

"The Tender shall be made out and sent in on the form hereto appended, and the total amount shall be based on the quantities supplied to the Contractor, the several descriptions of work being valued at the prices respectively set opposite to each in the List of Prices appended hereto."

"No Tender will be received unless accompanied by the Schedule of prices correctly and fully made up, and no contract will be entered into until it shall have been examined and approved by the Engineer."

"Payments will be made upon the Engineer's Certificate to the amount of 90 per cent. upon the value of the work so measured up from time to time, and actually completed to the satisfaction of the Engineer; the work so measured shall be valued according to the Schedule of Prices attached to the Contract."

"Notwithstanding any custom to the contrary, net measurements only will be allowed and paid for upon all extra works executed, and materials delivered in accordance with the terms of the Contract and Specification, and all prices given in the Schedule attached hereto shall include labor and materials unless otherwise specially specified in the case of any particular item."

"The Contractor to include in his Tender the following works, which may from time to time be required, but the precise nature and position of which cannot at present be defined. In the event of any portion of them not being required, their value calculated by the Schedule of prices, will be deducted from the amount due to the Contractor."—(*Here follows additional quantities not included in Bill of Works.*)

"The Company reserve the right of altering the works in any manner they may think fit, and such alteration shall not invalidate the contract; * * the quantities of work so altered, whether above or below the original quantities, shall be ascertained and valued according to the schedule of prices appended to the tender, and the amount shall be added to, or deducted from the amount of the original tender, and the amount so altered shall be considered and settled as the true amount of the contract."

I could easily furnish additional evidence illustrative of the English system, but I think I have submitted sufficient to convince you that I had some grounds for describing it as I did in my previous letters to you, and that the same principle which in the interest of the Dominion I advocated as the proper one for the Intercolonial Railway contracts is commonly adopted in the mother country in contracts for railways and other works there.

The Commissioners in their paper refer to an engineering question which it is proper I should explain.

The Commissioners are unquestionably right in the opinion that it would be false economy to make the waterways of structures so small that the destruction of the work would follow. This is exactly what I am solicitous to avoid, by asking the Commissioners to wait until the experience of at least one spring freshet will afford some proof that none of the waterways are too small.

Whilst I admit this to be a point of great importance, the Commissioners will, I think, pardon me for desiring on the score of economy to avoid the opposite mistake of making the structures a great deal larger than necessary, or of a character least suitable for the purpose.

The Commissioners seem to have been advised that it is a matter of no great importance as regards cost, what kind of structure is adopted for the passage of the water, and that in regard to culverts, the most judicious plan is to build what are known as Beam Culverts, or open bridges instead of arched openings covered by earthen embankment. They farther seem to have been advised, that when an embankment reaches 40 feet in height it is absolute economy to substitute viaducts with stone or brick piers.

I have long since arrived at the conviction that, in this climate, brick as we ordinarily find it, should not be employed in any form in any railway works not under a roof. I am also decidedly of opinion that there should be no bridge or opening of any description on a railway where the circumstances will admit of a solid embankment being formed. I have arrived at this opinion on grounds which will be readily appreciated, viz. :—

1. An embankment, when once properly made and consolidated, may, humanly