

road between Quebec and Montreal, *on the certificates of the Engineer to be named by themselves.*"

It will be seen from the *italicised* portion of the above extracts, that the Company will not secure its land grant unless the road is "completed and put in operation to the *entire satisfaction* of the Lieutenant Governor in Council." And that the Contractors will not receive the Quebec City Debentures, unless the character of the work shall be such as to meet the approval of an *Engineer to be appointed by the Corporation of the City*, for the express purpose of guarding and protecting its interests.

With the above safeguards, contained, as they are, in the body of the Contract, I claim that the Contractors, without regard to the Specifications attached, are bound, *in self defence*, as well as by the legal obligations which they have assumed, to construct a first class Railway, according to the generally received acceptance of that term.

With reference to the Specifications which are attached to, and form part of the contract, I have only to say that they were prepared by myself with great care as to all the details of the work; and that they embody all the important conditions and safeguards that are to be found in the Specifications under which the most expensive and important Railways in Canada and the United States have been constructed.

They were revised and approved by a committee of the Board of Directors, on the 26th of February, 1872, at which time the Mayor of the City of Quebec went through them with me in great detail, and suggested some changes which were at once incorporated in the Specifications. The entire contract and Specifications were afterwards