

northward, for a distance of thirty miles, transmitted by the Company on 22nd ult. for approval of the Governor in Council, and now beg to report thereon.

Gradients—The maximum gradient allowed by the specification is 106 feet per mile generally, and 118 feet per mile at the 12th mile from St. Raymond; and at a point near Lake St. John the gradients shown on profile submitted are in accordance with the above, except that steeper gradient allowed at the 12th mile is transferred to the 6½th mile.

Curvature.—The alignment conforms to the requirements of the specification, with the exception of four curves, of 574 feet radius= 10° , occurring at the 17½, 19, 20½ and 20½ miles from St. Raymond, having an aggregate length of 1898 feet; whereas the minimum radius allowed by the specification is 717 feet= 8° , excepting two short curves of 600 feet radius at the 86th mile. Mr. Cadman, the Chief Engineer of the Company, states that in making the final location of this portion he found it necessary, in order to avoid very heavy rock cutting, to introduce at these points curves of 574 feet radius. Now, as this location was made in 1881, two years previous to the date of the agreement, 4th Sept., 1883, between the Company and the Government, in which agreement the minimum radius of curvature was clearly defined, I would suggest that an effort be made to bring these curves into conformity with the specification, and that the Company should submit the cross sections of the grounds at these points, so that a proper decision may be arrived at as to the feasibility or otherwise of increasing the radii of these curves to the agreement standard.

As the first ten miles north of St. Raymond are in conformity with the specification as to gradients and curvature, I beg to recommend that the plan and profile of the located line of Section No. 1, the first ten miles, be approved.

I am, Sir, your obedient servant,

THOMAS RIDOUT.

OTTAWA, 12th November, 1883.

Memorandum.—The undersigned has the honor to represent that under date the 4th of September last, the Quebec and Lake St. John Railway Company entered into an agreement previously sanctioned by Order in Council dated the 18th of August, 1883, such agreement having in view the subsidizing of the Company in aid of the construction of their road between St. Raymond and Lake St. John, as authorized by the Act 46 Vic., chap. 25, and 45 Vic., chap. 14.

That the Company have submitted plans and profiles of their road for approval by the Governor in Council, as to which the Inspecting Engineer has reported under date the 5th inst. to the effect that while at certain points indicated the curvature is less than the minimum radius allowed by the specification and should be brought into conformity therewith, the line for the first ten miles north of St. Raymond is in conformity with the conditions of the specifications, both as to gradients and curvature, and the Chief Engineer has accordingly advised that the plan and profile of the located line for this distance, Section No. 1, be approved.

The undersigned recommends that approval be given to the said plan and profile as submitted by the Company on the 22nd ult., in respect of the first ten-miles section.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 13th day of November, 1883.

On a Memorandum dated 12th November, 1883, from the Acting Minister of Railways and Canals, submitting that under date the 4th of September last, the Quebec and Lake St. John Railway Company entered into an agreement, authority for which was given by Order in Council dated the 11th of August, 1883, having in view the subsidizing of the Company in aid of the construction of their road between