

consider it safe, to reduce the clear opening required for the passage of the water.

In cases of this kind, I have always acted upon the two principles :

1st. That we have never yet experienced the highest floods ; and,

2nd. " That, when in doubt, the decision should always be upon the side of safety."

The entire question of Trestle work is still in abeyance.

" *Sixth.*—The cement and sand being used at Portneuf Bridge—were very indifferent—the latter indeed, quite unfit for the work, as I pointed out to the resident Engineer."

*Reply.*—The above objection being the last in the series, and also, as appears from his report, the only one which the Government Engineer "pointed out to the Resident Engineer" who accompanied him over the line on his tour of inspection, I will only state in reply, that the Inspector of the work, Mr. A. Trepanier, whose especial duty it was to pay the closest attention to all important matters of this kind, and whose later experience in such matters has been upon the Intercolonial Railway, shall, if within call, be invited at once to furnish a full and satisfactory reply to the objection raised by the Government Engineer.

Having thus noticed and answered all of the objections made by the Government Engineer, I will conclude what I have now to say, with the following remarks :

1st. In considering this whole subject, so far as any decision is to be influenced by the rough and unfinished condition of the work, at the time of its inspection by the Government Engineer, it should be borne in mind, that the contract, being for a "lump sum," as it is called, the Contractor cannot consistently be required to perform any par-