

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 purpose intended; bridges and culverts may be of either stone, iron or wood, made of durable and suitable material, 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-heds, turn-tables, shops, machinery, &c., &c., &c.

DESERONTO, ONT., 13th December, 1883.

DEAR SIR,—We beg to advise you that we are going on with the construction of the Napanee, Tamworth and Quebec Railway, and desire to enter into an agreement in accordance with the Act of last Session of the Dominion Parliament, granting bonuses thereto. We annex herewith statements in connection with the construction which we understand you require, preparatory to our receiving subsidy.

We are, dear Sir, yours with respect,

E. W. RATHBUN, *Mng. Director N. T & Q. R. R.*

A. P. BRADLEY, Secretary Railways and Canals.

Memorandum.

OTTAWA, 18th December, 1883.

The undersigned has the honor to represent that by the Act 46 Vic., chap. 25, authority was 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 their 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 undersigned 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 is 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 in the manner therein provided.

Respectfully submitted,

J. H. POPE, *Min. Rys. and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 21st December, 1883.

On a Memorandum dated 18th December, 1883, from the Acting Minister of Railways and Canals, submitting that by the Act 46 Vic., chap. 25, authority was