

## THE PORTNEUF BRIDGE.

By referring to page 67, of a pamphlet entitled : "*Historical Review of the Government Standard, by the Engineer in Chief, dated April 6, 1875,*" it will be found that, on the 12th of March 1875, in the presence of a Special Committee of the Board of Directors of the North Shore Railway Company, and the Contractor, the Government Engineer stated, with reference to the work already done in the foundations and masonry for this bridge, as follows :

" With reference to the Portneuf Piers, now partly constructed, (to a height of 8 ft., and 10 ft. and 5 inches in thickness at top), upon being asked by the Chief Engineer, if these must also come down, *Mr. Light said that they could remain, and be carried up, from their present height, with a batter that would bring them out .7 feet at top.* "

Referring also to the joint "*Report of Messrs. Baillargé and Light,*" upon the Government Standard, dated March 13, 1875, which is embodied in the present Government Contract, the following language will be found : " The additional thickness required at the Piers of the Bridge at Portneuf, of which *foundations are already in place, can be obtained by altering the batter thereof.* "

*Per contra.* On pages 18 and 19 of the Government Engineer's late pamphlet, already referred to, the following statement is made with reference to the same matter :

" The plans never were approved by me. In the report above quoted by the Contractor, (to wit : the joint report above referred to), my remarks referred to the 'batter' and 'size' of the masonry ; not to its character, or to the foundation."