

duty is that of clearing out the ditches to enable them satisfactorily to fulfil the duties entailed upon them: unimpeded drainage. Consequently in many parts of the line bunch grass has sprouted over the roadbed which to an observer without practical experience does not suggest a favourable opinion of its character, while in fact, it does not affect the safety and character of the roadbed.

On the condition of the roadbed, it is my duty favourably to report. The ballast is of an excellent character, and there is plenty of it. It is not very neatly dressed off, as on older lines, but that is more a matter of appearance affecting the finished look of the work, than in any way a detriment injurious to the safety and character of the track. I have myself been on a train which travelled forty miles an hour, and I never felt the slightest anxiety as to the propriety of this speed.

I have reason to believe that there are occasions where specials have been run between Drummondville and St. Hyacinthe at the extreme rate of sixty miles an hour, and I do not believe that those acquainted with the condition of the track felt that any risk was being incurred during the journey. The outer portion of the track to Drummondville is cleared off generally, and the fencing in good condition. East of Drummondville, this same condition is by no means universal. There are spots where the light bush has yet to be removed. I cannot precisely give the extent of this ground where such work is necessary, but with a sufficient party, a few days would rectify it. Where the land is under cultivation, the fencing is regular and efficient. In the places where the line passes through a timbered country of light bush with a thick undergrowth, fencing has not been constructed, but no inconvenience arises to the line, for the bush itself is close and thick, and animals are not likely to stray through it.

It will thus be seen that in these 73 miles there is a good roadbed, well ballasted; the rails in line; the ditches freely carrying off the water, with regularity of different grades, the whole in efficient and satisfactory working order.

While what may be called the ornamental work of the roadbed may require attention to obtain the neatness observable in an older line and always agreeable to the eye, I have to report the line, to the extent named, to be in excellent condition.

I am, sir, your very obedient servant,

WILLIAM KINGSFORD,
Engineer in charge.

To the Engineer in Chief,
Department of Railways.

OTTAWA, 11th June, 1897.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Railways and Canals.

SIR,—Having made an inspection of the Drummond County Railway for a distance of about seventy (70) miles from Ste. Rosalie, I beg to submit the following brief report:—

I found the roadbed to be firm and in very good shape throughout, and, with the exception of three miles purposely left without ballast, in view of a contemplated change of alignment, well ballasted, the material being of exceptional excellent quality.

The rails are all in good condition, weighing 56 lbs. to the yard.

The grades are not excessive, the only point at which 1·00 per 100 is exceeded being at the St. Francis river, the approaches to which, on either side, are now 1·20 per 100. I understand the company are to reduce this grade before the road is taken over by the Government.

The percentage of curvature is exceptionally small, the curves with one exception (one of 6°) not exceeding 4° or a radius of 1,433 feet.

I may say, in this connection, that on my return journey, the train, consisting of an engine and combination car, made the distance of 68 miles in 90 minutes, including two stoppages, the last 28 miles being run in 30 minutes, without the least discomfort to the passengers on the train.