

approved by the Board of Directors ; and, so far as I am aware, the provisions which they contain relative to the character of the work therein contemplated and fully provided for, has never been questioned until the present time.

As stated in my report of 28th May, the Engineering House of Messrs. Sir Charles Fox and Sons, in London, under whose professional supervision several important Railways have been, and are now being constructed and equipped in Canada, has quite recently made a thorough and critical examination of the Contract and Specifications.

At the risk of appearing egotistical I will copy, for the information of the Board, some extracts from the report which was submitted by this House, to Messrs. Robert Benson & Co., of London, dated April 15, 1873.

In transmitting the report to Messrs. Benson & Co., Mr. Charles Douglas Fox, the present manager of the firm, in a private note says : " My Firm's report sent herewith, will give you the result ; but I desire more strongly than I could do in an official communication, to bear testimony to the very satisfactory manner in which the Documents have been prepared. Knowing the high character, and large experience of General Seymour, I am not at all surprised."

The following are extracts from the report itself.

" The Specification has evidently been drawn with great care, and generally provides for first class construction, the only exceptions being the width of the earth works, and timber superstructures for the Bridges. The permanent way, on the Main and Branch Line respectively, is well designed for the expected traffic, the gauge being 4