

The principal bridges are those over the Black river, the two branches of the Nicolet and the Becancour. These are all fine substantial steel superstructures resting on massive well-built masonry abutments and piers.

There are five minor structures, ranging from 28 to 55 ft. spans, all steel girders resting on solid masonry abutments. There are no wooden structures of a span of over eight feet.

The station buildings are neat and in good condition. Three (3) of them, however, are incomplete, but are, I understand, to be finished before the road is accepted.

At Drummondville, in addition to the passenger station, there is a freight shed, repair shops equipped with engine, lathes, &c., for repairing cars.

Water tanks are provided at Drummondville and Forestdale stations.

The line is fenced throughout, except about $7\frac{1}{2}$ miles through forest and swamp, for the most part with post and board fence; there is, however, a small quantity of barbed wire fence.

The fencing is generally in good condition, there being merely a few panels requiring straightening, which the officers of the company informed me would be put in shape before being handed over.

I have the honour to be, sir, your obedient servant,

(Signed.) E. V. JOHNSON.

OTTAWA, 15th June, 1897.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Railways and Canals.

SIR,—In accordance with your instructions I have made an inspection of the Drummond County Railway from its junction with the Grand Trunk Railway at Ste. Rosalie to the Duchesno River, a distance of seventy miles.

I found the line in excellent condition, fully ballasted with the exception of about three miles near the St. Francis River, the location of which is to be changed in order to reduce the gradients to 53 feet per mile—the track throughout is in very good condition the rails being 56 lbs. steel—and in good order, new ties were being put in where required.

All the bridges are of steel superstructure on very good cement masonry abutments and piers. At the St. Francis River there is at present 60 feet of trestle work, which is to be replaced with a permanent structure.

The line is fenced throughout with the exception of about $7\frac{1}{2}$ miles through dense woods and swamp where fencing is not at present required.

The station buildings and sidings are amply sufficient for the traffic, some of the buildings require repairs and painting, which I was informed is to be done at once.

I am, sir, your obedient servant,

(Signed.) THOMAS RIDOUT.