, 3 box cars, 1 cattle car, 55 platform cars, 1 snow plough.

With regard to the proportionate cost or value of this section in comparison with the whole work, I am to give a positive opinion, as the final location plans, profiles, and bills of quantities have not as yet been received. The Company, however, on the 4th May last in transmitting the plan and profile of the preliminary survey from St. Raymond to Lake St. John, made in the year 1880, also enclosed a certificate from Mr. Cadman, their Chief Engineer, to the effect that the section of ten miles of railway north of St. Raymond is a fair average of the whole line from St. Raymond to Lake St. John. This I have no reason to doubt, as the bridge over the Ste. Anne river, included in this section, is a very large and expensive structure, costing, I am informed, about \$35,000.

I have the honor to be, Sir, your obedient servant,

THOMAS RIDOUT.

A. P. BRADLEY, Secretary Railways and Canals.

QUEBEC AND LAKE ST. JOHN RAILWAY, QUEBEC, 22nd October, 1883.

SIR,—I beg to send by express to-day, to your address, a copy of the plan and profile of the final location of thirty miles of this railway beyond St. Raymond.

Will you please have the same approved by His Excellency in Council, as required by clause 4 of the agreement between the Government and the Company.

I am, Sir, your obedient servant,

J. G. SCOTT, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

OTTAWA, 5th November, 1883.

SIR,—I have examined the plan and profile of the located line of that portion of Quebec and Lake St. John Railway extending from the Village of St. Raymond