

any case, by reason of the change, and who were able, experienced and reliable contractors, and in view of the fact that the puddle clay necessary for the construction of the dams could only be obtained, except from a distance, on their Section 4 Contract, simply to extend that contract so as to cover the work on the dams, at the schedule prices named therein in so far as applicable, prices being fixed, as provided in this contract by the Engineer, for items where the contract schedule did not apply.

The prices in Contract No. 4, it should be observed, were fixed by competition when the contract for that work was made, and therefore may be said to represent the *lowest prices* at which trust worthy contractors would have undertaken the work. It will thus be seen that the public have been in every way advantaged by the adoption of the course taken by the Government in this matter.

THE ST. CHARLES BRANCH.

The so-called St. Charles Branch of the Intercolonial Railway, 14 miles in length, which now forms a thorough route from the Maritime Provinces to Western Canada, was originally designed merely to extend from St. Charles Junction to Chabot's Wharf on the St. Lawrence River in the eastern end of the City of Levis, and was estimated to cost \$360,000.00. Subsequently it was found necessary to make an extension along the city front of Levis to connect with the Grand Trunk Railway at South-Quebec, for this extension a right of way 15 feet wide, with road set up on piles was estimated to cost \$196,000.00. This arrangement was found not to meet the requirements, and it became necessary to take a greater area of land and to form a solid road-bed of pine timber crib-work filled with stone, upon completion of which the Grand Trunk Railway brought their through traffic to South Quebec, when it was found that additional yard room was required in connection with the transfer of the

traffic to the Intercolonial Railway. A large timber pond was the only available space to be had. This was purchased and graded up solid with earth and faced with crib-work, so that it will at once be seen that the original estimate of the cost of \$556,000.00 of the St. Charles Branch as originally designed, having no bearing on the actual cost of \$1,732,238,000 of the line as built and accommodation provided, of which \$909,366 was for land purchased, the large proportion of the cost of which was paid upon the judgments of the courts after expert witnesses had given their testimony as to values, and after the cases had been ably defended by counsel.

TEMISCOUATA RAILWAY.

This road, constituting as it does an important link in the chain of direct railway communication between the waters of the St. Lawrence at Riviere du Loup, and the Atlantic to the south, via the St. John Valley, and enabling communication to be made on Canadian soil between the Intercolonial Railway at that place and the city of St. John and other Atlantic ports, cannot be regarded as other than one deserving of that financial assistance which it has been the policy of the Government to grant to roads whose construction will tend to the benefit of the country and to its means of independent communication.

A glance at the map of this section of Canada and the States is all that is required to show that owing to the protrusion of the State of Maine northward, Canada without this railway would be barred from access to her Southern Atlantic ports on her own soil, except over the more circuitous route of the Intercolonial railway.

Towards the construction of this link of 81 miles and its branch westwards there has been contributed \$645,950, and in the granting of this aid not a dissenting voice was heard from the Liberal party.