

given for the payment to the Napanee, Tamworth and Quebec Railway Company, of a subsidy not exceeding \$3,200 a mile for a distance of twenty-eight miles, towards the construction of the portion of this line between Napanee and Tamworth; the Act providing that the time for the completion of the road should be fixed by Order in Council, and that construction should be carried out in accordance with descriptions and specifications to be approved by the Governor in Council on the Report of the Minister of Railways and Canals, and specified in an agreement to be made with the Company by the Government.

The Minister recommends that approval be given to the descriptions and specifications of the said road annexed to the draft of an agreement which it is proposed to make with the Company, and which are herewith submitted, further, that the time for the completion of the subsidized portion of their road be fixed as the 31st of December, 1884, and that he be authorized, on behalf of the Government, to enter into an agreement with the Company, in conformity with the said draft and specifications, for the execution of the work and its completion by the date named, and for the payment of the subsidy contemplated by the subsidizing Act cited in the manner therein provided.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

JOHN J. MCGEE, C.P.C.

Hon. Minister Railways and Canals.

A.—NAPANEE, TAMWORTH AND QUEBEC RAILWAY.

Specifications and Description.

1. The railway shall be a single track line with guage 4 feet 8½ inches, with necessary sidings.
2. The alignment and gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed 92 feet to the mile, and the minimum curvature not to be of less radius than 955 feet.
3. In all wooded sections the land must be cleared to the width of not less than 50 feet on each side of the centre line; all brush and logs must be completely burnt and none thrown on the adjacent land.
4. All stumps must be grubbed out within the limits of cuttings under 3 feet in depth, or embankments less than 2 feet in depth.
5. All stumps must be close cut where embankments are less than 4 feet and more than 2 feet in height.
6. Through settlements the railway must be enclosed with substantially built legal fences.
7. Road crossings, with cattle guards and sign boards, shall be provided wherever required.
8. The width of cuttings at formation shall be 20 feet, embankments 14 feet.
9. Efficient drainage must be provided either by open ditches or under drains.
10. All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Bridges and culverts may be of either stone, iron or wood, made of durable and suitable materials, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.
11. The rails shall be of steel, weight 56 lbs. per lineal yard of approved section, and with the most approved fish or scabbard joints.
12. The railway must be well ballasted with either gravel or other suitable material.
13. Sufficient siding accommodation shall be provided by the Company as may be necessary to meet the requirements of the traffic.
14. Sufficient rolling stock necessary to accommodate the business of the line shall be provided by the Company, with stations and terminal accommodations, including engine sheds, turn-tables, shops, machinery, &c.