

I will freely admit that the plans objected to by the Government Engineer, are to a certain extent an innovation upon the old stereotyped plans in use for such purposes; and therefore, that they are liable to the severest criticisms from a peculiar class of the Engineering profession, who never like to depart from old customs. I have therefore taken great pains to satisfy myself fully as to their safety, as well as their adaptability to the purposes for which they are intended upon this road. And I have also taken suggestions from several practical Contractors, as well as from many sound practical Engineers, with reference to such changes in my original plans, as would tend to increase their safety and facilitate their construction.

I have therefore come to regard the perfected plans as being entirely unobjectionable, provided the specifications and directions of the Engineer and Inspector are adhered to in every particular by the Contractor, during their construction.

I had the honor of addressing a communication to the President and Directors, on the 16th July, 1874, in which the following paragraph occurs :

“ To illustrate this principle, I will refer briefly to but a single instance of the many which must necessarily occur during the progress of the work.

“ The plans which I have designed for the sub-structure or foundations in deep water, required for the masonry in the bridges which are to span several of the large Rivers, which the line of Railway crosses, are peculiarly my own, and are much cheaper than the ordinary stereotyped plans in use for such purposes. But in order to render them perfectly safe and permanent, the greatest care and attention must be exercised in carrying out every detail of the plan in the execution of the work. If the power to see that this is done, through the agency of Engineers and Inspec-