

of approved plan may be used where approved by the Company's Engineer.

MISCELLANEOUS WORK.

75. After the masonry of a structure has been completed for a period of four or five weeks, the formation of the embankment around it may be proceeded with. The earth must be carefully punned in thin layers around the walls, and in this manner the filling must be carried up simultaneously on both sides. The Contractors must be extremely careful in forming the embankments around culverts and bridges, as they will be held liable for any damages to the structures that may arise. The punning must be carefully attended to, and the whole filling must invariably be done in uniform courses from the bottom to the top of the embankment, without loading one side of the masonry more than the other.

76. The bottom of beam culverts will be paved with stones set on edge to a moderately even face, packed solid. The paving to be from twelve to sixteen inches deep. Box culverts to be made as per plan to be approved by Company's Engineer.

77. In places indicated by the Engineer, wooden beam culverts may be used, of flatted cedar timber, according to the plans to be approved.

PERMANENT WAY.

78. The gauge of the road will be four feet eight and one-half inches. The rails shall be of steel, and will weigh at least fifty-six pounds to the yard, and be fish-plated and secured to ties in the most approved and modern manner. The steel rails shall be of the best quality of English or