

Besides the ordinary drainage of the Railway, the Contractors executed four large outlet drains, extending beyond the fence to distances stated to me as averaging three quarters of a mile. Although, perhaps, some claim might have been justifiable for these, I find that no extra payment has been allowed.

Many of the culverts have been made with timber tops to facilitate the clearing of them, and I do not consider this variation from the Specification to be objectionable, while the saving to the Contractors, where any exists, would be inconsiderable.

Between Point Levi and Chaudière there are several under Bridges, for farm roads, of rough masonry with timber tops; they were not well constructed, and some of the abutments and piers have cracked. These were built by the first Contractors, before the English Contractors took to the work.

In the Bridges and Culverts executed by the English Contractors, a close scrutiny only enabled me to discover comparatively few places where even unimportant failures could be seen in the work, and these were almost exclusively confined to the smaller structures.

In some cases timber tops have been allowed for road bridges over the Railway, but it would appear by the contract that level crossings might have been substituted, which would have been less satisfactory.

Of the larger works of art, a list is annexed in Appendix D, a reference to which will show that many of them are large and important works. Taken as a whole, they are works to which Engineer and Contractors may alike point without fear of criticism, and many of them are far superior to constructions of a similar character in England.

Among the best works I may cite the Etchemin River bridge, with two spans, one of 155 feet and one of 40 feet; the Chaudière River bridge, with ten spans of 93 feet; the Becancour River bridge, with three spans of 100 feet; the Du Loup River bridge, with two spans of 100 feet; the Nicolet Arthabaska River bridge, with two spans of 100 feet; Ellis Brook bridge, with one span of 100 feet; and Nicolet Danville River bridge, with two spans of 80 feet.

The wrought-iron tubes and girders used are of excellent design and manufacture, and in those which I tested, the deflection did not exceed half an inch.

While the Specification provided for ten river bridges of a total opening of 2,135 feet, seventeen river bridges have, in fact, been erected, with a total opening of 2,535 feet. For these additional works no extra price has been allowed, although I believe that the clause in the contract which allowed the Company to require more expensive works than were shown in the section, without extra charge, would not strictly apply to such works as these, distinctly enumerated in the specification, but was intended to apply to alterations in the section of the line.

The Woodsheds have not been carried out exactly as specified, but sheds have been placed where most convenient, so as to make up the contract amount. Of the water supply, the only complaints, that have reached me appeared to have arisen from the unusual dryness of last autumn.

Taken as a whole, the extent of Locomotive Engine House accommodation stipulated has been exceeded.

The very convenient Passenger and Goods Station at Quebec was, you are aware, burnt down. Although quite equal to the requirements of the traffic, it did not come up fully to the extent of accommodation specified. In some of the other stations also, although as much accommodation has been given, as the traffic would appear, by all accounts, to be likely to require, the specified