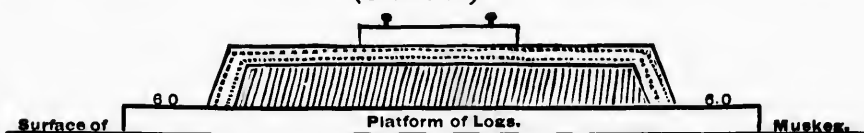


Mr. Jennings will be good enough to inform the contractors accordingly, and obtain their written acceptance of these conditions, when the material is placed in embankments. Wherever it be deemed expedient to allow the use of muskeg material, the whole must be covered over with good earth; in no case should the coating of sand, clay or gravel be less than 12 inches under formation level.

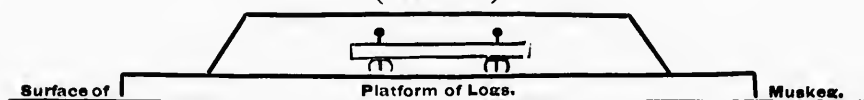
(Sketch A.)



As a rule the surface of the muskeg should not be broken by ditches or borrowing pits within 50 feet of the centre line.

10. When it becomes expedient to form the embankments by train, good-sized poles, or small trees "spotted" on the side, to average say six inches thick, should invariably be laid longitudinally under the ties. These poles should break joint, and every means taken to render the track reasonably solid and secure to prevent injury to rails. See Sketch B.

(Sketch B.)



10½. The undersigned has given careful consideration to the question of rock borrowing, referred to in the specification, and he has arrived at the conclusion that it will not be expedient to resort to the process of excavating rock for forming any portions of embankments, except so far as the embankments may be formed by material from "rock line cuttings."

The contractors will, accordingly, be relieved of this expensive and troublesome class of work referred to in Clause 98 of the specification.

11. Mr. Jennings is probably aware that on Section 15, where the railway is carried across lakes and ponds, the material from rock line cuttings has been deposited in two parallel lines along the toe of the slopes. This was done subsequent to the date of the contract with a special purpose in view, but it involves a good deal of extra trouble and expense to the contractors, without corresponding advantages, and as the undersigned recognizes the peculiar difficulties, these contractors have to overcome, and the importance in the public interest of assisting them in every legitimate way, and of avoiding unnecessary outlay, he does not insist upon the same plan of construction being followed on this contract.

The contractors may be allowed to finish the embankments in the usual way, allowing the material of whatever kind to find its proper natural slope, and in the case of the slopes being formed of soft material, in ponds or lakes, they will be protected by rip-rap, a few feet above and below water level. The rip-rap must be provided after the embankment has to some extent consolidated.

12. Attention should at once be given to the volume of all streams crossed by the railway; the necessity for the structures proposed to be erected, and their sufficiency and character.

Mr. Jennings will report from time to time such improvements or suggestions in the mode of construction as may appear advisable.

13. The Engineer-in-Chief encloses printed general instructions 1 to 5 for the information of Mr. Jennings on the general guidance of the staff under him. These are in force as far as applicable. Special attention is directed to these general instructions.