

Mr. Thomas C. Keefer, who is one of the oldest and most experienced Engineers in Canada, both in the construction and management of Railways, discusses the subject more at length, and in much greater detail than either of the other Engineers.

Mr. Keefer's conclusions coincide so entirely with those of Mr. Shanly, as well as with my own, that I will repeat them here by quoting the following extract from his letter.

"I have not seen the contract or profile of the line, and am not therefore able to appreciate the specification as fully as could be done in connection with these; but I have no hesitation in saying, that the specification, taken by itself, properly administered by the Engineer, and complied with in good faith by the Contractor, will secure a first class railway, such as the Great Western of Canada, which has been referred to before in contracts, as a first class railway, though it then had all iron rails, and bridge superstructures of wood."

Mr. T. B. Blackstone, President of the Chicago and Alton R. R. Co., was referred to, respecting the proper width of road-bed, for the reason that he has a large experience, both as a Civil Engineer, and Manager of railways in the Western United States; and his opinion is there regarded as very high authority. His reply is very short, but at the same time conclusive as to a width of twelve feet being quite ample for the top width of road-bed in good material.

It will thus be seen, that of the four prominent and very justly distinguished Canadian Engineers, who have been kind enough to express an opinion upon the subject referred to them, two have given a somewhat qualified