

American manufacture, and of the form and pattern that may be decided upon by the Engineer.

79. Steel rails shall weigh fifty-six pounds to the yard, and shall be inspected by an inspector approved by the Company.

80. The ties may be of tamarack, oak, rock-elm, or other suitable sound wood—eight feet long, hewn or sawn on two parallel sides, so as to give a width of six inches face—with thickness of six inches, and entirely out of winding. The ties will be laid at right angles to the line of railway, and will be bedded in the ballast flush with the final grade of the road. They will be well rammed down to a firm continuous bearing, and the tops dressed off to a level and uniform surface to receive the rails. The ties will be laid two feet apart from centre to centre, or 2,640 per mile, or sixteen inches from bearing to bearing.

81. When required by the Engineer, the rails shall be bent to correspond with the curve of the road, and all rails for tangent lines, before being laid permanently, shall be straightened and take out of wind; side tracks are to be laid at the termini and way-stations. These tracks will be of such length as shall be directed by the Engineer, and will not exceed in the aggregate length five per cent. of the main line, to be furnished with the necessary frogs, points and crossings, switches, signal levers, wire rope, &c., in a similar manner to those used on the Canadian Pacific Railway. The track to be laid under the guidance of the Engineer or of persons appointed by him, and in strict accordance with the plans and instructions emanating from him. All condemned materials shall be removed from the track to such distance as shall be directed by the Engineer, in order to prevent their being used in the work. No rails will be allowed to be laid in