

the permanent track that have been used by the Contractor during construction, if injured in any respect.

#### BALLASTING.

82. The material to be used for raising the road-bed to the final or full grade, or "ballasting the road," shall consist of coarse sand or free gravel, to be approved by the Engineer before being used upon the road.

84. In lifting the rail to the full grade care must be observed to make it conform to the levels given by the Engineer, and to preserve perfect alignment. In curves the outer rails will be elevated as directed and the ballast sloped and dressed off in a neat manner. The quantity of ballast to equal 2,000 cubic yards per mile.

85. The base of rail will be at least one foot above formation level and the top of the ballast ten feet in width, with side slopes of one foot horizontal to one foot perpendicular.

#### STATIONS, &C.

86. Stations shall be built at about every seven miles, and each shall in all respects be equal to that at St. Martins on the heretofore Quebec, Montreal, Ottawa and Occidental Railway, but now owned by the Canadian Pacific Railway, and the total length of the sidings to be about four miles in length.

87. The station at Pembroke must be equal in size to that at Thurso as regards the passenger part, and the freight portion shall be at least one hundred and twenty feet (120) in length and thirty feet in width, and of the general character of the one at Thurso aforesaid. The station ground at Pembroke shall extend as far West as